

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County  
For Fiscal Years 2021-22 and 2022-23  
Reporting Period: Calendar Years 2020 & 2021

### Measure J Growth Management Program Compliance Checklist

<b>1. Action Plans</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Is the jurisdiction implementing the actions called for in the applicable Action Plan for all designated Routes of Regional Significance within the jurisdiction?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. Has the jurisdiction implemented the following procedures as outlined in the <i>Implementation Guide</i> and the applicable Action Plan for Routes of Regional Significance?			
i. Circulation of environmental documents,	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
ii. Analysis of the impacts of proposed General Plan amendments and recommendation of changes to Action Plans, and	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
iii. Conditioning the approval of projects consistent with Action Plan policies?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
c. Has the jurisdiction followed the procedures for RTPC review of General Plan Amendments as called for in the <i>Implementation Guide</i> ?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>2. Development Mitigation Program</b>	<b>YES</b>	<b>NO</b>	
a. Has the jurisdiction adopted and implemented a local development mitigation program to ensure that new development pays its fair share of the impact mitigation costs associated with that development?	<input checked="" type="radio"/>	<input type="radio"/>	
b. Has the jurisdiction adopted and implemented the regional transportation mitigation program, developed, and adopted by the applicable Regional Transportation Planning Committee, including any regional traffic mitigation fees, assessments, or other mitigation as appropriate?	<input checked="" type="radio"/>	<input type="radio"/>	

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### 3. Address Housing Options

YES NO

- a. Has the jurisdiction prepared and submitted a report to the Authority demonstrating reasonable progress in providing housing opportunities for all income levels under its Housing Element? The report can demonstrate progress by
- (1) comparing the number of housing units approved, constructed, or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in its Housing Element; or
  - (2) illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or
  - (3) illustrating how its General Plan and zoning regulations facilitate improvement or development of sufficient housing to meet the Element's objectives.

*Note: A copy of the local jurisdiction's annual progress report (Tables A thru C) to the state Department of Housing and Community Development (HCD) is sufficient.*

- b. Does the jurisdiction's General Plan—or other adopted policy document or report—consider the impacts that its land use and development policies have on the local, regional, and countywide transportation system, including the level of transportation capacity that can reasonably be provided?
- c. Has the jurisdiction incorporated policies and standards into its development approval process that support transit, bicycle, and pedestrian access in new developments?

YES  NO

YES  NO

YES  NO

## Measure J GMP Compliance Checklist Attachments

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<b>4. Traffic Impact Studies</b>	<b>YES</b>	<b>NO</b>	<b>N/A</b>
a. Using the Authority's <i>Technical Procedures</i> , have traffic impact studies been conducted as part of development review for all projects estimated to generate more than 100 net new peak-hour vehicle trips? (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply).	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
b. If the answer to 4.a. above is "yes", did the local jurisdiction notify affected parties and circulate the traffic impact study during the environmental review process?	<input checked="" type="radio"/>	<input type="radio"/>	<input type="radio"/>
<b>5. Participation in Cooperative, Multi-Jurisdictional Planning</b>	<b>YES</b>	<b>NO</b>	
a. During the reporting period, has the jurisdiction's Council/Board representative regularly participated in meetings of the appropriate Regional Transportation Planning Committee (RTPC), and have the jurisdiction's local representatives to the RTPC regularly reported on the activities of the Regional Committee to the jurisdiction's council or board? (Note: Each RTPC should have a policy that defines what constitutes regular attendance of Council/Board members at RTPC meetings.)	<input checked="" type="radio"/>	<input type="radio"/>	
b. Has the local jurisdiction worked with the RTPC to develop and implement the Action Plans, including identification of Routes of Regional Significance, establishing Multimodal Transportation Service Objectives (MTSOs) for those routes, and defining actions for achieving the MTSOs?	<input checked="" type="radio"/>	<input type="radio"/>	
c. Has the local jurisdiction applied the Authority's travel demand model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including on Action Plan MTSOs?	<input checked="" type="radio"/>	<input type="radio"/>	

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- |   | YES                              | NO                    |
|---|----------------------------------|-----------------------|
| d. As needed, has the jurisdiction made available, as input into the countywide transportation computer model, data on proposed improvements to the jurisdiction's transportation system, including roadways, pedestrian circulation, bikeways, and trails, planned and improved development within the jurisdiction, and traffic patterns? | <input checked="" type="radio"/> | <input type="radio"/> |

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<b>6. Five-Year Capital Improvement Program</b>	YES	NO
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- |   |                                  |                       |
|---|----------------------------------|-----------------------|
| Does the jurisdiction have an adopted five-year capital improvement program (CIP) that includes approved projects and an analysis of project costs as well as a financial plan for providing the improvements? (The transportation component of the plan must be forwarded to the Authority for incorporation into the Authority's database of transportation projects) | <input checked="" type="radio"/> | <input type="radio"/> |
|---|----------------------------------|-----------------------|

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<b>7. Transportation Systems Management Program</b>	YES	NO
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- |   |                                  |                       |
|---|----------------------------------|-----------------------|
| Has the jurisdiction adopted a transportation systems management ordinance or resolution that incorporates required policies consistent with the updated model ordinance prepared by the Authority for use by local agencies or qualified for adoption of alternative mitigation measures because it has a small employment base? | <input checked="" type="radio"/> | <input type="radio"/> |
|---|----------------------------------|-----------------------|

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<b>8. Adoption of a voter-approved Urban Limit Line</b>	YES	NO	N/A
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- |   |                                  |                       |                       |
|---|----------------------------------|-----------------------|-----------------------|
| a. Has the local jurisdiction adopted and continually complied with an applicable voter-approved Urban Limit Line as outlined in the Authority's annual ULL Policy Advisory Letter? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |
|---|----------------------------------|-----------------------|-----------------------|

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2021-22 and 2022-23

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- |  | YES                              | NO                    | N/A                   |
|--|----------------------------------|-----------------------|-----------------------|
| b. If the jurisdiction has modified its voter approved ULL or approved a major subdivision or General Plan Amendment outside the ULL, has the jurisdiction made a finding of consistency with the Measure J provisions on ULLs and criteria in the ULL Policy Advisory Letter after holding a noticed public hearing and making the proposed finding publicly available? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

### 9. Adoption of the Measure J Growth Management Element

- |   | YES                              | NO                    | N/A                   |
|---|----------------------------------|-----------------------|-----------------------|
| Has the local jurisdiction adopted a final GME for its General Plan that substantially complies with the intent of the Authority's adopted Measure J Model GME? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

### 10. Posting of Signs

- |  | YES                              | NO                    | N/A                   |
|--|----------------------------------|-----------------------|-----------------------|
| Has the jurisdiction posted signs meeting Authority specifications for all projects exceeding \$250,000 that are funded, in whole or in part, with Measure C or Measure J funds? | <input checked="" type="radio"/> | <input type="radio"/> | <input type="radio"/> |

### 11. Maintenance of Effort (MoE)

- |  | YES                              | NO                    |
|--|----------------------------------|-----------------------|
| Has the jurisdiction met the MoE requirements of Measure J as stated in Section 6 of the Contra Costa Transportation Improvement and Growth Management Ordinance (as amended)? (See the Checklist Instructions for a listing of MoE requirements by local jurisdiction.) | <input checked="" type="radio"/> | <input type="radio"/> |

### 12. Submittal of LSM Reporting and Audit Forms

- |   | YES                              | NO                    |
|---|----------------------------------|-----------------------|
| Has the local jurisdiction submitted a Local Street Maintenance and Improvement Reporting Form and Audit Reporting Form for eligible expenditures of 18 percent funds covering FY 2017-18 and FY 2018-19? | <input checked="" type="radio"/> | <input type="radio"/> |

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2021-22 and 2022-23

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### 13. Other Considerations

YES NO N/A

If the jurisdiction believes that the requirements of Measure J have been satisfied in a way not indicated on this checklist, has an explanation been attached below?

### Review and Approval of Checklist

This Measure J GMP Compliance Checklist was prepared by:

\_\_\_\_\_  
Signature

\_\_\_\_\_  
Date

Robert Sarmiento, Planner III

\_\_\_\_\_  
Name & Title (print)

(925) 655-2918

\_\_\_\_\_  
robert.sarmiento@dcd.cccounty.us

\_\_\_\_\_  
Phone

\_\_\_\_\_  
Email

The Council/Board of Contra Costa County has reviewed the completed Checklist and found that the policies and programs of the jurisdiction as reported herein conform to the requirements for compliance with the Contra Costa Transportation Improvement and Growth Management Program.

\_\_\_\_\_  
Certified Signature (Mayor or Chair)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name & Title (print)

\_\_\_\_\_  
Attest Signature (City/Town/County Clerk)

\_\_\_\_\_  
Date

\_\_\_\_\_  
Name (print)

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2021-22 and 2022-23

Reporting Period: Calendar Years 2020 & 2021

### Supplementary Information (Required)

#### 1. Action Plans

- a. *Please summarize steps taken during the reporting period to implement the actions, programs, and measures called for in the applicable Action Plan for Routes of Regional Significance:*

See [Attachment A](#). Please note that Actions, Programs, and Measures that do not involve Contra Costa County are not listed.

- b. *Attach, list, and briefly describe any General Plan Amendments that were approved during the reporting period. Please specify which amendments affected ability to meet the standards in the Growth Management Element and/or affected ability to implement Action Plan policies or meet Multimodal Traffic Service Objectives (MTSOs). Indicate if amendments were forwarded to the jurisdiction's RTPC for review, and describe the results of that review relative to Action Plan implementation:*

See [Attachment B](#).

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

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*Provide a summary list of projects approved during the reporting period and the conditions required for consistency with the Action Plan:*

No projects required conditions to ensure consistency with the applicable Action Plan during the reporting period.

### **2. Development Mitigation Program**

*a. Describe progress on implementation of the regional transportation mitigation program:*

The County participates in each Regional Transportation Planning Committee's respective development impact fee program: Sub-Regional Transportation Mitigation Fee Program (WCCTAC), Regional Transportation Mitigation Fee Program (TRANSPAC), East Contra Costa Regional Fee & Financing Authority (TRANSPLAN), and Tri-Valley Transportation Development Mitigation Fee Program (SWAT/TVTC).

The County also administers a total of 15 Area of Benefit (AOB) programs within the unincorporated area. An AOB is a development traffic mitigation fee program, supported by County ordinances, that are adopted by the County Board of Supervisors and designed to collect fees within a defined boundary area to fund road improvement projects that mitigate traffic impacts generated by new development projects.

### **3. Address Housing Options**

*a. Please attach a report demonstrating reasonable progress in providing housing opportunities for all income levels. (Note: A copy of the local jurisdiction's annual report (Tables A thru C) to the state Department of Housing and Community Development (HCD) is sufficient).*

See [Attachment C](#).

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County  
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*Please attach the jurisdiction's adopted policies and standards that ensure consideration of and support for walking, bicycling, and transit access during the review of proposed development.*

See [Attachment D](#).

### 4. Traffic Impact Studies

*Please list all traffic impact studies that have been conducted as part of the development review of any project that generated more than 100 net new peak hour vehicle trips. (Note: Lower traffic generation thresholds established through the RTPC's Action Plan may apply). Note whether the study was consistent with the Authority's Technical Procedures and whether notification and circulation were undertaken during the environmental review process.*

- Bayview Estates Residential Project (Fehr & Peers): 107 AM peak-hour trips and 143 PM peak hour trips. The traffic impact study associated with this project was prepared consistent with the Authority's Technical Procedures. In 2021, a Draft Environmental Impact Report for this project was circulated and the public and interested parties were notified.
- Willow Pass Court Retail Center (TJKM): The proposed project would construct three quick service restaurants (1,400 sf.; 2,800 sf.; 3,798 sf.) with drive-through service, on a currently vacant site. The proposed project is expected to generate 3,768 daily trips, including 322 a.m. peak hour trips (164 inbound trips, 158 outbound trips) and 261 p.m. peak hour trips (136 inbound trips, 125 outbound trips). The analysis was prepared consistent with the Authority's Technical Procedures and the public and interested parties were notified during initial environmental review.

### 5. Participation in Cooperative, Multi-Jurisdictional Planning

*No attachments necessary*

During the reporting period, the County Board of Supervisors regularly participated in Regional Transportation Planning Committee (RTPC) meetings. The County's representatives to the RTPCs regularly reported on the activities of the RTPCs to the County Board of Supervisors. The County has worked with the RTPCs to develop and implement the RTPC's Action Plans. The County has applied the Authority's travel demand model and Technical Procedures to the analysis of its General Plan Amendments and developments exceeding specified vehicle trip thresholds for their effect on the regional transportation system.

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County  
For Fiscal Years 2021-22 and 2022-23  
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### 6. **Five-Year Capital Improvement Program**

*Please attach the transportation component of the most recent CIP version, if the Authority does not already have it. Otherwise, list the resolution number and date of adoption of the most recent five-year CIP.*

County's Capital Road Improvement & Preservation Program (CRIPP)

<http://www.contracosta.ca.gov/383/Capital-Road-Improvement-Preservation-Pr>

Date of Ordinance or Resolution Adoption: November 1, 2022

Resolution or Ordinance Number: #2022/375

### 7. **Transportation Systems Management Program**

*Please attach a copy of the jurisdiction's TSM ordinance or list the date of ordinance or resolution adoption and its number.*

Date of Ordinance or Resolution Adoption: January 21, 2003

Resolution or Ordinance Number: #2003/02

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County  
For Fiscal Years 2021-22 and 2022-23  
Reporting Period: Calendar Years 2020 & 2021

### 8. Adoption of a voter-approved Urban Limit Line

*The local jurisdiction's adopted ULL is on file at the Authority offices. Please specify any actions that were taken during the reporting period regarding changes or modifications to the voter approved ULL, which should include a resolution making a finding of consistency with Measure J and a copy of the related public hearing notice.*

See [Attachment E](#). On July 13, 2021, the County Board of Supervisors adopted Resolution No. 2021/216, which modified the Urban Limit Line to include a proposed 30-acre residential area consisting of 125 residential lots and related urban improvements (known as the "Tassajara Parks" project). A public hearing notice was posted/distributed in advance of this action.

### 9. Adoption of the Measure J Growth Management Element

*Please attach the adopted Final Measure J Growth Management Element to the local jurisdiction's General Plan or list the date of ordinance or resolution adoption and its number.*

See [Attachment F](#). The Measure J Model Growth Management Element Correspondence Table ("Correspondence Table") is included in the existing County Growth Management Element (GME). The Correspondence Table was required for the County to satisfy 2010/2011 Growth Management Program requirements.

The County is in the midst of a comprehensive General Plan update. An explicit task in the scope of work is updating the County's GME, which will ensure ongoing consistency with the CCTA model GME language. Adoption of the updated General Plan is anticipated in the first half of 2024.

### 10. Posting of Signs

*Provide a list of all projects exceeding \$250,000 within the jurisdiction, noting which ones are or were signed according to Authority specifications.*

The County had no projects that exceeded \$250,000 and were signed according to Authority specifications during the reporting period.

## Measure J GMP Compliance Checklist Attachments

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2021-22 and 2022-23

Reporting Period: Calendar Years 2020 & 2021

### 11. Maintenance of Effort (MoE)

*Please indicate the jurisdiction's MoE requirement and MoE expenditures for the past two fiscal years (FY 2019-20 and FY 2020-21). See the Instructions to identify the MoE requirements.*

MOE Requirement: \$420,064

MOE Expenditures: \$575,396 (2019/2020)

\$575,396 (2020/2021)

\$575,396 (2019-2021 Average)

### 12. Submittal of LSM Reporting Form and Audit Reporting Form

*Please attach LSM (Summary) Reporting and LSM Audit (Detail) Forms for FY 2019-20 and FY 2020-21.*

See [Attachment G](#).

### 13. Other Considerations

*Please specify any alternative methods of achieving compliance for any components for the Measure J Growth Management Program*

N/A

**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2022 & 2023

**Attachment A**

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: LAMORINDA AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
1.01	Support augmentation and expansion of, and seek funding for, subscription bus service (flex van) to BART stations and high volume ridership locations such as St. Mary's College, to provide additional transit opportunities	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
1.02	Support expansion of BART seat capacity through the corridor, parking capacity east of Lamorinda, and headway reduction	SR-24, BART	Average loading factor of 1.5 or less	Ongoing	SWAT Jurisdictions	None
1.03	Develop a Lamorinda Transit Plan to identify future community transit needs and to address the changing needs of the senior population	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
1.04	Support bus headway reductions on routes providing service to the Bay Point/Colma BART line and reinstatement of direct service to important employment centers such as Pleasanton and Bishop Ranch	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
1.05	Support augmentation and expansion of, and seek funding for, subscription bus service (flex van) to BART stations and high volume ridership locations such as St. Mary's College, to provide additional transit opportunities	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
1.06	Support BART and CCCTA strategies that enhance transit ridership and reduce single-occupant vehicle trips and encourage casual carpools for one-way BART ridership	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
1.07	Support and seek funding for augmentation and expansion of school bus service in Lamorinda	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
1.08	Seek funds to build and operate park and ride lots and associated BART shuttles in Lamorinda to encourage carpooling and transit ridership while reducing single occupant vehicle commute loads	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
1.09	Support transit service that links Lamorinda bus service more directly to communities to the north and east of Lafayette and Orinda	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
1.10	Support the provision of public transit service in the Pleasant Hill Road / Taylor Boulevard Corridor with connections to BART and other CCCTA services in Lafayette	SR-24, BART, Pleasant Hill Road	N/A	Ongoing	SWAT Jurisdictions	None
1.11	Maintain Lamorinda school bus program service to Wagner Ranch School	Camino Pablo/San Pablo Dam Road	N/A	Ongoing	SWAT Jurisdictions	None
1.12	Work with AC Transit, BART, County Connection, WestCAT, and MTC to explore feasibility of service re-organization in San Pablo Dam Road and Camino Pablo corridor and develop recommendations to increase frequency and connectivity of bus service for people traveling between City of Richmond, San Pablo, El Sobrante and Orinda	BART, Camino Pablo/San Pablo Dam Road	N/A	Ongoing	SWAT Jurisdictions	None
1.13	Monitor and and explore ways to improve paratransit productivity when possible	Pleasant Hill Road, Camino Pablo/San Pablo Dam Road, Mount Diablo Boulevard, Moraga Way, Moraga Road	N/A	Ongoing	SWAT Jurisdictions	<i>In February 2020, the Board of Supervisors appointed Supervisor Candace Andersen as the Board of Supervisors representative and Dr. Chris Farnitano as County Health Services Department representative to the Contra Costa Transportation Authority's Policy Advisory Committee for the Accessible Transportation Strategic Plan.</i>  <i>In March 2021, the Board of Supervisors approved the Accessible Transportation Strategic Plan to improve transportation services for seniors, people with disabilities, and veterans.</i>

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: LAMORINDA AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
2.01	Support a collaborative effort with the Acalanes Union High School District to reduce auto trips and to promote and increase ridesharing and use of transit for travel to and from the high schools in Lamorinda	Pleasant Hill Road Camino Pablo/San Pablo Dam Road, Mount Diablo Boulevard, Moraga Way, Moraga Road	N/A	Ongoing	SWAT Jurisdictions	In 2016, the Board of Supervisors approved and authorized the Health Service Director, or designee, to accept Transportation Development Act Grant funds from the Metropolitan Transportation Commission for the Bicycle and Pedestrian Safety Education Project, to pay County an amount not to exceed \$40,000 for the period July 1, 2016 through June 30, 2017.
2.02	Explore actions to improve SR-24 flow in PM and use of BART consistent with the Gateway Constraint Policy	SR-24, BART, Camino Pablo/San Pablo Dam Road, Mount Diablo Boulevard	Delay Index of 2.0 (2.5 after 2030)	Ongoing	SWAT Jurisdictions	None
2.03	Support school start times on Pleasant Hill Road that reduce peak commute loads on the roadway	Pleasant Hill Rd	Peak hour peak direction delay index of 2.0 or lower, LOS D or better	Ongoing	SWAT Jurisdictions	None
2.04	Encourage expanded Travel Demand Management (TDM) programs to increase the use of alternative modes of transportation and increase overall vehicle occupancy. Promote TDM activities including ridesharing, casual carpooling and BART pool using resources such as the SWAT TDM program and RIDES for Bay Area Commuters	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
2.05	Encourage "green" commuting including ZEV and NEV vehicles, clean fuel infrastructure and car sharing	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	In May 2019, the Board of Supervisors authorized the Public Works Director, or designee, to apply for and accept grant funds from the Bay Area Air Quality Management District (BAAQMD) Charge! Program to expand the County's supply of electric vehicle equipment.  <i>In February 2020, the Board of Supervisors authorized the Conservation and Development Director to sign Letter of Intent for County participation with MCE, Contra Costa Transportation Authority, and other partners in the California Electric Vehicle Infrastructure Project.</i>
2.06	Support Transportation Demand Management (TDM) programs at St. Mary's College and the high schools, middle schools and elementary schools that encourage students to take alternative modes of transportation to school to reduce demand on the roadway and increase vehicle occupancy rates	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	In 2016, the Board of Supervisors approved and authorized the Health Service Director, or designee, to accept Transportation Development Act Grant funds from the Metropolitan Transportation Commission for the Bicycle and Pedestrian Safety Education Project, to pay County an amount not to exceed \$40,000 for the period July 1, 2016 through June 30, 2017.
2.07	Seek funding to utilize existing parking for park-and-ride for Lamorinda residents	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
2.08	Study need for, feasibility, and cost of installing additional park and ride lots and/or HOV bypass lanes at critical congestion points in the corridors leading into Lamorinda Routes of Regional Significance from other subareas	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
2.09	Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules and telework	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: LAMORINDA AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
2.10	In cooperation with Lamorinda jurisdictions, develop TDM plans and provide consultations to improve mobility and decreased parking demand for new development and redevelopment while not reducing parking supply	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
3.01	Evaluate and seek opportunities to improve and/or build pedestrian and bicycle facilities between the Lamorinda BART stations and adjacent land uses and communities	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
3.02	Support pedestrian and bicycle safety improvements around schools, trailheads, and at intersections and along the bikeway network	REGION WIDE	Monitor pedestrian and bicycle volumes, crash frequency, average user trail delay, and auto volumes, at crossings	Ongoing	SWAT Jurisdictions	In 2016, the Board of Supervisors approved the Olympic Corridor Trail Connector Study and authorized staff to seek funding for detailed project planning, design, implementation, with subsequent Board approval as appropriate.  In July 2019, the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director, or designee, to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the California Department of Transportation's Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks through roadway restriping or repaving in an expedited manner while prioritizing projects located in disadvantaged communities.
3.03	Improve and/or add sidewalks and/or pedestrian pathways	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
3.04	Support pedestrian and bicycle improvements including BART access, to encourage alternative transportation modes, increase transit ridership, and reduce auto demand	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	In 2016, the Board of Supervisors approved the Olympic Corridor Trail Connector Study and authorized staff to seek funding for detailed project planning, design, implementation, with subsequent Board approval as appropriate.  In July 2019, the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director, or designee, to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the California Department of Transportation's Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks through roadway restriping or repaving in an expedited manner while prioritizing projects located in disadvantaged communities.
3.05	Design pedestrian and bicycle facilities to connect with the planned EBMUD pathway identified in Lafayette's Bikeways Master Plan	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: LAMORINDA AREA**

Action #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in <i>Italics.</i> )
3.06	Support the development of regional bicycle facilities	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	<p>In 2016, the Board of Supervisors approved the Olympic Corridor Trail Connector Study and authorized staff to seek funding for detailed project planning, design, implementation, with subsequent Board approval as appropriate.</p> <p>In July 2019, the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director, or designee, to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the California Department of Transportation's Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks through roadway restriping or repaving in an expedited manner while prioritizing projects located in disadvantaged communities.</p> <p>In June 2019, the Board of Supervisors adopted Resolution No. 2019/193 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2019/2020 Transportation Development Act funding in the amount of \$1,049,500 for bicycle and pedestrian projects sponsored by the County and the cities of Concord, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, San Pablo, and San Ramon.</p>
3.07	Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Lamorinda	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
3.08	Install, where appropriate, bicycle lanes as part of any future roadway improvements to the corridor	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	<p>In July 2019, the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director, or designee, to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the California Department of Transportation's Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks through roadway restriping or repaving in an expedited manner while prioritizing projects located in disadvantaged communities.</p>

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: LAMORINDA AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
3.09	Improve pedestrian connectivity to multi-use trails	REGION WIDE	N/A	Ongoing	Orinda, Contra Costa County	In July 2019, the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director, or designee, to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the California Department of Transportation's Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks through roadway restriping or repaving in an expedited manner while prioritizing projects located in disadvantaged communities.
3.10	Explore the feasibility of widening existing pedestrian/bike facilities where appropriate to accommodate demand and where technically and financially feasible. Improve north-south bicycling by providing a continuous bikeway facility to address the gap created by the Pleasant Hill Rd/Taylor Blvd split	REGION WIDE	N/A	Ongoing	Orinda, Contra Costa County	In July 2019, the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director, or designee, to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the California Department of Transportation's Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks through roadway restriping or repaving in an expedited manner while prioritizing projects located in disadvantaged communities.
3.11	Improve Lafayette-Moraga Regional Trail street crossings and striping	Lafayette-Moraga Regional Trail	Monitor pedestrian and bicycle volumes, crash frequency, average user trail delay, and auto volumes, at crossings	Ongoing	Orinda, Contra Costa County	None
3.12	Encourage commute use of the Lafayette-Moraga Regional Trail and other trails systems as they are developed	Lafayette-Moraga Regional Trail	Monitor pedestrian and bicycle volumes, crash frequency, average user trail delay, and auto volumes, at crossings	Ongoing	Orinda, Contra Costa County	In 2016, the Board of Supervisors approved the Olympic Corridor Trail Connector Study and authorized staff to seek funding for detailed project planning, design, implementation, with subsequent Board approval as appropriate.
3.13	Provide a bicycle and pedestrian trail from Wilder Road to Moraga Way to provide a safer path of travel for bicyclist currently riding on the SR-24 shoulder	Moraga Way	Monitor pedestrian or bicycle injury crash frequency	Ongoing	Orinda, Contra Costa County	None
3.14	Work with East Bay Municipal Utilities District (EBMUD) and East Bay Regional Parks District (EPRPD) to reopen the Lafayette-Moraga Regional Trail near August Drive between School Street Bridge and Canyon Road Bridge to restore the pedestrian and bicycle link	Lafayette-Moraga Regional Trail	Monitor pedestrian and bicycle volumes, crash frequency, average user trail delay, and auto volumes, at crossings	Ongoing	Orinda, Contra Costa County	None
4.01	Investigate appropriate mechanisms, including maintaining existing roadway lanes and widths and restrictive signal timing and metering, to discourage use of arterial roads as a substitute for freeway travel	Arterial Routes	Peak hour peak direction delay index of 2.0 or lower	Ongoing	SWAT Jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: LAMORINDA AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in <i>Italics.</i>)</b>
4.02	Explore opportunities to conduct studies to identify options for connecting regional traffic to SR-24 without negatively affecting Lafayette and Orinda downtowns or residential neighborhoods, including options for bypass corridors. Seek funding to implement options selected by local jurisdictions, such as inclusion of projects in the expenditure plan(s) of future regional funding plans and measures	SR-24	N/A	Ongoing	Orinda, Contra Costa County	None
4.03	Seek and secure funding for implementation of the future Lafayette Downtown Congestion Study for getting Lamorinda trips to and from SR-24 as a project of significant regional benefit	SR-24	Delay Index of 2.0 (2.5 after 2030)	Ongoing	Orinda, Contra Costa County	None
4.04	Support added person trip capacity on regional freeways that could divert traffic from Pleasant Hill Road	Pleasant Hill Road	Delay Index of 2.0	Ongoing	SWAT Jurisdictions	None
4.05	Explore opportunities to work with TRANSPAC to develop a traffic management program to discourage use of westbound/southbound traffic using Pleasant Hill Road north of SR-24 to bypass the I-680 SR-24 interchange	SR-24	Delay Index of 2.0 (2.5 after 2030)	Ongoing	SWAT Jurisdictions, TRANSPAC Jurisdictions	None
4.06	Seek funding for an auxiliary lane on eastbound SR-24 Gateway onramp to Brookwood and continue completion of improvements to eastbound Brookwood off-ramp subject to specific design criteria	SR-24	Delay Index of 2.0 (2.5 after 2030)	Ongoing	Orinda, CCTA, Caltrans	None
4.07	Support efforts of Caltrans and the California Highway Patrol to implement an incident management program on SR-24	SR-24	N/A	Ongoing	SWAT Jurisdictions	None
4.08	Support HOV and transit improvements in the I-680 and I-80 corridors to reduce single occupant automobile use on SR-24	I-680, SR-24	Delay Index of 2.0 (2.5 after 2030)	Ongoing	SWAT Jurisdictions	In 2015, the County participated in the I-680 Transit Options Study.  In May 2019, the Board of Supervisors authorized staff to execute an amendment to Agreement No. 454 with Contra Costa Transportation Authority, effective April 17, 2019, to increase the amount payable to Contra Costa County by \$10,000 to a new amount payable of \$53,000 to provide right of way services for the I-680 North Express Lanes Project.
4.09	Support WCCTAC's efforts to reduce diversion from I-80 to alternative routes in Lamorinda through operational improvements that increase throughput on I-80	N/A	N/A	Ongoing	SWAT Jurisdictions	None
4.10	Explore ways to redesign roadway (Mount Diablo Boulevard) to discourage diversion from SR-24 but without reducing capacity	Mount Diablo Boulevard	Peak hour peak direction delay index of 2.0 or lower, LOS D or better	Ongoing	Walnut Creek, Contra Costa County	None
4.11	Support multi-modal safety actions that encourage safe speeds with particular emphasis on access to schools	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	In 2017, the Board of Supervisors authorized the Chair to sign a letter to Senator Jim Beall, Chair of the Senate Committee on Transportation and Housing, regarding the California Traffic Control Device Committees review of Senate Bill 632 (2015-Cannella, Baker, Bonilla) regarding vehicle speed limits around schools.
4.12	Seek to monitor and evaluate traffic speed and other safety issues on an annual basis	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.13	Seek to reduce the speed limit on southbound Taylor Blvd at approach to Pleasant Hill Road to improve safety at the merge	Pleasant Hill Road	N/A	Ongoing	Contra Costa County	None
4.14	Pursue opportunities to install permanent, speed feedback signs to slow vehicle speeds and reduce the severity of collisions	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.15	Seek funding to provide increased enforcement of the existing speed limits	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.16	Protect adjacent residential streets from diverted cut-through traffic through the installation of traffic calming measures	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: LAMORINDA AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
4.17	Seek Measure J funding of HOV facility needs for San Pablo Dam Road and Camino Pablo	Camino Pablo/San Pablo Dam Road	N/A	Ongoing	Orinda	None
4.18	Minimize number of new street and driveway access points to the extent that is feasible	REGION WIDE	Peak hour peak direction delay index of 2.0 or lower	Ongoing	SWAT Jurisdictions	None
4.19	Seek to coordinate and improve procedures of Lamorinda agencies for detecting, reporting, announcing and documenting lane or road closures	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.20	Explore opportunities to coordinate Lamorinda procedures/practices for traffic management during lane or road closure	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.21	Replace or reconstruct piping, drainage or undergrounding of utility infrastructure to reduce incidence of lane or road closure	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.22	Maintain vegetation and drainage to reduce incidence of lane or road closure	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.23	Evaluate opportunities for adaptive signal timing	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.24	Review and consider options for improving truck loading regulations and actions	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
4.25	Add a right-turn lane to the eastbound SR-24 off-ramp for southbound Moraga Way	SR-24, Moraga Way	Delay Index of 2.0 (2.5 after 2030)	Ongoing	Caltrans, CCTA, Moraga	None
5.01	Participate in the Lamorinda Transportation Impact Fee (LTIF)	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
5.02	Support continuation and expansion of Measures J return-to-source funds for road maintenance	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
5.03	Seek to establish reciprocity agreements with jurisdictions outside of Lamorinda to mitigate the downstream impacts of proposed new development projects or General Plan Amendments that could adversely affect ability to achieve the MTSOs	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
5.04	Monitor and evaluate the MTSOs for all Routes of Regional Significance every four years	REGION WIDE	N/A	Ongoing	SWAT Jurisdictions	None
5.05	If the CCCTA cannot increase service to Acalanes High and Campolindo Schools, evaluate the feasibility of augmenting the existing school bus program to add the high school as funding permits	Pleasant Hill Road, Moraga Road	N/A	Ongoing	SWAT Jurisdictions	None
5.06	Local jurisdictions to work with the transit agencies to resolve transit stop access and amenity needs on San Pablo Dam Road and Camino Pablo as identified by the transit agencies	Camino Pablo/San Pablo Dam Road	N/A	Ongoing	SWAT Jurisdictions	None
5.07	Prepare letters of support to Caltrans, ACTC, CCTA, and MTC for continued improvement of high occupancy vehicle and transit capacity in the I-80 corridor to reduce traffic pressure on San Pablo Dam Road and Camino Pablo. Request annual reports from transit operators to WCCTAC and SWAT on their activities related to this action. Seek additional funds for public transit	San Pablo Dam Road	Peak hour peak direction delay index of 2.0 or lower	Ongoing	SWAT Jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: TRI-VALLEY AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
1	Increase AVR for peak hour trips from 1.1 to 1.2 through increased number or frequency of express buses, new HOV lanes, other transit improvements and local TDM programs	Interregional Routes	N/A	Ongoing	TVTC jurisdictions	None
2	Improve the operational efficiency of freeways and arterial streets through effective corridor management strategies. These strategies could include traffic operations systems and ramp metering, provided studies show that metering would effectively reduce overall delay within the corridor and not adversely affect operations of adjacent intersections. Provide HOV bypass lanes wherever space permits	Interregional Routes	Peak Hour Travel Speeds: min. average speed of 30 mph	Ongoing	TVTC jurisdictions	None
3	Support growth that achieves an overall jobs-housing balance within the Tri-Valley	All	N/A	Ongoing	TVTC jurisdictions	None
4	Support new funding sources to support commute alternatives and alternative-fueled vehicles for transit operators to fund needed transportation projects. The extension of county sales tax measures is one potential source of such funding. The State legislature has also passed enabling legislation that would allow MTC to propose a regional gasoline tax in the Bay Area that would focus on providing increased funding for commute alternatives and other transportation projects	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
5	Support active promotion of regional ridesharing services and commute incentives	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
6	Support development of a seamless HOV/Express Lane network in the Tri-Valley to encourage the use of carpools and bus transit, and explore the possibility of connecting the HOV/Express Lane network to adjoining areas	Interregional Routes	N/A	Ongoing	TVTC jurisdictions	None
7	Implementation of ramp metering must balance the congestion along freeways and congestion along local jurisdiction streets due to ramp metering operations	Interregional Routes	N/A	Ongoing	TVTC jurisdictions	None
8	Encourage increases in public transit service to meet the needs of the TriValley, particularly the needs of the transit-dependent population	REGION WIDE	Transit Ridership	Ongoing	TVTC jurisdictions	None
9	Support feasibility studies regarding the use of high-capacity or alternative-fueled public transit options, wherever it might be appropriate	REGION WIDE	Transit Ridership	Ongoing	TVTC jurisdictions	None
10	Support transit agencies' efforts to find sources of stable funding to support ongoing transit operations and to support new or enhanced express bus service	REGION WIDE	Transit Ridership	Ongoing	TVTC jurisdictions	None
11	Support increased coordination of bus services between transit operators (both inter- and intra-county) with input and collaboration by representatives from LAVTA, CCCTA, ACE, BART, and the Tri-Valley jurisdictions	Interregional Routes	Transit Ridership	Ongoing	TVTC jurisdictions	None
12	Support the preparation by Caltrans of an incident management plan for the State highways in the Tri-Valley. The TVTC recognizes that incidents can have a profound effect on traffic conditions both on the freeways and on the arterials	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: TRI-VALLEY AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
13	Proactively support efforts by local public transit agencies and regional policymakers to create a vision for viable, sustainable public transit service for the Tri-Valley. This effort will include formulating a vision for the San Ramon Valley portion of the Tri-Valley	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
14	Develop subarea corridor management plans for selected regional routes to ensure adequate roadway capacity for local and subregional travel	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
15	Support coordination with Tri-Valley jurisdictions in accommodating their Intelligent Transportation System (ITS) communications needs during the development and implementation of a Regional ITS Communications Plan and/or regional communications infrastructure. Operation and maintenance of the regional communication infrastructure to be provided by the most appropriate and cost-effective level of government	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
16	Close gaps and enhance access along regional trails that provide direct access to regional public transit services, transit centers and transfer points	Iron Horse Trail	N/A	Ongoing	TVTC jurisdictions	<i>In July 2020, the Board of Supervisors approved the Iron Horse Corridor Active Transportation Study.  In February 2021, the Board of Supervisors adopted Resolution No. 2021/45 to approve the Iron Horse Trail Crossing Enhancements-Alamo Project.</i>
17	Encourage the coordination of public transit operator's short-range and long-range transit plans with county-level and regional-level planning documents. Incorporate relevant components of the SRTP's of LAVTA, CCCTA, ACE, BART, and TRAFFIX into TVTC documents	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
18	Encourage the development of long-range transit infrastructure needs assessment to enhance public transit service along arterials	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
19	Encourage implementation of Complete Streets policies of the local jurisdictions	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	In 2016, the Board of Supervisors adopted Resolution No. 2016/374 supporting complete streets in the County and approving the Complete Streets Policy of Contra Costa County.
20	Encourage regional and local multimodal access to PDAs	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	<i>In July 2020, the Board of Supervisors approved the Iron Horse Corridor Active Transportation Study.</i>
	<b>Specific recommendations for expansion of transit services:</b>					
1	Explore Feasibility of a Regional Express Bus Program	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
2	Extend BART to Livermore	REGION WIDE	N/A	Ongoing	Livermore, CCTA, MTC	None
3	Support Increased Connectivity and Accessibility among Transit Modes	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
4	Solidify Expansion and Enhancement of Bus Rapid Transit Project	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None
5	Evaluate Systemwide Bus Stop Improvements	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: TRI-VALLEY AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
6	Support Expansion of Paratransit Services	REGION WIDE	N/A	Ongoing	TVTC jurisdictions	<i>In February 2020, the Board of Supervisors appointed Supervisor Candace Andersen as the Board of Supervisors representative and Dr. Chris Farnitano as County Health Services Department representative to the Contra Costa Transportation Authority's Policy Advisory Committee for the Accessible Transportation Strategic Plan.</i>  <i>In March 2021, the Board of Supervisors approved the Accessible Transportation Strategic Plan to improve transportation services for seniors, people with disabilities, and veterans.,.</i>
7	Support Transit Service in Vasco Road Corridor	Vasco Road	N/A	Ongoing	TVTC jurisdictions	None
8	Support and participate in a joint TVTC/TRANSPAC I-680 corridor high capacity transit study to relieve congestion on I-680.	I-680	N/A	Ongoing	TVTC jurisdictions	None
<b>Additional Additional Actions for Routes of Regional Significance</b>						
Interregional Routes						
<b>I-580</b>						
1	I-580: Construct HOV Lanes, Greenville Road to San Joaquin County line	I-580	Delay Index of 2.0 or less	Ongoing	Livermore, CCTA, Caltrans	None
<b>I-680</b>						
2	Construct a direct access HOV Ramp on I-680 at Norris Canyon Road or Executive Parkway (location to be determined).	I-680	N/A	Ongoing	San Ramon, CCTA, Caltrans	None
3	Construct a northbound I-680 HOV Lane connection from Rudgear Road, through the SR 24 junction to the existing HOV lane at North Main Street. This element involves the construction of a new HOV flyover structure over the SR 24 interchange	I-680	Delay Index of 2.0 or less	Ongoing	TVTC jurisdictions	None
4	Evaluate ramp-metering on I-680 in Contra Costa County as a method for maintaining an acceptable level for the delay index on both the freeway as well as the local roadway network	I-680	N/A	Ongoing	TVTC jurisdictions	None
5	Expand I-680 Express Bus System	N/A	N/A	Ongoing	TVTC jurisdictions	None
6	Improve geometrics of intersection of Crow Canyon Road/I-680 southbound off-ramp adding another lane on the approach to Crow Canyon Road	I-680	Delay Index of 2.0 or less	Ongoing	San Ramon, CCTA, Caltrans	None
<b>SR-84</b>						
7	SR-84 Expressway	SR-84	Delay Index of 3.0 or less	Ongoing	Livermore, CCTA, Caltrans	None
<b>Vasco Road</b>						

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**SWAT: TRI-VALLEY AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
8	I-580/Vasco Road Interchange - Improve to ultimate configuration which will be a partial cloverleaf with loop ramps for traffic entering westbound I-580 from northbound Vasco Road and eastbound I-580 from southbound Vasco Road	I-580/Vasco Road	Delay Index of 2.0 or less	Ongoing	Livermore, CCTA, Caltrans	None

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2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST						
TRANSPAC AREA						
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in <i>Italics.</i> )
<b>1</b>	<b>Maintain existing transportation system and infrastructure</b>					
1a	Seek funding for the ongoing maintenance and operation of the existing transportation system and infrastructure. Includes all modes Support development of pavement management systems and implementation of pavement rehabilitation improvements	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	<i>In April 2020, the Board of Supervisors adopted Resolution No. 2020/121 to obtain State Senate Bill 1, The Road Repair and Accountability Act, funding in Fiscal Year 2020/21 for specified road repair and rehabilitation.</i>
1b	Support development of pavement management systems and implementation of pavement rehabilitation improvements	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
<b>2</b>	<b>Support the enhancement and expansion of an efficient transit system</b>					
2a	Support the development of real-time information and better connectivity for regional transit and local and feeder bus service	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
2b	Support the efforts of the Authority to evaluate congestion relief strategies along the I-680 corridor, including transit options and new technologies	I-680	4.0 Delay Index	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
2c	Promote coordination of transfer times among Express bus, feeder bus, BART, and park-and-ride lots	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions, County Connection, BART	None
2d	Support the expansion of BART service and BART station and parking facilities	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions, BART	None
2e	Support the construction and maintenance of accessible bus stops, park-and-ride lots, and transit hubs	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
2f	Support improvements that increase the efficiency of local transit on Regional Routes	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions, County Connection, BART	None
2g	Support increased access to BART stations for buses and other alternative modes	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	In 2012, the Board of Supervisors accepted the completed contract work for the Iron Horse Trail Pedestrian Overcrossing project in the Pleasant Hill/BART Station area.  In 2012, the Board of Supervisors approved the license agreement between the City of Concord and the County for the City's use of a portion of the Iron Horse Corridor for a public trail north of Monument Boulevard to Mayette Avenue.
2h	Encourage and participate in access and development plans in the immediate vicinity of each BART Station to improve multimodal access and facilities for buses, bicycles and pedestrians	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None

2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST						
TRANSPAC AREA						
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
2i	Support innovative approaches to improve the efficiency and effectiveness of transit services for seniors and disabled persons through the allocation of Central County's Measure J \$10 million for Additional Transportation for Seniors and People with Disabilities. These funds are in addition to Measure J Other Countywide Programs and total \$35 million in Central County	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	<i>In February 2020, the Board of Supervisors appointed Supervisor Candace Andersen as the Board of Supervisors representative and Dr. Chris Farnitano as County Health Services Department representative to the Contra Costa Transportation Authority's Policy Advisory Committee for the Accessible Transportation Strategic Plan.</i>  <i>In March 2021, the Board of Supervisors approved the Accessible Transportation Strategic Plan to improve transportation services for seniors, people with disabilities, and veterans.</i>
2j	Support expansion and use of park-and-ride facilities using Express and local buses	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions, County Connection	None
2k	Support the extension of ferry service to and from San Francisco and Contra Costa County	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions, WETA	None
2l	Implement the recommendations of the Contra Costa Mobility Management Plan, including the establishment of a mobility management center for the County	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
<b>3</b>	<b>Encourage land use decisions that address the increase in overall traffic demand</b>					
3a	Continue to support implementation of the Measure J Growth Management Program	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
3b	Continue to support higher-density development around transit hubs and downtowns	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	In September 2019, the Board of Supervisors authorized the Conservation and Development Director to submit letters of confirmation and letters of interest to the Metropolitan Transportation Commission related to the County's Priority Development Area and Priority Production Area designations in Bay Point, Byron, El Sobrante, and Pacheco in order to establish and preserve eligibility for grant funding.
3c	Continue to require each jurisdiction to:			Ongoing		None
3c-a	Notice the initiation of the environmental review process for projects generating more than 100 net-new peak-hour vehicle trips	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
3c-b	For projects that require a General Plan Amendment, identify any conflicts with Action Plan MTSOs and then, if requested, present the analysis results and possible mitigation strategies to TRANSPAC for review and comment	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
3d	Include the needs of pedestrians and bicyclists in the design, construction, and maintenance of development projects	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	In 2016, the Board of Supervisors adopted Resolution No. 2016/374 supporting complete streets in the County and approving the Complete Streets Policy of Contra Costa County.  <i>In 2020, the Board of Supervisors adopted the Contra Costa County Transportation Analysis Guidelines, consistent with the requirements of SB-743.</i>
3e	Continue to implement the TRANSPAC Subregional Transportation Mitigation Program.	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
<b>4</b>	<b>Mitigation Program.</b>					None

2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST						
TRANSPAC AREA						
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
4a	Support innovative approaches for the deployment of low emission technologies	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
4b	Support the construction of infrastructure needed for the expansion of low emission technologies, such as vehicle charging stations	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
<b>5 Manage arterial traffic flow</b>						
5a	Seek funding for traffic and transit improvements along Regional Routes and other major streets	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	In 2017, the Board of Supervisors adopted Resolution No. 2017/82 approving and authorizing the Public Works Director, or designee, to file an application for the Active Transportation Program (ATP) Cycle 3 funding for the Pacheco Boulevard Sidewalk Gap Closure Phase III Project for \$619,000, and committing local support and assurance to complete the project.
5b	Continue to implement the Central Contra Costa Traffic Management Program	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	
5c	Where feasible and appropriate, address the needs of pedestrians and bicyclists along and connecting to Regional Routes	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	In 2017, the Board of Supervisors approved the Pacheco Boulevard Sidewalk Gap Closure Phase III Project and took related actions under the California Environmental Quality Act, and authorized the Interim Public Works Director, or designee, to advertise the Project.
<b>6 Support the implementation of Complete Streets, including the improvement of bicycle and pedestrian facilities</b>						
6a	Support the inclusion of Complete Streets in General Plan updates	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None

2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST						
TRANSPAC AREA						
Goal #	Relevant Action Plan Policy	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in <i>Italics</i> .)
6b	Support the improvement of bicycle and pedestrian facilities on and connecting to Routes of Regional Significance	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	<p>In February 2019, the Board of Supervisors adopted Resolution No. 2019/43 approving and authorizing the Public Works Director, or designee, to submit a 2019/2020 Transportation Development Act grant application to the Metropolitan Transportation Commission in the amount of \$100,000 for fiscal year 2019/2020 for the Oak Road Bikeway Project.</p> <p>In July 2019, the Board of Supervisors authorized the Conservation and Development Director to execute grant deeds to convey 13 former Redevelopment Agency owned sites which are portions of the Iron Horse Trail Corridor, from the Contra Costa County Successor Agency to Contra Costa County.</p> <p>In July 2019, the Board of Supervisors authorized the Public Works Director to submit grant applications to the Contra Costa Transportation Authority for the 2020 State Transportation Improvement Program funding cycle for the Treat Boulevard Corridor Improvements Project in the Pleasant Hill area.</p> <p>In May 2019, the Conservation and Development and Public Works Departments were authorized to submit a joint application to the California State Coastal Conservancy for grant funding in the amount of \$133,000 to study trail gap remedies around the Carquinez Strait Scenic Loop Trail. Funding is expected to be awarded January 2020.</p>

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**TRANSPAC AREA**

<b>Goal #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
6b (cont.)						<p>In June 2019, the Board of Supervisors adopted Resolution No. 2019/193 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2019/2020 Transportation Development Act funding in the amount of \$1,049,500 for bicycle and pedestrian projects sponsored by the County and the cities of Concord, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, San Pablo, and San Ramon, as recommended by the Public Works Director.</p> <p><i>In July 2020, the Board of Supervisors approved the Iron Horse Corridor Active Transportation Study.</i></p> <p><i>In June 2021, the Board of Supervisors adopted Resolution No. 2021/175 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2021/2022 Transportation Development Act funding in the amount of \$1,104,400 for bicycle and pedestrian projects sponsored by the County and the cities of Antioch, Concord, Danville, Lafayette, Orinda, Pinole, Richmond, and San Pablo.</i></p>
6c	Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
6d	Support development of pedestrian and bicycle plans and safe routes to transit improvements	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	None
<b>7</b>	<b>Increase participation in the 511 Contra Costa TDM Program</b>					
7a	Support the 511 Contra Costa TDM Program to educate and encourage Contra Costa residents, students and commuters to use multimodal alternatives by promoting transit, shuttles, carpooling, vanpooling, walking, bicycling, alternative work schedules, and telecommuting	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	<p>In 2016, the Board of Supervisors approved and authorized the Conservation and Development Director, or designee, to execute a contract with the Contra Costa Centre Association in an amount not to exceed \$281,000 to provide transportation demand management services for the Contra Costa Centre area, for the period July 1, 2016 through June 30, 2017.</p> <p>In 2017, the Board of Supervisors approved and authorized the Conservation and Development Director, or designee, to execute a contract with the Contra Costa Centre Association in an amount not to exceed \$291,000 for transportation demand management</p>
7b	Develop TDM programs at K-12 schools and colleges to encourage carpooling, transit ridership, walking, and bicycling	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	
7c	Promote alternative work opportunities including employer pre-tax benefit programs, compressed work-week schedules, flex schedules, and telework	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	
7d	Encourage commuters to make local trips or trips linked to transit by walking, bicycling, or carpooling instead of driving alone	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	
7e	Promote park-and-ride lot use to potential carpoolers, vanpoolers, and transit riders, including shuttle services, where applicable	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	

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**TRANSPAC AREA**

<b>Goal #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
7f	In cooperation with Central County jurisdictions, develop TDM plans and provide consultations to improve mobility and decrease parking demand for new development and redevelopment	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	services for the Contra Costa Centre area, for the period July 1, 2017 through June 30, 2018.  In 2019, the Board of Supervisors approved and authorized the Director of Conservation and Development, or designee, to execute a contract with the Contra Costa Centre Association in an amount not to exceed \$341,300, for transportation demand management services for the Contra Costa Centre area, for the period July 1, 2019 through June 30, 2020.
7g	Explore innovative new technologies to improve mobility and reduce SOV trips	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	In May 2019, the Board of Supervisors authorized the Public Works Director to apply for and accept grant funds from the Bay Area Air Quality Management District (BAAQMD) Charge! Program to expand the County's supply of electric vehicle equipment.
7h	Seek funding to provide bicycle parking infrastructure at employment sites and activity centers throughout Central County	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	
7i	Encourage "green" commuting, including ZEV and NEV vehicles, clean fuel infrastructure, and car sharing	REGION WIDE	N/A	Ongoing	TRANSPAC Jurisdictions	
<b>8 Work to improve freeway flow</b>						
8a	Continue to monitor and evaluate operational improvements at freeway interchanges on I-680, SR-242, SR-24, and SR-4	I-680, SR-242, SR-24, and SR-4	4.0, 3.0, ?, and 5.0 Delay Index, respectively	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
8b	Support development of operational improvements on mainline SR-4	SR-4	5.0 Delay Index	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	In 2016, the County participated in the SR-4 Integrated Corridor Management Program Study.
8c	Continue to support the completion of the fourth bore of the Caldecott Tunnel (SR-24)	SR-24	N/A	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
8d	Support the study and implementation of potential regional freeway management strategies	I-680, SR-242, SR-24, and SR-4	N/A	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
8e	Consider a multi-agency approach to freeway ramp metering	I-680, SR-242, SR-24, and SR-4	N/A	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
<b>9 Support Use of HOV and Express Lanes</b>						
9a	Support the completion of a continuous HOV system on I-680	I-680	4.0 Delay Index	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
9b	Support the connection of the SR-4 HOV system to I-680	I-680, SR-4	5.0, 4.0 Delay Index	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
9c	Support consistent occupancy requirements for toll-free HOV lanes on the Benicia-Martinez Bridge and I-680	I-680	N/A	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
9d	Support the implementation of Express Lanes on I-680, consistent with MTC's project	I-680	4.0 Delay Index	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	In May 2019, the Board of Supervisors authorized an amendment to Agreement No. 454 with Contra Costa Transportation Authority, effective April 17, 2019, to increase the amount payable to Contra Costa County by \$10,000 to a new amount payable of \$53,000 to provide right of way services for the I-680 North Express Lanes Project.

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**TRANSPAC AREA**

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9e	Support additional incentives for HOV users	I-680, SR-242, SR-24, and SR-4	N/A	Ongoing	TRANSPAC Jurisdictions, CCTA, Caltrans	None
9f	Provide additional park-and-ride lots	I-680, SR-242, SR-24, and SR-4	N/A	Ongoing	TRANSPAC Jurisdictions	None

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**TRANSPLAN AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
<b>A</b>	<b>Maintain or Improve Efficiency of Freeway and Arterial Operations</b>					
<b>A.1</b>	<b>Regional Highway Transportation Facility Improvements</b>					
A.1.a	Current SR 4 projects (widening and interchange reconstruction from Loveridge Rd to Hillcrest Ave, and from Laurel Rd to Sand Creek Rd)	SR4	Delay Index should not exceed 2.5 during the AM or PM peak period, HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour	Ongoing	TRANSPLAN jurisdictions	In 2016, the Board of Supervisors approved and authorized the Chair of the Board of Supervisors to execute a contract amendment, effective March 16, 2016, with the Contra Costa Transportation Authority, to increase the payment limit to the County by \$50,000 to a new payment limit of \$5,285,376 for additional right of way services for the State Route 4 Railroad Avenue to Loveridge Road Widening Project.  In 2017, the Board of Supervisors approved the Byron Highway Traffic Safety Improvements project and took related actions under the California Environmental Quality Act, and authorized the Interim Public Works Director, or designee, to advertise the Project.
A.1.b	Future SR 4 Projects (SR 160/SR 4 Connector Ramps, Balfour Road interchange, Marsh Creek Road interchange, Vasco Road interchange, Widening of SR 4 from Balfour Road to Vasco Road (Segment III))	SR4	Delay Index should not exceed 2.5 during the AM or PM peak period, HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour	Ongoing	TRANSPLAN jurisdictions	None
A.1.c	TriLink (SR239) Work with CCTA and Caltrans on the ongoing TriLink feasibility study	SR239	Delay Index should not exceed 2.5 during the AM or PM peak period	Ongoing	Brentwood, Contra Costa County	None
A.1.d	SR 84 - Work with Alameda County jurisdictions to determine the feasibility of a Route 84 extension into East County.	SR 84	Delay Index should not exceed 2.5 during the AM or PM peak period	Ongoing	Contra Costa County	None
A.1.e	James Donlon Boulevard Extension - Pursue completion of project	James Donlon Boulevard	Maintain LOS D or better at all signalized intersections	Ongoing	City of Pittsburg, ECCRFFA	None
A.1.f	Main Street/Brentwood Boulevard (Oakley and Brentwood to Discovery Bay) - Pursue the widening of Main Street/Brentwood Boulevard through Oakley and Brentwood to Discovery Bay	Main Street/Brentwood Boulevard (Oakley and Brentwood to Discovery Bay)	Maintain LOS D or better at all signalized intersections	Ongoing	CCTA, Caltrans, Oakley, Brentwood, Contra Costa County	None
A.1.g	Byron Highway, Vasco Road Connector - Pursue project to connect Vasco Road with Byron Highway	Byron Highway	Peak hour level-of-service shall not exceed level-of-service D for nonsignalized rural roadways	Ongoing	Contra Costa County	
A.1.h	Southern Parallel Arterial Improvements - Pursue projects to provide additional vehicle capacity on arterial routes parallel to and south of SR 4	Arterial Routes	Maintain LOS D or better at all signalized intersections	Ongoing	Antioch, Pittsburg, Contra Costa County	In July 2019, the Board of Supervisors authorized the Public Works Director, or designee, to submit grant applications to the Contra Costa Transportation Authority for the 2020 State Transportation Improvement Program funding cycle for the Kirker Pass Road and Hess Road Intersections Improvements Project and Treat Boulevard Corridor Improvements Project.

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**TRANSPLAN AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
A.1.i	Northern Parallel Arterial Improvements - Pursue projects to provide additional vehicle capacity on arterial routes parallel to and north of SR 4	Arterial Routes	Maintain LOS D or better at all signalized intersections	Ongoing	Antioch, Pittsburg, Oakley	None
A.1.j	Vasco Road - Improve safety along Vasco Road with widened pavement and median barrier;	Vasco Road	Peak hour level-of-service shall not exceed level-of-service D for nonsignalized rural roadways	Ongoing	Contra Costa County	None
A.1.k	SR 160 - Study future needs along this route including potential interchange improvements at SR 160 and Wilbur Avenue	SR 160	Delay Index should not exceed 2.5 during the AM or PM peak period	Ongoing	Oakley, CCTA	None
<b>A.2</b>	<b>Construct Targeted Traffic Engineering Improvements</b>					
A.2.a	Monitor conditions on the regional route system and construct improvements as necessary to alleviate conditions that exceed traffic service objectives. Improvements will be listed in the Countywide Transportation Project List (CTPL) maintained by CCTA	REGION WIDE	N/A	Ongoing	CCTA, TRANSPLAN jurisdictions	None
<b>A.3</b>	<b>Make Operational Improvements to Freeways and Arterials</b>					
A.3.a	Review and implement appropriate operational strategies originally recommended in the East Central Commute Corridor Traffic Management Plan, such as selective 35 control point metering, to maximize traffic flow without creating excessive localized air pollution and reducing parallel street capacity.	REGION WIDE	N/A	Ongoing	Pittsburg	None
A.3.b	Coordinate with Caltrans and local jurisdictions for ongoing cooperation regarding ramp metering operations at freeway interchanges	Freeway Routes	The Delay Index should not exceed 2.5 during the AM or PM peak period. □ HOV lane utilization should exceed 600 vehicles per lane in the peak direction during the peak hour.	Ongoing	TRANSPLAN jurisdictions, CCTA, Caltrans	None
A.3.c	Identify and plan for future rail grade separations where feasible	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions, CCTA,	None
A.3.d	Encourage coordination with the California Highway Patrol to promote safer traffic operations, including facilitating enforcement	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions, CCTA, Caltrans	None
A.3.e	In cooperation with CCTA, encourage the ongoing investigation of new transportation-related technologies that have the potential to improve traveler safety, smooth traffic flow and reduce delay, and/or reduce the environmental or quality-of-life impacts associated with current travel modes	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions, CCTA	None
<b>B</b>	<b>Support an Efficient and Effective Transit System</b>					
<b>B.1</b>	<b>Support Rail Transit Operations</b>					
B.1.a	eBART to Hillcrest Ave	REGION WIDE	BART Ridership	Ongoing		None
B.1.b	Participate in any future studies regarding rail options for East County	REGION WIDE	N/A	Ongoing		<i>In 2021, the County participated in the East County Integrated Transit Study.</i>
<b>B.2</b>	<b>Expand Transit Service</b>					
				Ongoing		

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**TRANSPLAN AREA**

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B.2.a	Work with Tri-Delta Transit to provide bus-oriented improvements along local routes, and to improve and expand service		Bus Riders per Service Hour	Ongoing	TRANSPLAN Jurisdictions	None
B.2.b	If a community is considering transit-oriented development, encourage adoption of development guidelines that would incorporate transit-oriented design, where feasible, to be determined by each local jurisdiction	REGION WIDE	N/A	Ongoing	TRANSPLAN Jurisdictions	None
B.2.c	Continue working with TRANSPLAN and CCTA to pursue funding opportunities for expanded bus service	REGION WIDE	Bus Riders per Service Hour	Ongoing	TRANSPLAN Jurisdictions, Tri-Delta Transit	<i>In 2021, the County participated in the East County Integrated Transit Study.</i>
B.2.d	Consider traffic signal management / bus prioritization technology on major arterials in Antioch, Oakley and Pittsburg as described in the State Route 4 Corridor Management Plan	Arterial Routes	Bus Riders per Service Hour	Ongoing	TRANSPLAN Jurisdictions, Tri-Delta Transit	None
B.2.e	Encourage the funding and provision of alternative-fueled vehicles and related fueling stations for transit operators to improve air quality, as they expand their bus fleets	REGION WIDE	N/A	Ongoing	TRANSPLAN Jurisdictions, CCTA, Tri-Delta Transit	None
B.2.f	Encourage the region's bus transit operators to increase and improve coordination where possible, particularly in linking East and Central County bus services	REGION WIDE	Bus Riders per Service Hour	Ongoing	Tri Delta Transit, County Connection	None
B.2.g	Encourage local jurisdictions to design safety treatments (such as crosswalks, bus bulbs, bus pullouts and Americans with Disabilities Act improvements) at transit stops where appropriate, and to seek regional funding when possible	REGION WIDE	N/A	Ongoing	Tri Delta Transit, TRANSPLAN jurisdictions	None
<b>B.3</b>	<b>Provide Intermodal Transit Centers</b>					
B.3.a	Develop BART, eBART and other rail stations as major transportation and business hubs for East County	REGION WIDE	N/A	Ongoing	BART, CCTA, Tri-Delta Transit, TRANSPLAN jurisdictions	<i>In 2016 and 2017, the County participated in BART's North Concord to Antioch BART Access Study.</i>
B.3.b	Consider the adoption of station-area specific plans to guide development and transportation infrastructure around intermodal transit centers	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None
B.3.c	Explore the feasibility and development of ferry service to East County	REGION WIDE	N/A	Ongoing	TRANSPLAN, WETA	None
B.3.d	Continue exploring development of new rail station sites as appropriate with rail corridor proposals	REGION WIDE	N/A	Ongoing	Local jurisdictions	<i>In 2021, the County participated in the East County Integrated Transit Study.</i>
<b>B.4</b>	<b>Expand Park-and-Ride Lots</b>					

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**TRANSPLAN AREA**

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B.4.a	Continue to pursue development of additional park-and-ride lots along the SR 4 corridor and at other appropriate locations, including potential shared-use agreements at shopping centers which have unused spaces	REGION WIDE	N/A	Ongoing	Tri-Delta Transit, Local jurisdictions, Caltrans	None
B.4.b	Maintain and improve park-and-ride lots in East County	REGION WIDE	N/A	Ongoing	511CC, TRANSPLAN, BART, Tri-Delta Transit, Local jurisdictions	None
B.4.c	Promote greater awareness of East County park-and-ride lots for transit and ridesharing where capacity is available	REGION WIDE	N/A	Ongoing	511CC, TRANSPLAN Jurisdictions, BART	None
<b>C</b>	<b>Improve Multimodal Mobility and Decrease Single-Occupant Vehicle Travel</b>					
<b>C.1</b>	<b>Offer Transportation Demand Management Programs</b>					
C.1.a	Continue to provide and promote express commuter bus service to major employment centers	REGION WIDE	Bus Riders per Service Hour	Ongoing	511CC, Tri-Delta Transit	None
C.1.b	Monitor and report on the effectiveness of East County TDM programs	REGION WIDE	N/A	Ongoing	511CC	None
C.1.c	Promote alternatives to the single occupant vehicle through public outreach, working with employers and residents	REGION WIDE	N/A	Ongoing	511CC, Tri-Delta Transit	None
C.1.d	Promote transit, carpooling, bicycle use, and walking to students, employees and residents at K-12 schools, technical schools and college sites	REGION WIDE	N/A	Ongoing	511CC	None
C.1.e	Promote and deliver Safe Routes to School programs	REGION WIDE	N/A	Ongoing	511CC	None
C.1.f	Encourage tele-work, compressed work week and other alternative work location strategies to reduce traffic congestion at peak hours	REGION WIDE	N/A	Ongoing	511CC	None
<b>C.2</b>	<b>Encourage Active Transportation</b>					

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C.2.a	Continue to update and implement local and regional bicycle plans	REGION WIDE	N/A	Ongoing	TRANSPLAN, Local jurisdictions, East Bay Regional Park District	<p>In 2017, the Board of Supervisors approved the Bailey Road/State Route 4 Interchange Pedestrian &amp; Bicycle Improvements Project and take related actions under the California Environmental Quality Act; and authorized the Interim Public Works Director, or designee, to advertise the Project.</p> <p>In June 2019, the Board of Supervisors adopted Resolution No. 2019/193 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2019/2020 Transportation Development Act funding in the amount of \$1,049,500 for bicycle and pedestrian projects sponsored by the County and the cities of Concord, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, San Pablo, and San Ramon.</p> <p>In July 2019 the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director to execute a contract to accept grant funding in an amount not to exceed \$350,000 from the Caltrans' Sustainable Communities Planning Grant Program to produce an inventory of the County's roadway network for the purpose of identifying opportunities to build new or enhanced bikeways and sidewalks.</p>
C.2.a (cont.)						<p><i>In June 2020, the Board of Supervisors adopted Resolution No. 2020/147 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2020/2021 Transportation Development Act funding in the amount of \$557,700 for bicycle and pedestrian projects sponsored by the County and the cities of Danville, Hercules, Lafayette, Orinda, Pittsburg, Pleasant Hill, and San Ramon.</i></p>
C.2.b	Maintain existing regional multipurpose trails such as the Delta de Anza Trail through Oakley, Antioch, Pittsburg and Bay Point, the American Discovery Trail through Antioch to the summit of Mount Diablo, and the Marsh Creek Regional Trail through Brentwood, Oakley, and north to the Delta	REGION WIDE	N/A	Ongoing	TRANSPLAN, Local jurisdictions, East Bay Regional Park District	None

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C.2.c	Complete unbuilt segments of regional multipurpose trails such as the Mokelumne Coast-to-Crest Trail, Delta de Anza Trail, Union Pacific Rail Trail, Big Break Regional Trail, and the Marsh Creek Trail	REGION WIDE	N/A	Ongoing	TRANSPLAN, Local jurisdictions, East Bay Regional Park District	In May 2018, the Board of Supervisors approved the Marsh Creek Road Traffic Safety Improvements Project and took related actions under the California Environmental Quality Act, and AUTHORIZE the Public Works Director, or designee, to advertise the Project. <i>Clayton and Brentwood areas.</i>
C.2.d	Emphasize the construction of unbuilt segments of Class II and Class III bikeways on the Countywide Bikeway Network, as identified in the 2009 Contra Costa Countywide Bicycle and Pedestrian Plan	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None
C.2.e	Facilitate planning and design of the Great California Delta Trail, linking the Delta shoreline in Contra Costa County to the Bay Trail and to San Joaquin, Solano, Sacramento, and Yolo counties	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	<i>In April 2020, the Board of Supervisors approved and authorized the Public Works Director, or designee, to execute a funding agreement between the East Bay Regional Park District and Contra Costa County to disburse \$100,000 in Navy Mitigation Funds to construct Segment 1A of the Great California Delta Trail.</i>
C.2.f	Support improvements to the Delta-De Anza Trail, particularly in addressing the gap along Bailey Road; this is the subject of a current study through the SR 4/Bailey Road Interchange improvement project			Ongoing	TRANSPLAN jurisdictions	None
C.2.g	Complete the East Bay Municipal Utility District (EBMUD) Trail, linking Los Medanos College in Pittsburg to Brentwood	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None
C.2.h	Study bikeway connections parallel to SR 4 such as improvements on Kirker Pass Road and Marsh Creek Road	SR-4, Kirker Pass Road, Marsh Creek Road	N/A	Ongoing	TRANSPLAN jurisdictions	In 2017, the Board of Supervisors accepted an update on the proposed Marsh Creek Corridor Multi-Use Trail, approved submission of grant application(s), each in the amount of \$300,000, for the "Marsh Creek Multi-Use Trail Feasibility Study" to the following agencies and grant programs: Caltrans Senate Bill 1 Sustainable Transportation Planning Grant, Coastal Conservancy Proposition 1 Grant, and the Metropolitan Transportation Commission's Priority Conservation Area Grant; and authorized staff to develop and release a Request for Proposals to recruit and identify a consultant to conduct the Feasibility Study
C.2.i	Study bikeway and pedestrian needs at school areas, including participation in Safe Routes to School and Safe Routes to Transit programs, to help plan, fund and construct future facilities in these areas. Projects should support the Countywide Safe Routes to School Master Plan	REGION WIDE	N/A	Ongoing	511CC	None
C.2.j	Provide bike racks, lockers and other secure bike parking options at key locations and activity centers throughout the county	REGION WIDE	N/A	Ongoing	511CC	None
C.2.k	Encourage consideration of bicycle and pedestrian use in neighborhood planning and design, to ensure that infrastructure such as soundwalls do not create barriers to travel through neighborhoods on bicycle or on foot	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**TRANSPLAN AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
C.2.1	Maintain existing and provide new shoulders, bicycle lanes, and sidewalks on all streets and rural roads to provide for better bicycle and pedestrian connectivity and safety where feasible	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	<i>In February 2021, the Board of Supervisors adopted Resolution No. 2021/43 to approve the Bixler Road and Regatta Drive Intersection Improvements Project and take related actions under the California Environmental Quality Act.</i>  <i>In July 2021, the Board of Supervisors approved and authorized the Public Works Director, or designee, to execute a cooperative agreement between the County and the State of California, Department of Transportation, to receive federal funding in the amount of \$3,383,000 for the construction of the Bailey Road and State Route 4 Interchange Pedestrian and Bicycle Improvement Project.</i>
C.2.m	Support and deliver education programs for students and others to learn how to bicycle and walk safely	REGION WIDE	N/A	Ongoing	511CC, TRANSPLAN jurisdictions	None
C.2.n	Improve trail crossings at arterials	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None
<b>C.3</b>	<b>Continue the Growth Mitigation and Monitoring Program</b>					
C.3.a	Traffic studies are required for any development project or General Plan amendment that generates 100 or more net new peak hour vehicle trips, in order to achieve compliance with the Measure J Growth Management program. Results of traffic studies for projects and General Plan amendments that generate 100 or more net new peak hour vehicle trips should be shared with other jurisdictions, consistent with TRANSPLAN procedures, to allow for collaboration and comment. General Plan amendments that generate 500 or more net new peak hour vehicle trips must undergo the CCTA General Plan Amendment Review Procedure, outlined in Chapter 4 of the Contra Costa Growth Management Program Implementation Guide.	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None
<b>D</b>	<b>Maintain Existing Transportation Network to Support Safety and Efficiency</b>					
<b>D.1</b>	<b>Encourage Adequate Maintenance</b>					

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**TRANSPLAN AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
D.1.a	Maintain and enhance local pavement management systems	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	In May 2018, the Board of Supervisors approved the Contra Costa County Local Streets and Road Preservation Project and took related actions under the California Environmental Quality Act, and AUTHORIZE the Public Works Director, or designee, to advertise the Project, Byron and Richmond areas.  <i>In April 2020, the Board of Supervisors adopted Resolution No. 2020/121 to obtain State Senate Bill 1, The Road Repair and Accountability Act, funding in Fiscal Year 2020/21 for specified road repair and rehabilitation.</i>
D.1.b	Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide (such as through gasoline taxes and toll bridge revenues)	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None
D.1.c	Work with MTC to provide funding to maintain and enhance local transit facilities and to purchase replacement of rolling stock	REGION WIDE	N/A	Ongoing	MTC, CCTA, Transit operators	None
<b>E</b>	<b>Manage the Effects of New Growth on the Transportation System</b>					
<b>E.1</b>	<b>Monitor and Update the East County Sub-Regional Transportation Mitigation Fee</b>					None
E.1.a	Periodically update the fee structure to ensure it will produce sufficient funds in light of current and anticipated growth rates and construction costs in East County	REGION WIDE	N/A	Ongoing	ECCRFFA	In 2016, the Board of Supervisors approved and authorized the Public Works Director, or designee, to execute, on behalf of the County, Contract Amendment No. 1 to the Joint Exercise of Powers Agreement/Contribution Agreement between East Contra Costa Regional Fee and Financing Authority and Contra Costa County for Phase 1 of the State Route 4 Bypass to increase the maximum reimbursement amount from \$3.0 million to \$3.35 million and extend the payment date from June 30, 2011 to June 30, 2020.
E.1.b	Continue to update its Strategic Plan to reflect new trends or growth assumptions	REGION WIDE	N/A	Ongoing	ECCRFFA	None
E.1.c	Continue to participate in the fee program through the East Contra Costa Regional Fee & Financing Authority	REGION WIDE	N/A	Ongoing	ECCRFFA, TRANSPLAN jurisdictions	<i>In February 2021, the Board of Supervisors adopted Ordinance No. 2021-03 and approved a fourth amendment to the East Contra Costa Regional Fee and Financing Authority joint exercise of powers agreement to add the Sand Creek Extension Project to the ECCRFFA project list, with no changes to ECCRFFA fees.</i>
E.1.d	Explore ways to advance revenues from the fee program through the use of bonds or other financial mechanisms, such as tolls, gasoline taxes and other user fees	REGION WIDE	N/A	Ongoing	TRANSPLAN	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**TRANSPLAN AREA**

<b>Action #</b>	<b>Relevant Action Plan Policy</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
<b>E.2</b>	<b>Transportation Funding</b>					
E.2.a	Work with regional and state agencies to obtain a greater local share of gasoline taxes, toll bridge revenues and other sources for major projects	REGION WIDE	N/A	Ongoing	TRANSPLAN, CCTA, Tri-Delta Transit, BART	None
E.2.b	Continue to explore ways to increase revenue to maintain roads and provide arterial street improvements countywide, such as through gasoline taxes and toll bridge revenues	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None
<b>E.3</b>	<b>Pursue Balanced Growth in East County</b>					
E.3.a	Coordinate with economic development agencies and non-governmental organizations (NGOs) on a cooperative East County effort to attract new employment development	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions	None
E.3.b	Support the study of new transportation facilities (such as TriLink/SR 239) that could attract new business development in East County by improving accessibility between East County and neighboring regions	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions, TRANSPLAN, CCTA	None
E.3.c	Work with MTC and other agencies to implement regional initiatives such as OBAG/PDA development strategies	REGION WIDE	N/A	Ongoing	TRANSPLAN jurisdictions, TRANSPLAN, CCTA	In 2019, the Board of Supervisors authorized the Conservation and Development Director to submit letters of confirmation and letters of interest to the Metropolitan Transportation Commission related to the County's Priority Development Area and Priority Production Area designations in Bay Point, Byron, El Sobrante, and Pacheco in order to establish and preserve eligibility for grant funding.

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**WCCTAC AREA**

<b>Action #</b>	<b>Relevant Proposed Action Plan Action</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
1	Work with local transit providers and regional funding agencies to identify funding for and provide bus-oriented improvements and better bus stop amenities along local routes, and to improve headways and expand bus service along important corridors in West County.	Area-wide Actions	N/A		WCCTAC Jurisdictions	None
2	Implement transit-oriented development in the designated Pedestrian-Bicycle-Transit (PBT) zones using design principles that support local bus services and pedestrian/bicycle access	Area-wide Actions	N/A		WCCTAC Jurisdictions	None
3	Encourage development of plans, programs and projects that support transit-oriented development within all Priority Development Areas	Area-wide Actions	N/A		WCCTAC Jurisdictions	None
4	Encourage development of new or expanded park-n-ride lots along freeway corridors and at major activity centers	Area-wide Actions	N/A		WCCTAC Jurisdictions	None
5	Partner with the Water Emergency Transportation Authority and MTC to plan and fund ferry service in West County	Area-wide Action	N/A		WCCTAC Jurisdictions	None
6	Participate in studies regarding passenger rail improvements in West County, such as expansion of service on the Capital Corridor or San Joaquin Corridor	Area-wide Action	N/A		WCCTAC Jurisdictions	None
7	Complete the West Contra Costa Transportation Investment Study, including evaluation of transit opportunities, roadway improvements, and other projects	Area-wide Action	N/A		WCCTAC Jurisdictions	None
8	Support projects and programs that improve the passenger experience, upgrade systems and expand the capacity of BART stations in West County	Area-wide Action	N/A		WCCTAC Jurisdictions	None
9	Continue to update and implement local and regional bicycle and pedestrian plans, and support the preparation of bicycle and pedestrian plans in those communities where they do not currently exist	Area-wide Action	N/A		WCCTAC Jurisdictions	<p>In 2017, the Board of Supervisors adopted Resolution No. 2017/32 to APPROVE the Parker Avenue Pedestrian Improvement Project In Rodeo and related actions under the California Environmental Quality Act and authorized the Public Works Director, or designee, to advertise the Project and submit a 2017/2018 Transportation Development Act Grant Application to the Metropolitan Transportation Commission in the total amount of \$100,000, for fiscal year 2016/2017.</p> <p>In 2017, the Board of Supervisors approved and authorized the Interim Public Works Director, or designee, to apply for and, if awarded, accept a grant for the 2017 Active Transportation Program Augmentation to Cycle 3 to the California Transportation Commission for the Appian Way Complete Streets Project and San Miguel Drive Complete Streets Project.</p> <p>In October 2018, the Board of Supervisors approved the Alhambra Valley Road and Bear Creek Road Intersection Safety and Sideshow Deterrence Project and take related actions under the California</p>

2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST						
WCCTAC AREA						
Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
9 (cont.)						<p>In February 2019, the Board of Supervisors adopted Resolution No. 2019/44 approving and authorizing the Public Works Director to submit a 2019/2020 Transportation Development Act grant application to the Metropolitan Transportation Commission in the amount of \$100,000 for fiscal year 2019/2020 for the 7th Street Crosswalk Improvements Project.</p> <p>In May 2019, the Board of Supervisors authorized the Conservation and Development and Public Works Departments to submit a joint application to the California State Coastal Conservancy for grant funding in the amount of \$130,000 to study trail gap remedies around the Carquinez Strait Scenic Loop Trail.</p> <p>In June 2019, the Board of Supervisors adopted Resolution No. 2019/193 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2019/2020 Transportation Development Act funding in the amount of \$1,049,500 for bicycle and pedestrian projects sponsored by the County and the cities of Concord, Lafayette, Martinez, Moraga, Oakley, Orinda, Pittsburg, Pleasant Hill, San Pablo, and San Ramon.</p>

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**WCCTAC AREA**

Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
9 (cont.)						<p>In July 2019, the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director to execute a contract to accept grant funding in an amount not to exceed \$350,000 from Caltrans' Sustainable Communities Planning Grant Program to produce the Contra Costa County Active Transportation Action Plan.</p> <p>In July 2019, the Board of Supervisors approved the Fred Jackson Way First Mile/Last Mile Connection Project and take related actions under the California Environmental Quality Act. In August 2019, the Board of Supervisors authorized the Public Works Director, or designee, to execute a construction contract in the amount of \$474,647 with Pacific Infrastructure Construction, LLC for the Tara Hills Pedestrian Infrastructure Project.</p> <p>In September 2019 the Board of Supervisors authorized the Public Works Director to execute, a funding agreement with the West Contra Costa Transportation Advisory Committee, to receive \$270,000 for the County's San Pablo Dam Road Sidewalk Gap Project during the period from July 26, 2019, through June 30, 2020, El Sobrante area.</p>
9 (cont.)						<p><i>In February 2020, the Board of Supervisors adopted Resolution No. 2020/38 approving and authorizing the Public Works Director, or designee, to submit a 2020/2021 Transportation Development Act grant application to the Metropolitan Transportation Commission in the amount of \$491,000 for fiscal year 2020/2021 for the Westminster and Kenyon Avenue Accessibility Project and take related actions under the California Environmental Quality Act.</i></p>
11	Participate in the countywide Safe Routes to School needs assessment, and use the results of that effort to identify and seek funding for bicycle and pedestrian improvements in West County school areas	Area-wide Actions	N/A		WCCTAC Jurisdictions	None
12	Support and participate in the efforts of Contra Costa Health Services in providing Safe Routes to School education and encouragement programs in area schools	Area-wide Actions	N/A		WCCTAC Jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**WCCTAC AREA**

Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
13	Consider bicycle and pedestrian needs in all neighborhood and roadway planning and design efforts, particularly within Priority Development Areas	Area-wide Actions	N/A		WCCTAC Jurisdictions	<p>In August 2018 the Board of Supervisors approved the Rodeo Downtown Infrastructure Project and take related actions under the California Environmental Quality Act.</p> <p>In October 2018, the Board of Supervisors approved plans for the San Pablo Dam Road Landslide and Bench Repair Project.</p> <p>In July 2019, the Board of Supervisors adopted Resolution No. 2019/466 authorizing the Conservation and Development Director to execute a contract to accept grant funding in an amount not to exceed \$350,000 from Caltrans' Sustainable Communities Planning Grant Program to produce the Contra Costa County Active Transportation Action Plan.</p> <p><i>In June 2020, the Board of Supervisors adopted Resolution No. 2020/147 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2020/2021 Transportation Development Act funding in the amount of \$557,700 for bicycle and pedestrian projects sponsored by the County and the cities of Danville, Hercules, Lafayette, Orinda, Pittsburg, Pleasant Hill, and San Ramon.</i></p>
13 (cont.)						<p><i>In February 2021, the Board of Supervisors approved the 2021 Countywide Curb Ramp Project and take related actions under the California Environmental Quality Act, and AUTHORIZE the Public Works Director, or designee, to advertise the Project.</i></p> <p><i>In June 2021, the Board of Supervisors adopted Resolution No. 2021/175 approving the submission of a claim to the Metropolitan Transportation Commission to seek Fiscal Year 2021/2022 Transportation Development Act funding in the amount of \$1,104,400 for bicycle and pedestrian projects sponsored by the County and the cities of Antioch, Concord, Danville, Lafayette, Orinda, Pinole, Richmond, and San Pablo.</i></p> <p><i>In February 2021, the Board of Supervisors adopted Resolution No. 2021/44 to approve the 2022 Tara Hills Curb Ramp Project and take related actions under the California Environmental Quality Act.</i></p>

2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST						
WCCTAC AREA						
Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
14	Require new development projects to provide bike racks, lockers and other secure bike parking options at appropriate locations, and seek funding to provide bike parking at key activity centers throughout West County	Area-wide Actions	N/A		WCCTAC Jurisdictions	None
15	Support and fund programs, such as the Street Smarts Program, to increase the level of public education about bicycle safety and to reduce injuries due to pedestrian or bicycle collisions	Area-wide Actions	N/A		WCCTAC Jurisdictions	In 2016, the Board of Supervisors approved and authorized the Health Service Director, or designee, to accept Transportation Development Act Grant funds from the Metropolitan Transportation Commission for the Bicycle and Pedestrian Safety Education Project, to pay County an amount not to exceed \$40,000 for the period July 1, 2016 through June 30, 2017.
16	Participate in planning studies for the Bay Trail extension along I-580, from Castro Street to the Richmond-San Rafael Bridge	I-580	N/A		WCCTAC Jurisdictions	None
17	Improve pedestrian and bicycle access through freeway interchange areas	Freeway Routes	N/A		WCCTAC Jurisdictions	None
18	Conduct a bicycle route feasibility study along Richmond Parkway, and work to improve the Bay Trail crossing at Wildcat Creek and close other trail gaps along the Parkway	Richmond Parkway	LOS D		Richmond, Contra Costa County	None
19	Plan and implement enhanced railroad crossings to reduce noise and quality-of-life impacts throughout West County; enhancements may involve implementing quiet zones, grade separations, train-traffic signal preemption systems, or other measures	N/A	N/A		WCCTAC Jurisdictions	None
20	Complete the reconstruction of the I-80/San Pablo Dam Road interchange.	I-80, San Pablo Dam Road	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels, LOS E		San Pablo	In 2012, the Board of Supervisors approved and authorized execution of a contract with the Contra Costa Transportation Authority (CCTA) to provide right-of-way services to CCTA for the I-80/San Pablo Dam Road Interchange Project.  In 2013, the Board of Supervisors approved and authorized execution of an agreement with Caltrans, City of San Pablo and CCTA for the exercise of the power of eminent domain for the I-80/San Pablo Dam Road Interchange Project.  In 2013, the Board of Supervisors adopted Resolution of Necessity No. 2013/475 for acquisition by eminent domain of real property required for the I-80/San Pablo Dam Road Interchange Project - Phase 1.
21	Support implementation, operations and maintenance of the I-80 Integrated Corridor Mobility project	I-80	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels		WCCTAC Jurisdictions	In 2012, the Board of Supervisors authorized the Public Works Director to execute a Memorandum of Understanding with Caltrans for the I-80 Integrated Corridor Mobility (ICM) Project.
22	Enhance State Route 4 to a full freeway between I-80 and Cummings Skyway, including adding a connection between westbound I-80 and eastbound SR 4	SR-4	Delay Index of 2.0 or less		Contra Costa County, CCTA, Caltrans	None
23	Implement recommendations of the State Route 4 Integrated Corridor Analysis	SR-4	Delay Index of 2.0 or less		CCTA, Caltrans	None

2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST						
WCCTAC AREA						
Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
24	Explore options to extend the truck climbing lane on Cummings Skyway, and to implement a Class II bike lane on Cummings Skyway between San Pablo Avenue and Franklin Canyon Road	Cummings Skyway	LOS D		Contra Costa County, CCTA	None
25	Work with WCCTAC, local jurisdictions and CCTA to seek funding to implement recommendations of the North Richmond Truck Route Study (or other mutually agreed upon implementation measures), to improve connectivity to designated truck routes, discourage non-local heavy truck traffic on local streets, and improve public health and safety in West County communities	Richmond Parkway	LOS D		Contra Costa County, CCTA	None
26	Complete the improvements associated with the I80/Central Avenue interchange	I-80, Central Avenue	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels, LOS D		Richmond, CCTA, Caltrans	None
27	Close gaps in the regional trail and bicycle route systems, and develop local bike route links to the Bay Trail and Richmond and Ohlone Greenways to facilitate longer-distance bicycle travel through West County and to neighboring regions	REGION WIDE	N/A		WCCTAC Jurisdictions	None
28	Maintain pavement management systems and schedules, and continue to seek additional funding for local roadway maintenance	REGION WIDE	N/A		WCCTAC Jurisdictions	In 2017, the Board of Supervisors adopted Resolution No. 2017/259 approving and authorizing the Public Works Director, or designee, to submit a One Bay Area Grant Cycle 2 (OBAG 2) Application to the Contra Costa Transportation Authority for federal funding under the Local Streets and Roads Preservation (LSRP) Program for the Contra Costa County Local Streets and Roads Preservation Project for \$4,327,000.  <i>In April 2020, the Board of Supervisors adopted Resolution No. 2020/121 to obtain State Senate Bill 1, The Road Repair and Accountability Act, funding in Fiscal Year 2020/21 for specified road repair and rehabilitation.</i>
29	Complete a West County goods movement study, focused on ensuring efficient movement of goods while reducing impacts (environmental,	REGION WIDE	N/A		WCCTAC Jurisdictions	None
30	Comply with the CCTA Growth Management Program through monitoring of new development proposals and General Plan amendments, and allowing for collaboration and comment from other jurisdictions	REGION WIDE	N/A		WCCTAC Jurisdictions	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**WCCTAC AREA**

<b>Action #</b>	<b>Relevant Proposed Action Plan Action</b>	<b>Route(s) of Regional Significance</b>	<b>Multi-Modal Transportation Service Objective</b>	<b>Schedule to Achieve</b>	<b>Affected Jurisdictions</b>	<b>Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)</b>
31	Explore ways to increase revenue to maintain roads, transit facilities, trails, and all associated infrastructure	REGION WIDE	N/A		WCCTAC Jurisdictions	<p>In May 2018, the Board of Supervisors approved the Orwood Road Culvert Replacement Project and authorized the Public Works Director, or designee, to advertise the project.</p> <p>In May 2018, the Board of Supervisors approved the Contra Costa County Local Streets and Road Preservation Project and take related actions under the California Environmental Quality Act, and authorized the Public Works Director, or designee, to advertise the Project.</p> <p>In October 2018, the Board of Supervisors approved plans for the San Pablo Dam Road Landslide and Bench Repair Project.</p> <p>In November 2018, the Board of Supervisors approved the Public Works Director, or designee, to execute an agreement between Contra Costa County and the City of Richmond for the construction of the Contra Costa County Local Streets and Roads Preservation Project.</p>
32	Investigate and support opportunities for using new technologies to reduce single-occupant vehicle travel and to use existing system capacity more efficiently; examples may include real-time ridesharing programs, online traveler information systems, smart highways, connected vehicles, and other technologies	N/A	N/A		WCCTAC Jurisdictions	None
33	Support and implement the West County Subregional Transportation Mitigation Program, which generates funds to support specific capital improvements throughout West County	N/A	N/A		WCCTAC Jurisdictions	None
34	Improve the reliability and efficiency of bus service along San Pablo Avenue	San Pablo Avenue	LOS E		WCCTAC Jurisdictions	None
35	Implement the recommendations of the Complete Streets plans that affect San Pablo Avenue	San Pablo Avenue	LOS E		WCCTAC Jurisdictions	None
36	Implement the San Pablo Avenue Complete Streets/Bay Trail project between Rodeo and Crockett	San Pablo Avenue	LOS E		Contra Costa County, CCTA	In June 2018, the Board of Supervisors accepted the Feasibility Report for the San Pablo Avenue Complete Streets Study, and approved and authorized the Public Works Director, or designee, to seek funding for a potential complete streets project identified in the report.
37	Implement the recommendations of the Appian Way Alternatives Analysis and Complete Streets Study	Appian Way	LOS D		Contra Costa County, CCTA	None
38	Implement the recommendations of the Downtown El Sobrante Study	Appian Way	LOS D		Contra Costa County	In 2016, the Board of Supervisors approved the San Pablo Dam Road Sidewalk Gap Closure Project and related actions under the California Environmental Quality Act; and, authorized the Public Works Director, or designee, to advertise the project.
39	Complete the implementation of the Hercules Intermodal Station	N/A	N/A		Hercules	None

2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST						
WCCTAC AREA						
Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
40	Participate in studies and implement the plans related to the Lawrence Berkeley National Lab Second Campus	N/A	N/A		WCCTAC Jurisdictions	None
41	Implement the recommendations of the WCCTAC Transit Enhancements and Wayfinding Study, which identifies specific local access improvements to the West County BART stations and intermodal transfer centers	REGION WIDE	N/A		WCCTAC Jurisdictions, BART	None
42	Support completion of the Wildcat Creek Trail, including the Bay Trail to Ridge Trail connector	N/A	N/A		Richmond, El Cerrito, Contra Costa County, EBRPD	None
43	Implement the recommended actions in the I-80 Corridor System Management Plan (CSMP)	I-80	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels		WCCTAC Jurisdictions, BART	None
44	Implement the recommendations of the specific plans along 23rd Street	23rd Street	LOS D		Richmond	None
45	Continue to evaluate long-term solutions to congestion around the El Cerrito del Norte BART station, with particular attention to methods that could improve local and regional transit and auto access to the station, along with improving multimodal access and circulation for transit-oriented development and businesses in the area	N/A	N/A		El Cerrito	None
46	Support broad coordination between Contra Costa and neighboring counties (including Alameda, Solano, and Marin) to reduce single-occupant vehicle travel along the I-80 corridor	I-80	Delay Index of 3.0 or less, HOV lane usage increased by 10% over 2013 levels		Contra Costa County, Alameda County	None
47	Enhance transportation services for mobility-impaired West County residents, through improved coordination of existing services and consideration of expanded services	REGION WIDE	N/A		WestCAT	<i>In February 2020, the Board of Supervisors appointed Supervisor Candace Andersen as the Board of Supervisors representative and Dr. Chris Farnitano as County Health Services Department representative to the Contra Costa Transportation Authority's Policy Advisory Committee for the Accessible Transportation Strategic Plan.</i>  <i>In March 2021, the Board of Supervisors approved the Accessible Transportation Strategic Plan to improve transportation services for seniors, people with disabilities, and veterans.</i>
48	Support the coordination of transit services across all areas of Contra Costa to improve connectivity and access	REGION WIDE	N/A		Transit Agencies	None

**2020 AND 2021 MEASURE J COMPLIANCE CHECKLIST**

**WCCTAC AREA**

Action #	Relevant Proposed Action Plan Action	Route(s) of Regional Significance	Multi-Modal Transportation Service Objective	Schedule to Achieve	Affected Jurisdictions	Implementation Status as of December 31, 2021 (Actions since last Checklist are in Italics.)
49	Support the investigation and development of innovative transportation-related technologies that could improve air quality and public health; examples include fueling/charging stations for alternative-fuel vehicles, new cleaner bus technology, software applications to facilitate ride-sharing, and many other opportunities	REGION WIDE	N/A		CCTA, Transit Agencies, BAAQMD	<p>In May 2019, the Board of Supervisors authorized the Public Works Director, or designee, to apply for and accept grant funds from the Bay Area Air Quality Management District (BAAQMD) Charge! Program to expand the County's supply of electric vehicle equipment.</p> <p><i>In February 2020, the Board of Supervisors authorized the Conservation and Development Director to sign Letter of Intent for County participation with MCE, Contra Costa Transportation Authority, and other partners in the California Electric Vehicle Infrastructure Project.</i></p> <p><i>In March 2021, the Board of Supervisors authorized a Letter of Support for GRID Alternatives, a nonprofit corporation, to PG&amp;E to serve as implementer for the Empower EV (Electric Vehicle) Program, to reduce barriers to electric vehicle adoption in low- and moderate-income communities.</i></p>
50	Implement the Express Bus recommendations from the West County High Capacity Transit Study	I-80, San Pablo Avenue	N/A		WCCTAC Jurisdictions	None
51	Implement the San Pablo/Macdonald Avenues Bus Rapid Transit recommendations from the West County High Capacity Transit Study	San Pablo Avenue	LOS E		Richmond	None
52	Implement the 23rd Street Bus Rapid Transit recommendations from the West County High Capacity Transit Study	23rd Street	LOS D		Richmond	None
53	Implement Pinole San Pablo Avenue Bridge Replacement over BNSF Railroad – Complete Street	REGION WIDE	N/A		Pinole, BNSF	None
54	Participate in San Pablo Avenue Multimodal Corridor Project	REGION WIDE	N/A		WCCTAC Jurisdictions	None

**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2022 & 2023

**Attachment B**

**Contra Costa County General Plan Amendments 2020 and 2021**

	General Plan Amendments	Meet Growth Management Element Standards	Meet MTSOs	RTPC Reviewed (GPAs)	Results of RTPC Review (GPAs)
1	<p>Name: Solar Energy Amendments                      Location: Countywide                      Applicant: Contra Costa County                      County File: GP19-0001                      Description: Amended the Land Use and Conservation Elements to allow development of solar energy facilities in several land use designations.                      Adopted: 2/25/2020 Resolution #: 2020/39                      Calendar Year: 2020                      Net New Peak Hour Trips: None</p>	N/A	N/A	N/A	N/A
2	<p>Name: Del Hombre Apartments                      Location: 112 Roble Road, 3010, 3018, 3050, 3070 Del Hombre Lane, unincorporated Walnut Creek. APNs 148-170-001, -022, -037, -041, -042                      Applicant: The Hanover Company                      County File: GP18-0002                      Description: Amended the Land Use Element Map to change the land use designation from Multiple-Family Residential Very High Density to Multiple-Family Residential Very High Special Density for a 284-unit apartment building.                      Adopted: 8/11/2020 Resolution #: 2020/212                      Calendar Year: 2020                      Net New Peak Hour Trips: 284</p>	Yes	Yes	Yes	No Comment
3	<p>Name: Saranap Area Policies                      Location: Saranap                      Applicant: Contra Costa County                      County File: GP19-0004                      Description: Amended the Land Use Element to include new narrative, policies, implementation measures, and graphics to guide future private development and certain public improvements in the Saranap area.                      Adopted: 12/8/2020 Resolution #: 2020/318                      Calendar Year: 2020                      Net New Peak Hour Trips: None</p>	N/A	N/A	N/A	N/A
4	<p>Name: Pantages Trails                      Location: East end of Point of Timber Road, Discovery Bay area. APNs 004-010-006; 004-032-005, -006, -007, -062; 011-220-010, -017, -018; 011-230-006, -007                      Applicant: Pantages at Discovery Bay, LLC                      County File: GP19-0002                      Description: Amended the Land Use Element Map to reconfigure the layout of a previously approved project and reduce the size from 292 to 277 single-family units.                      Adopted: 7/13/2021 Resolution #: 2021/212                      Calendar Year: 2021                      Net New Peak Hour Trips: 277</p>	Yes	Yes	Yes	No Comment
5	<p>Name: Tassajara Parks                      Location: Camino Tassajara/Tassajara Valley. APNs 206-030-065; 220-100-023; 223-020-018, -021                      Applicant: FT Land, LLC                      County File: GP07-0009                      Description: Amended the Land Use Element Map to move County Urban Limit Line by 30 acres and change the land use designation from Agricultural Lands to Single-Family Residential High Density, Parks and Recreation, and Public and Semi-Public for a 125-unit single-family project.                      Adopted: 7/13/2021 Resolution #: 2021/216                      Calendar Year: 2021                      Net New Peak Hour Trips: 125</p>	Yes	Yes	Yes	Comments were received and responded to.

**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

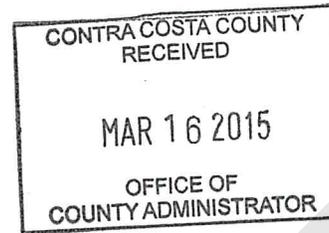
For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2022 & 2023

**Attachment C**

**DEPARTMENT OF HOUSING AND COMMUNITY DEVELOPMENT  
DIVISION OF HOUSING POLICY DEVELOPMENT**

2020 W. El Camino Avenue, Suite 500  
Sacramento, CA 95833  
(916) 263-2911 / FAX (916) 263-7453  
www.hcd.ca.gov



March 11, 2015

Mr. David Twa, County Administrator  
Contra Costa County  
651 Pine St., 10th Floor  
Martinez, CA 94553

Dear Mr. Twa,

**RE: Contra Costa County's 5<sup>th</sup> Cycle (2015-2023) Adopted Housing Element**

Thank you for submitting Contra Costa County's element adopted December 2, 2014 which was received for review on December 12, 2014. Pursuant to Government Code (GC) Section 65585(h), the Department is reporting the results of its review.

The Department is pleased to find the adopted housing element in full compliance with State housing element law (GC, Article 10.6). The adopted element was found to be substantially the same as the revised draft element the Department's October 2, 2014 review determined met statutory requirements.

Please note the County of Contra Costa now meets specific requirements for several State and Regional funding programs designed to reward local governments for compliance with State housing element law. For example, the Housing Related Parks Program includes housing element compliance as a threshold requirement. Please see the Department's website for specific information about these and other State funding programs at [http://www.hcd.ca.gov/hpd/hrc/plan/he/loan\\_grant\\_hecompl011708.pdf](http://www.hcd.ca.gov/hpd/hrc/plan/he/loan_grant_hecompl011708.pdf).

The Department appreciates the dedication Ms. Kara Douglas, Affordable Housing Program Manager and Mr. Patrick Roche, Principal Planner, provided throughout the course of the housing element review. The Department wishes the County of Contra Costa success in implementing its element and looks forward to following its progress through the General Plan annual progress reports pursuant to GC Section 65400. If the Department can provide assistance in implementing the housing element, please contact Fidel Herrera, of our staff, at (916) 263-7441.

Sincerely,

A handwritten signature in blue ink that reads "Glen A. Campora".

Glen A. Campora  
Assistant Deputy Director

cc: JOHN KOPCHAK  
JOSEPH VILLANUEVA

Please Start Here

General Information	
Jurisdiction Name	Contra Costa County - Unincorporated
Reporting Calendar Year	2019
Contact Information	
First Name	Christine
Last Name	Louie
Title	Senior Planner
Email	Christine.Louie@dcd.cccounty.us
Phone	9256747787
Mailing Address	
Street Address	30 Muir Road
City	Martinez
Zipcode	94553

**Optional:** Click here to import last year's data. This is best used when the workbook is new and empty. You will be prompted to pick an old workbook to import from. Project and program data will be copied exactly how it was entered in last year's form and must be updated.

v 12\_23\_19

Jurisdiction	Contra Costa County -
Reporting Year	2019 (Jan. 1 - Dec. 31)

## ANNUAL ELEMENT PROGRESS REPORT Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

**Table A**

### Housing Development Applications Submitted

Project Identifier					Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes							Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes	
1					2	3	4	5							6	7	8	9	10
Prior APN <sup>+</sup>	Current APN	Street Address	Project Name <sup>+</sup>	Local Jurisdiction Tracking ID <sup>+</sup>	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project (Auto-calculated Can Be Overwritten)	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)? (SB 35 Streamlining)	Notes <sup>+</sup>
Summary Row: Start Data Entry Below								0	0	0	0	0	0	9	9	0	9	0	
	184302003	2063 OLYMPIC BLVD WALNUT CREEK CA 94595-1621		CDMS19-00003	SFD	O	5/16/2019							2	2		2	No	
	188012004	340 MONTECILLO DR WALNUT CREEK CA94595-2644		CDDP19-03005	SFD	O	2/4/2019							1	1		1	No	
	184311012	61 PANORAMIC WAY WALNUT CREEK CA 94595-1605		CDSU19-00070	ADU	R	10/17/2019							1	1		1	No	
	192210011	10 GRAND ROYALE CT ALAMO CA 94507-2402		CDSU19-00087	ADU	R	12/18/2019							1	1		1	No	
	367150001	5244 ALHAMBRA VALLEY RD MARTINEZ CA 94553-9739		CDSU19-00061	ADU	R	9/27/2019							1	1		1	No	
	426162007	957 MANOR RD EL SOBRANTE CA 94803-1333		CDSU19-00066	ADU	R	10/9/2019							1	1		1	No	
	409132012	1544 6TH ST RICHMOND CA 94801-2125		CDSU19-00074	ADU	R	10/31/2019							1	1		1	No	
	194070087	1877 GREEN VALLEY RD ALAMO CA 94507-2722		CDSU19-00078	ADU	R	11/8/2019							1	1		1	No	

Table A2

Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units

Project Identifier					Unit Types		Affordability by Household Incomes - Completed Entitlement								
1					2	3	4							5	6
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4,5+,ADU,MH)	Tenure R=Renter O=Owner	Very Low- Income Deed Restricted	Very Low- Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate- Income Deed Restricted	Moderate- Income Non Deed Restricted	Above Moderate- Income	Entitlement Date Approved	# of Units issued Entitlements
Summary Row: Start Data Entry Below							0	0	0	0	0	0	236		236
409080001; various	409080028	1540 FRED JACKSON RICHMOND CA 94801-1535	Heritage Point	BIMR16-012975	5+	R									0
098240058; 098240059	98240064	3604-3628 Willow Pass Road, Bay Point, CA	Bay Point Family Apartments	BIG18-008151 BIMR18-007656 BIMR18-007657 BIMR18-007658 BIMR18-007659 BIMR18-007660 BIMR18-007661 BIMR18-007663	5+	R									0
	6190010	7911 CARNEAL RD LIVERMORE VALLEY CA		CDLP19-02003	SFD	R							1	3/8/2019	1
	10080007	2681 WALNUT BLVD BRENTWOOD CA 94513-4402		CDSU19-00001	ADU	R							1	10/31/2019	1
	188050004	2229 TICE VALLEY BLVD WALNUT CREEK CA 94595-2615		CDSU19-00002	ADU	R							1	4/26/2019	1
	198290032	1632 VIA ROMERO ALAMO CA 94507-1532		CDSU19-00003	ADU	R							1	3/21/2019	1
	426122009	947 KELVIN CT EL SOBRANTE CA 94803-1329		CDSU19-00004	ADU	R							1	3/21/2019	1
	521012011	6249 HIGHLAND AVE RICHMOND CA 94805-1635		CDSU19-00005	ADU	R							1	1/17/2019	1
	198071005	1311 DANVILLE BLVD ALAMO CA 94507-1915		CDSU19-00006	ADU	R							1	2/28/2019	1
	195270047	1970 LA CADENA DIABLO CA 94528		CDSU19-00007	ADU	R							1	3/4/2019	1
	203860001	2467 DIABLO RANCH PL DANVILLE CA 94506-2069		CDSU19-00008	ADU	R							1	6/20/2019	1



















































15040051	3140 SELLERS AVE BRENTWOOD CA 94513-3016										0
11110025	25987 MARSH CREEK RD BYRON CA 94513-4315										0
431040007	4441 SAN PABLO DAM RD EL SOBRANTE CA 94803-3039										0
187232012	233 LIVORNA HEIGHTS RD ALAMO CA 94507- 1324										0
184311012	61 PANORAMIC WAY WALNUT CREEK CA 94595- 1605										0
4213015	1205 BEACH CT DISCOVERY BAY CA 94505-9434										0
78060021	10050 MARSH CREEK RD CLAYTON CA 94517-9742										0
172100033	23 LOMMEL CT WALNUT CREEK CA 94597-2130										0
192210011	10 GRAND ROYALE CT ALAMO CA 94507- 2402										0
20180070	2350 EDEN PLAINS KNIGHTSEN CA 94548								1	2/4/2019	1
15170033	41 LEARNING BRENTWOOD CA 94513								1	6/21/2019	1
15170031	21 LEARNING BRENTWOOD CA 94513								1	7/30/2019	1
15150007	8031 BALFOUR BRENTWOOD CA 94513-3818								1	8/9/2019	1
375301024	2913 MERLE MARTINEZ CA 94553								1	12/5/2019	1

2210012	16171 BYRON BYRON CA 94514								1
51040070	415 FLEMING ANTIOCH CA 94509-8535								1
198230013	271 LARK ALAMO CA 94507-1817								1
197360015	10 ROXBURY ALAMO CA 94507- 2240								1
198200001	1630 LAS TRAMPAS ALAMO CA 94507-1824								1
355100010	288 KENDALL CROCKETT CA 94525-1015								1
425190005	4306 SANTA RITA EL SOBRANTE CA 94803-2309								1
430401011	28 GREENBRAE EL SOBRANTE CA 94803-1412								1
571170010	633 COVENTRY KENSINGTON CA 94707								1
571150008	83 EDGECROFT KENSINGTON CA 94707-1412								1
521210002	1779 TULARE RICHMOND CA 94805-1522								1
419052012	1706 BAYO VISTA SAN PABLO CA 94806-4113								1
180160033	30 MC CONNELL WALNUT CREEK CA 94596-5832								1
183201007	2060 BLACKWOOD WALNUT CREEK CA 94596-5709								1
184312029	26 PANORAMIC WALNUT CREEK CA 94595-1606								1
185360009	10 GARDEN WALNUT CREEK CA 94595-1220								1
188050004	2229 TICE VALLEY WALNUT CREEK CA 94595-2615								1

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6/10/2019	1
6/27/2019	1
7/11/2019	1
3/6/2019	1
3/1/2019	1
9/17/2019	1
12/23/2019	1
3/25/2019	1
4/10/2019	1
3/13/2019	1
11/21/2019	1
5/16/2019	1
8/13/2019	1
11/18/2019	1
3/6/2019	1
12/6/2019	1

380132021	400 RODRIGUES MARTINEZ CA 94553-1438								1
198270015	121 DANIEL ALAMO CA 94507- 2417								1
198290032	1632 VIA ROMERO ALAMO CA 94507- 1532								1
198200008	1671 LAS TRAMPAS ALAMO CA 94507-1825								1
188252027	2159 DANVILLE ALAMO CA 94507- 2653								1
191030015	1530 RAMONA ALAMO CA 94507- 1030								1
198220055	1900 LAS TRAMPAS ALAMO CA 94507								1
197060021	1016 ADRIENNE ALAMO CA 94507- 2405								1
197190034	191 ALAMO RANCH ALAMO CA 94507-2031								1
198071005	1313 DANVILLE ALAMO CA 94507- 1915								1
188232035	2029 DANVILLE ALAMO CA 94507- 2649								1
192192008	2711 MIRANDA ALAMO CA 94507- 1425								1
10180019	1311 PAYNE BRENTWOOD CA 94513-4553								1
355083005	1975 VISTA DEL RIO CROCKETT CA 94525								1
206770022	901 CONNEMARA DANVILLE CA 94526								1
215110011	2340 SADDLEBACK DANVILLE CA 94506-3117								1

1/7/2019	1
3/13/2019	1
5/14/2019	1
6/27/2019	1
7/17/2019	1
9/10/2019	1
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1/8/2019	1
5/15/2019	1
4/1/2019	1
9/19/2019	1
12/13/2019	1
4/22/2019	1
2/14/2019	1
6/3/2019	1

206790015	127 TURANIAN DANVILLE CA 94526								1
220391008	125 MRACK DANVILLE CA 94506-4720								1
215210003	99 OAKRIDGE DANVILLE CA 94506-3104								1
435100032	5428 MARTIS EL SOBRANTE CA 94803-3440								1
425011011	711 ALHAMBRA EL SOBRANTE CA 94803-1701								1
426122009	947 KELVIN EL SOBRANTE CA 94803-1329							1	
426040052	1151 KELVIN EL SOBRANTE CA 94803-1012								1
420031005	3557 MIFLIN EL SOBRANTE CA 94803-2711								1
435042006	4300 JANA VISTA EL SOBRANTE CA 94803-3018							1	
572070001	139 PURDUE KENSINGTON CA 94708-1032								1
375311028	1052 PLAZA MARTINEZ CA 94553								1
188111001	1880 MEADOW WALNUT CREEK CA 94595-2630								1
175172017	42 CARMELLO WALNUT CREEK CA 94597-3402								1
138110008	760 NORTH GATE WALNUT CREEK CA 94598-7623								1
184450035	2460 WARREN WALNUT CREEK CA 94595-1249								1
172071037	110 CORA WALNUT CREEK CA 94597-6804							1	

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11/12/2019	1
8/30/2019	1
4/29/2019	1
5/22/2019	1
7/25/2019	1
12/31/2019	1
5/3/2019	1
9/12/2019	1
6/6/2019	1
4/10/2019	1
4/22/2019	1
6/21/2019	1
6/27/2019	1
10/22/2019	1
4/30/2019	1

184161017	2249 WHYTE PARK WALNUT CREEK CA 94595- 1345								1
188040007	10 ELLERY WALNUT CREEK CA 94595-2609								1
185270015	2835 ACACIA WALNUT CREEK CA 94595-1004								1
182090010	670 W HAWTHORNE WALNUT CREEK CA 94596-6010								1
180302012	121 SUTHERLAND WALNUT CREEK CA 94596-5861								1
183131016	1384 MILTON WALNUT CREEK CA 94596-5931								1
184333026	2099 MAGNOLIA WALNUT CREEK CA 94595-1629								1
182130007	742 ROSEWOOD WALNUT CREEK CA 94596-6128								1
185270004	845 JUANITA WALNUT CREEK CA 94595-1354						1		
172062005	2740 CHERRY WALNUT CREEK CA 94597-2111								1
183131027	1376 ELIZABETH WALNUT CREEK CA 94596-5905								1
187232029	271 LIVORNA HEIGHTS ALAMO CA 94507-1324								1
193210008	2611 ROYAL OAKS ALAMO CA 94507- 2772								1
198100012	512 HEMME ALAMO CA 94507- 2114								1
187232012	233 LIVORNA HEIGHTS ALAMO CA 94507-1324								1
188252027	2159 DANVILLE ALAMO CA 94507- 2653								1

6/14/2019	1
11/14/2019	1
10/9/2019	1
1/7/2019	1
5/10/2019	1
8/5/2019	1
10/3/2019	1
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9/27/2019	1
12/17/2019	1
12/17/2019	1
1/31/2019	1
2/7/2019	1
4/5/2019	1
5/8/2019	1
7/17/2019	1

192071021	145 S JACKSON ALAMO CA 94507-1506								1
192150013	60 MIRANDA ALAMO CA 94507-1697								1
192011006	1481 LIVORNA ALAMO CA 94507-1103								1
193492012	330 LAKEVIEW ALAMO CA 94507-1624								1
196130005	259 OAK ALAMO CA 94507-2742								1
196130005	259 OAK ALAMO CA 94507-2742								1
198220055	1900 LAS TRAMPAS ALAMO CA 94507-1865								1
193111016	162 EAST ALAMO CA 94507-1600								1
191080006	1588 ALAMO ALAMO CA 94507-1503								1
31240020	47 SEAWARD BETHEL ISLAND CA 94511								1
31240017	52 SEAWARD BETHEL ISLAND CA 94511								1
31240018	60 SEAWARD BETHEL ISLAND CA 94511								1
31240019	55 SEAWARD BETHEL ISLAND CA 94511								1
31240047	3113 DELTA COVES BETHEL ISLAND CA 94511								1
31240048	3107 DELTA COVES BETHEL ISLAND CA 94511								1
31240049	3101 DELTA COVES BETHEL ISLAND CA 94511								1
31240050	3095 DELTA COVES BETHEL ISLAND CA 94511								1
31240051	3089 DELTA COVES BETHEL ISLAND CA 94511								1

9/11/2019	1
9/19/2019	1
10/10/2019	1
10/15/2019	1
4/8/2019	1
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4/3/2019	1
4/3/2019	1
4/3/2019	1
4/3/2019	1

31240052	3083 DELTA COVES BETHEL ISLAND CA 94511								1
31240053	3077 DELTA COVES BETHEL ISLAND CA 94511								1
31240054	3071 DELTA COVES BETHEL ISLAND CA 94511								1
31240055	3065 DELTA COVES BETHEL ISLAND CA 94511								1
31230055	67 EDGEWATER BETHEL ISLAND CA 94511								1
31250001	3047 DELTA COVES BETHEL ISLAND CA 94511								1
31240072	3053 DELTA COVES BETHEL ISLAND CA 94511								1
31240071	3059 DELTA COVES BETHEL ISLAND CA 94511								1
31250002	3041 DELTA COVES BETHEL ISLAND CA 94511								1
31230045	50 EDGEWATER BETHEL ISLAND CA 94511								1
31230046	58 EDGEWATER BETHEL ISLAND CA 94511								1
31230047	66 EDGEWATER BETHEL ISLAND CA 94511								1
31230048	74 EDGEWATER BETHEL ISLAND CA 94511								1
31230049	82 EDGEWATER BETHEL ISLAND CA 94511								1
31230050	90 EDGEWATER BETHEL ISLAND CA 94511								1
31230051	98 EDGEWATER BETHEL ISLAND CA 94511								1
31230052	91 EDGEWATER BETHEL ISLAND CA 94511								1

4/3/2019	1
4/3/2019	1
4/3/2019	1
4/3/2019	1
7/30/2019	1
11/20/2019	1
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11/22/2019	1
11/22/2019	1
11/22/2019	1
11/22/2019	1
7/30/2019	1
7/30/2019	1
7/30/2019	1

31230053	83 EDGEWATER BETHEL ISLAND CA 94511								1
31230054	75 EDGEWATER BETHEL ISLAND CA 94511								1
31230056	59 EDGEWATER BETHEL ISLAND CA 94511								1
31240016	44 SEAWARD BETHEL ISLAND CA 94511								1
31240015	36 SEAWARD BETHEL ISLAND CA 94511								1
31240014	28 SEAWARD BETHEL ISLAND CA 94511								1
10070050	1751 ORCHARD BRENTWOOD CA 94513								1
116070007	30 OLIVIA CONCORD CA 94521								1
116070007	40 OLIVIA CONCORD CA 94521								1
116070007	50 OLIVIA CONCORD CA 94521								1
116070007	20 OLIVIA CONCORD CA 94521								1
116070007	10 OLIVIA CONCORD CA 94521								1
116070007	70 OLIVIA CONCORD CA 94521								1
116070007	60 OLIVIA CONCORD CA 94521								1
354061020	420 WINSLOW CROCKETT CA 94525								1
355083005	1975 VISTA DEL RIO CROCKETT CA 94525								1
206790026	233 ROBERT DUCHI DANVILLE CA 94526								1

7/30/2019	1
7/30/2019	1
7/30/2019	1
3/21/2019	1
3/21/2019	1
3/21/2019	1
3/6/2019	1
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8/15/2019	1
8/15/2019	1
8/15/2019	1
10/4/2019	1
4/22/2019	1
2/14/2019	1

206760010	1298 CHARBRAY DANVILLE CA 94526								1
206780017	6206 MASSARA DANVILLE CA 94526								1
206790004	6166 MASSARA DANVILLE CA 94526								1
206800050	400 VENDEEN DANVILLE CA 94526								1
206790009	6161 MASSARA DANVILLE CA 94526								1
206790008	6153 MASSARA DANVILLE CA 94526								1
206790028	249 ROBERT DUCHI DANVILLE CA 94506-1197								1
206790029	257 ROBERT DUCHI DANVILLE CA 94506-1197								1
206780018	6198 MASSARA DANVILLE CA 94506-1193								1
220551025	41 DEER CREEK DANVILLE CA 94506-6054								1
206790015	127 TURANIAN DANVILLE CA 94526								1
206780013	6238 MASSARA DANVILLE CA 94526								1
206780012	6246 MASSARA DANVILLE CA 94526								1
206780011	6265 MASSARA DANVILLE CA 94526								1
206780014	6230 MASSARA DANVILLE CA 94506-1195								1
215210003	99 OAKRIDGE DANVILLE CA 94506-3104								1

2/14/2019	1
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11690017	9049 TRADEWINDS DISCOVERY BAY CA 94514								1
4071012	5110 DISCOVERY DISCOVERY BAY CA 94505-9524								1
4073006	5135 DISCOVERY DISCOVERY BAY CA 94505-9461								1
11690001	9006 TRADEWINDS DISCOVERY BAY CA 94514								1

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11650001	7068 HARBOR HAVEN DISCOVERY BAY CA 94505								1
11650019	7137 LAKEHEAD DISCOVERY BAY CA 94505								1
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8170038	2194 CYPRESS DISCOVERY BAY CA 94505								1
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571221007	32 AVON KENSINGTON CA 94707-1302								1
20100018	2500 BARTELS KNIGHTSEN CA 94548								1
15010072	1621 SUNSET KNIGHTSEN CA 94548								1
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166420014	221 SECLUSION VALLEY LAFAYETTE CA 94549								1
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367140010	11 GATEWAY ESTATES MARTINEZ CA 94553-9739								1
375241003	1355 PLAZA MARTINEZ CA 94553-2015								1
365100015	66 QUAIL MARTINEZ CA 94553-9762								1
375192009	2472 BIRCH MARTINEZ CA 94553								1
367140016	4 CREEKSIDE OAKS MARTINEZ CA 94553								1
32202008	4973 SANDMOUND OAKLEY CA 94561-5054								1
20010009	5790 SELLERS OAKLEY CA 94561-3609								1
154180020	710 GOLF CLUB PLEASANT HILL CA 94523								1
223041021	7667 CAMINO TASSAJARA PLEASANTON CA 94588-9431								1
409182019	200 SILVER AVENUE RICHMOND CA 94801								1
409171018	1642 4TH RICHMOND CA 94801-1614								1
416013028	3160 ROLLINGWOOD SAN PABLO CA 94806-3262								1
416022022	3036 AVON SAN PABLO CA 94806-3208								1
184302037	18 PARK WALNUT CREEK CA 94595-1610								1

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198270015	121 DANIEL ALAMO CA 94507- 2417							1	
198290032	1632 VIA ROMERO ALAMO CA 94507- 1532							1	
198200008	1671 LAS TRAMPAS ALAMO CA 94507-1825								
188252027	2159 DANVILLE ALAMO CA 94507- 2653								
191030015	1530 RAMONA ALAMO CA 94507- 1030								
198220055	1900 LAS TRAMPAS ALAMO CA 94507								
197060021	1016 ADRIENNE ALAMO CA 94507- 2405								
197190034	191 ALAMO RANCH ALAMO CA 94507-2031								
198071005	1313 DANVILLE ALAMO CA 94507- 1915								
188232035	2029 DANVILLE ALAMO CA 94507- 2649								
192192008	2711 MIRANDA ALAMO CA 94507- 1425								
10180019	1311 PAYNE BRENTWOOD CA 94513-4553								
355083005	1975 VISTA DEL RIO CROCKETT CA 94525								
206770022	901 CONNEMARA DANVILLE CA 94526							1	
215110011	2340 SADDLEBACK DANVILLE CA 94506-3117								

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433020022	6200 HILLSIDE EL SOBRANTE CA 94803-3620								
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166420016	213 SECLUSION VALLEY LAFAYETTE CA 94549								
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166420014	221 SECLUSION VALLEY LAFAYETTE CA 94549							1	
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195340042	2611 CABALLO RANCHERO DR DIABLO CA								1
426222013	4900 HILLTOP DR EL SOBRANTE CA								1
425092001	499 PEBBLE DR EL SOBRANTE CA								1
169222018	30 HUSTON CT LAFAYETTE CA								1
169032008	3110 TEIGLAND RD LAFAYETTE CA								1
6250001	12400 MORGAN TERRITORY RD LIVERMORE VALLEY CA								1
161280013	136 MIDHILL RD MARTINEZ CA								1
161280015	190 MIDHILL RD MARTINEZ CA								1
358293001	808 MARINERS POINTE NULL RODEO CA								1
357111022	639 RODEO AVE RODEO CA								1
403177010	2745 KEVIN RD SAN PABLO CA								1
204160001	5500 BRUCE DR SAN RAMON CA								1
185351014	1206 JUANITA DR WALNUT CREEK CA								1
180100010	2066 SAN MIGUEL DR WALNUT CREEK CA								1
183231007	2011 DORIS AVE WALNUT CREEK CA								1
179251005	555 LA VISTA RD WALNUT CREEK CA								1
183141002	1346 HERMINE AVE WALNUT CREEK CA								1
184192005	151 CAMELIA LN WALNUT CREEK CA								1
184150057	20 BOULEVARD CT WALNUT CREEK CA								1

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184120089	1321 DEWING LN WALNUT CREEK CA								1
184150013	2224 WHYTE PARK AVE WALNUT CREEK CA								1
188220027	125 MEADOW CREST LN WALNUT CREEK CA								1
193030019	15 CAMINO MONTE SOL NULL ALAMO CA								1
193680014	2537 BILTMORE DR ALAMO CA								1
192210030	31 GRAND ROYALE CT ALAMO CA								1
196110048	291 CROSS RD ALAMO CA								1
193010024	20 LEGACY CT ALAMO CA								1
196041010	169 RIDGE RD ALAMO CA								1
188232043	64 CREST AVE ALAMO CA								1
193010036	401 LEGACY DR ALAMO CA								1
193010027	1020 SERAFIX RD ALAMO CA								1
188232044	66 CREST AVE ALAMO CA								1
196120009	191 OAK RD ALAMO CA								1
187240067	100 SAMANTHA CT ALAMO CA								1
192060026	26 JACKSON N WAY ALAMO CA								1
191093021	3115 VIA LARGA NULL ALAMO CA								1
188232042	62 CREST AVE ALAMO CA								1
198100006	532 HEMME AVE ALAMO CA								1
193080002	335 LAS QUEBRADAS NULL ALAMO CA								1
196070010	268 SMITH RD ALAMO CA								1

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196100012	158 OAK RD ALAMO CA								1
193210008	20 ALAMO GLEN TRL ALAMO CA								1
193210008	75 ALAMO GLEN TRL ALAMO CA								1
98180021	245 DRIFTWOOD DR BAY POINT CA								1
96044005	123 FAIRVIEW AVE BAY POINT CA								1
96032017	32 BROADWAY N AVE BAY POINT CA								1
15090030	1450 EDEN PLAINS RD BRENTWOOD CA								1
1051009	7760 BYRON HWY BYRON CA								1
7192013	16800 MARSH CREEK RD CLAYTON CA								1
206770014	932 CONNEMARA CT DANVILLE CA								1
206820039	3074 GRITSTONE ST DANVILLE CA								1
206820040	3070 GRITSTONE ST DANVILLE CA								1
206820044	5045 KERRY HILL ST DANVILLE CA								1
206820032	5026 KERRY HILL ST DANVILLE CA								1
206820033	5030 KERRY HILL ST DANVILLE CA								1
206820034	5034 KERRY HILL ST DANVILLE CA								1
206820038	5050 KERRY HILL ST DANVILLE CA								1
206820041	3066 GRITSTONE ST DANVILLE CA								1
206820042	3062 GRITSTONE ST DANVILLE CA								1
206820043	3058 GRITSTONE ST DANVILLE CA								1
206820045	5041 KERRY HILL ST DANVILLE CA								1
206780016	6214 MASSARA ST DANVILLE CA								1
206790001	6190 MASSARA ST DANVILLE CA								1

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206790003	6174 MASSARA ST DANVILLE CA								1
206790005	6158 MASSARA ST DANVILLE CA								1
206800001	3000 GRITSTONE ST DANVILLE CA								1
206800002	3004 GRITSTONE ST DANVILLE CA								1
206800046	3005 GRITSTONE ST DANVILLE CA								1
206800047	3001 GRITSTONE ST DANVILLE CA								1
206800048	4990 ENDERBY ST DANVILLE CA								1
206800049	4984 ENDERBY ST DANVILLE CA								1
206800054	424 VENDEEN CT DANVILLE CA								1
206800055	430 VENDEEN CT DANVILLE CA								1
206760006	1266 CHARBRAY ST DANVILLE CA								1
206770007	1354 CHARBRAY ST DANVILLE CA								1
206760018	1281 CHARBRAY ST DANVILLE CA								1
206770022	901 CONNEMARA CT DANVILLE CA								1
206790007	6142 MASSARA ST DANVILLE CA								1
206800050	400 VENDEEN CT DANVILLE CA								1
195340042	2611 CABALLO RANCHERO DR DIABLO CA								1
195170016	1717 CALLE ARROYO NULL DIABLO CA								1
195300011	2220 ALAMEDA DIABLO NULL DIABLO CA								1
8470001	3961 LIGHTHOUSE PL DISCOVERY BAY CA								1
11680004	263 TIDEWATER WAY DISCOVERY BAY CA								1

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11690037	9150 CALYPSO CT DISCOVERY BAY CA								1
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11690039	9138 CALYPSO CT DISCOVERY BAY CA								1
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11690022	9089 TRADEWINDS CIR DISCOVERY BAY CA								1
11690023	9095 TRADEWINDS CIR DISCOVERY BAY CA								1
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11690028	9096 TRADEWINDS CIR DISCOVERY BAY CA								1
11690029	9090 TRADEWINDS CIR DISCOVERY BAY CA								1
11690047	9133 CALYPSO CT DISCOVERY BAY CA								1
11690041	9126 CALYPSO CT DISCOVERY BAY CA								1

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11690042	9120 CALYPSO CT DISCOVERY BAY CA								1
11690043	9114 CALYPSO CT DISCOVERY BAY CA								1
11690044	9115 CALYPSO CT DISCOVERY BAY CA								1
11690046	9127 CALYPSO CT DISCOVERY BAY CA								1
11650015	7113 LAKEHEAD WAY DISCOVERY BAY CA								1
425310001	446 COLINA WAY EL SOBRANTE CA								1
425310013	416 COLINA WAY EL SOBRANTE CA								1
425310014	420 COLINA WAY EL SOBRANTE CA								1
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425310002	435 COLINA WAY EL SOBRANTE CA								1
425310017	442 COLINA WAY EL SOBRANTE CA								1
425310019	450 COLINA WAY EL SOBRANTE CA								1
426060054	16 GORDON CT EL SOBRANTE CA								1
425310020	454 COLINA WAY EL SOBRANTE CA								1
425310021	458 COLINA WAY EL SOBRANTE CA								1
425310031	463 COLINA WAY EL SOBRANTE CA								1
425310032	459 COLINA WAY EL SOBRANTE CA								1
572023003	37 KERR AVE KENSINGTON CA								1
20190072	89 PASTOR LN KNIGHTSEN CA								1
166420001	204 SECLUSION VALLEY WAY LAFAYETTE CA								1
166420018	205 SECLUSION VALLEY WAY LAFAYETTE CA								1

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166420019	201 SECLUSION VALLEY WAY LAFAYETTE CA								1
166420004	216 SECLUSION VALLEY WAY LAFAYETTE CA								1
166420003	212 SECLUSION VALLEY WAY LAFAYETTE CA								1
166420005	220 SECLUSION VALLEY WAY LAFAYETTE CA								1
166420006	224 SECLUSION VALLEY WAY LAFAYETTE CA								1
166420015	217 SECLUSION VALLEY WAY LAFAYETTE CA								1
366102003	10 BRANDYWINE WAY MARTINEZ CA								1
367140010	19 GATEWAY ESTATES LN MARTINEZ CA								1
204180002	5600 BRUCE DR PLEASANTON CA								1
409011011	1243 BATTERY ST RICHMOND CA								1
409220040	1835 2ND ST RICHMOND CA								1
409042011	35 ALAMO AVE RICHMOND CA								1
182130017	761 HAZELWOOD DR WALNUT CREEK CA								1
140210018	21 RANI CT WALNUT CREEK CA								1
180100014	24 ADELINE DR WALNUT CREEK CA								1
184302038	16 PARK AVE WALNUT CREEK CA								1
140220008	302 LA CASA VIA NULL WALNUT CREEK CA								1
140220008	300 LA CASA VIA NULL WALNUT CREEK CA								1

2/27/2019	1
6/19/2019	1
4/26/2019	1
9/19/2019	1
10/16/2019	1
7/23/2019	1
5/16/2019	1
8/30/2019	1
8/23/2019	1
9/3/2019	1
11/7/2019	1
9/19/2019	1
2/21/2019	1
12/5/2019	1
1/14/2019	1
2/6/2019	1
5/3/2019	1
5/3/2019	1















175172017	42 CARMELLO WALNUT CREEK CA 94597-3402			N										
138110008	760 NORTH GATE WALNUT CREEK CA 94598-7623			N										
184450035	2460 WARREN WALNUT CREEK CA 94595-1249			N										
172071037	110 CORA WALNUT CREEK CA 94597-6804			N				comparable, HCD calculator						
184161017	2249 WHYTE PARK WALNUT CREEK CA 94595- 1345			N										
188040007	10 ELLERY WALNUT CREEK CA 94595-2609			N										
185270015	2835 ACACIA WALNUT CREEK CA 94595-1004			N										
182090010	670 W HAWTHORNE WALNUT CREEK CA 94596-6010			N										
180302012	121 SUTHERLAND WALNUT CREEK CA 94596-5861			N										
183131016	1384 MILTON WALNUT CREEK CA 94596-5931			N										
184333026	2099 MAGNOLIA WALNUT CREEK CA 94595-1629			N										
182130007	742 ROSEWOOD WALNUT CREEK CA 94596-6128			N										
185270004	845 JUANITA WALNUT CREEK CA 94595-1354			N				comparable, HCD calculator						
172062005	2740 CHERRY WALNUT CREEK CA 94597-2111			N										
183131027	1376 ELIZABETH WALNUT CREEK CA 94596-5905			N										
187232029	271 LIVORNA HEIGHTS ALAMO CA 94507-1324			N										
193210008	2611 ROYAL OAKS ALAMO CA 94507- 2772			N										
198100012	512 HEMME ALAMO CA 94507- 2114			N										
187232012	233 LIVORNA HEIGHTS ALAMO CA 94507-1324			N						1	Demolished	O		
188252027	2159 DANVILLE ALAMO CA 94507- 2653			N						1	Demolished	O		
192071021	145 S JACKSON ALAMO CA 94507- 1506			N						1	Demolished	O		





116070007	10 OLIVIA CONCORD CA 94521			N									
116070007	70 OLIVIA CONCORD CA 94521			N									
116070007	60 OLIVIA CONCORD CA 94521			N									
354061020	420 WINSLOW CROCKETT CA 94525			N									
355083005	1975 VISTA DEL RIO CROCKETT CA 94525			N									
206790026	233 ROBERT DUCHI DANVILLE CA 94526			N									
206760010	1298 CHARBRAY DANVILLE CA 94526			N									
206780017	6206 MASSARA DANVILLE CA 94526			N									
206790004	6166 MASSARA DANVILLE CA 94526			N									
206800050	400 VENDEEN DANVILLE CA 94526			N									
206790009	6161 MASSARA DANVILLE CA 94526			N									
206790008	6153 MASSARA DANVILLE CA 94526			N									
206790028	249 ROBERT DUCHI DANVILLE CA 94506-1197			N									
206790029	257 ROBERT DUCHI DANVILLE CA 94506-1197			N									
206780018	6198 MASSARA DANVILLE CA 94506-1193			N									
220551025	41 DEER CREEK DANVILLE CA 94506-6054			N									
206790015	127 TURANIAN DANVILLE CA 94526			N									
206780013	6238 MASSARA DANVILLE CA 94526			N									
206780012	6246 MASSARA DANVILLE CA 94526			N									
206780011	6265 MASSARA DANVILLE CA 94526			N									
206780014	6230 MASSARA DANVILLE CA 94506-1195			N									
215210003	99 OAKRIDGE DANVILLE CA 94506-3104			N						1	Demolished	O	







166420013	225 SECLUSION VALLEY LAFAYETTE CA 94549			N									
166420012	229 SECLUSION VALLEY LAFAYETTE CA 94549			N									
367140010	11 GATEWAY ESTATES MARTINEZ CA 94553-9739			N									
375241003	1355 PLAZA MARTINEZ CA 94553-2015			N									
365100015	66 QUAIL MARTINEZ CA 94553-9762			N									
375192009	2472 BIRCH MARTINEZ CA 94553			N									
367140016	4 CREEKSIDE OAKS MARTINEZ CA 94553			N									
32202008	4973 SANDMOUND OAKLEY CA 94561-5054			N									
20010009	5790 SELLERS OAKLEY CA 94561-3609			N									
154180020	710 GOLF CLUB PLEASANT HILL CA 94523			N									
223041021	7667 CAMINO TASSAJARA PLEASANTON CA 94588-9431			N									
409182019	200 SILVER AVENUE RICHMOND CA 94801			N									
409171018	1642 4TH RICHMOND CA 94801-1614			N									
416013028	3160 ROLLINGWOOD SAN PABLO CA 94806-3262			N									
416022022	3036 AVON SAN PABLO CA 94806-3208			N									
184302037	18 PARK WALNUT CREEK CA 94595-1610			N									
184110096	1283 CLOVER WALNUT CREEK CA 94595-1409			N									
185360009	10 GARDEN WALNUT CREEK CA 94595-1220			N						1	Demolished	O	
184180024	11 ALTA HILL WALNUT CREEK CA 94595-1458			N						1	Demolished	O	















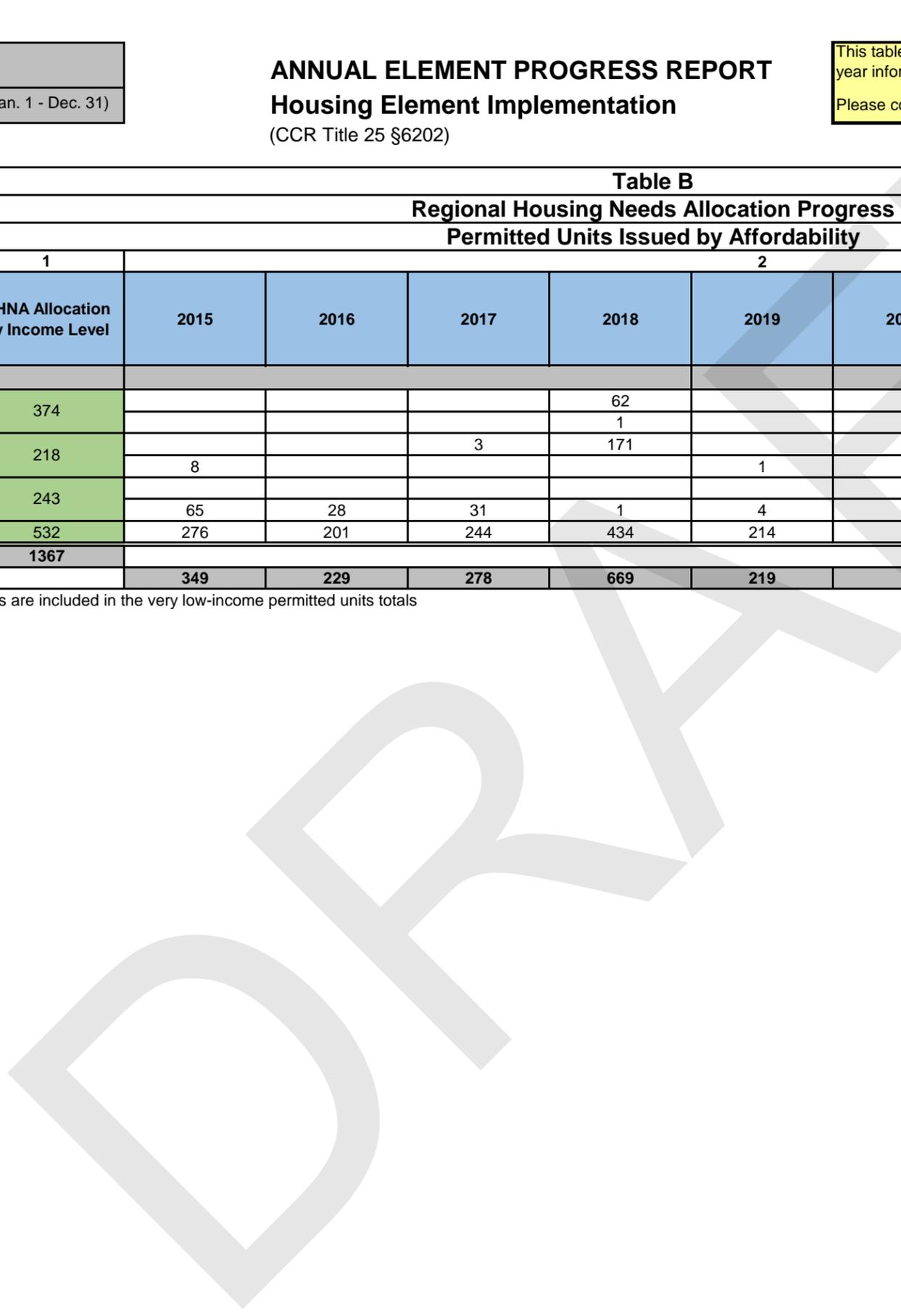
<b>Jurisdiction</b>	Contra Costa County - Unincorporated	
<b>Reporting Year</b>	2019	(Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.  
 Please contact HCD if your data is different than the material supplied here

Table B													
Regional Housing Needs Allocation Progress													
Permitted Units Issued by Affordability													
		1	2								3	4	
Income Level		RHNA Allocation by Income Level	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	374				62						63	311
	Non-Deed Restricted					1							
Low	Deed Restricted	218			3	171						183	35
	Non-Deed Restricted		8			1							
Moderate	Deed Restricted	243										129	114
	Non-Deed Restricted		65	28	31	1	4						
Above Moderate		532	276	201	244	434	214					1369	
<b>Total RHNA</b>		<b>1367</b>											
<b>Total Units</b>			<b>349</b>	<b>229</b>	<b>278</b>	<b>669</b>	<b>219</b>					<b>1744</b>	<b>460</b>

Note: units serving extremely low-income households are included in the very low-income permitted units totals  
 Cells in grey contain auto-calculation formulas





# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202)

Jurisdiction	Contra Costa County - Unincorporated		
Reporting Year	2019	(Jan. 1 - Dec. 31)	
Table D			
Program Implementation Status pursuant to GC Section 65583			
Housing Programs Progress Report			
Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.			
1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
1. Neighborhood Preservation Program	Improve the quality of existing housing & neighborhoods.	Ongoing	County-wide, there were five homes funded for rehabilitation and three rehabilitation projects completed. Of the three completed projects, one household was extremely low-income (30% AMI), one household was very low-income (50% AMI), and one household was low-income (80% AMI).  Three of the aforementioned projects were funded and completed within the unincorporated County with two households at 80% AMI, and one household at 50% AMI.
2. Weatherization Program	Assist homeowners and renters with minor home repairs.	Ongoing	189 unduplicated units have been weatherized in County cities, towns, and communities. 164 units were extremely low income (30% AMI) and 25 units were very low income (50% AMI).
3. Code Enforcement	Maintain & improve the quality of existing housing & neighborhoods.	Ongoing	There were a total of 1474 cases opened and 1141 cases closed. Approximately 98% of all cases were residential.
4. Preservation of Affordable Housing Assisted with Public Funds	Preserve the existing stock of affordable housing.	Ongoing	The County awarded \$350,000 to CHDC in CDBG funds for the rehabilitation of 30 existing rental units in Richmond affordable to and occupied by low-income families. This project is located in the incorporated area of the County.
5. New Construction of Affordable Housing	Increase the supply of affordable housing, including units affordable to extremely low income households.	Annual: Award HOME, CDBG, and HOPWA funds to experienced housing developers (funds are not limited to projects in the unincorporated County)	There are no projects to report during this reporting period.
6. Housing Successor to the former Redevelopment Agency	Utilize County owned property (former redevelopment agency) to develop affordable housing	Disposition agreements by 2020	Construction of the Heritage Point multi-family residential and commercial project in North Richmond began in 2018 for completion and occupancy in 2020. The phase 2 commercial portion of the project is in the finance stage. A General Plan Amendment, to allow 50-99 units per acre) for the Rodeo Senior Housing site was approved November 19, 2019. An Exclusive Negotiating Agreement to develop approximately 40 senior affordable units was approved November 12, 2019.

7. Inclusionary Housing	Integrate affordable housing within market-rate developments.	Ongoing	An update to the inclusionary housing in-lieu fees for rental and for-sale housing was brought to the Board of Supervisors and approved in December 2018, which became effective in February 2019. There were \$67,267.83 in-lieu fees collected during this reporting period.
8. Acquisition/ Rehabilitation	Improve existing housing and increase supply of affordable housing.	Ongoing	There are no projects to report during this reporting period.
9. Second Units	Facilitate the development of second units.	Ongoing	There were 65 second unit entitlement permits approved and 58 building permits issued for second units.
10. Affordability by Design	Develop affordability by design program to promote creative solutions to building design and construction.	2017	There is nothing to report for this reporting period.
11. New Initiatives Program	Develop new programs or policies to fund or incentivize affordable housing development	2017	There is nothing to report for this reporting period.
12. Special Needs Housing	Increase the supply of special needs housing.	Ongoing	There are no projects to report in this reporting period.
13. Developmental Disabled Housing	Increase the supply of housing available to persons with developmental disabilities	Ongoing	There were no projects this reporting period in the unincorporated County.
14. Accessible Housing	Increase the supply of accessible housing.	Ongoing	There are no projects to report during this reporting period.
15. Reasonable Accommodation	Increase the supply of special needs and accessible housing.	Ongoing	Through the Neighborhood Preservation Program, the County funded two projects that consisted of accessibility upgrades. These projects included exterior surfacing improvements to remedy unevenness, cracking, and other tripping hazards.
16. Contra Costa Interagency Council on Homelessness	Meet the housing & supportive services needs of the homeless	Ongoing	This program is currently known as the Council on Homelessness. They continue to support the development of permanent supportive housing. Hearth Act funds are used for the support of existing permanent supportive housing units or placement of people into permanent supportive housing.
17. Farmworker Housing	Increase the supply of farmworker housing	Annually: Include farmworker housing in CDBG, HOME NOFA (See #5 above)	There are no projects to report in this reporting period.
18. First-Time Homebuyer Opportunities	Provide additional homeownership opportunities.	Ongoing	The County provided 42 households with Mortgage Credit Certificates (MCC) throughout the county and cities with a total of \$3,019,587 in MCCs.
19. Extremely Low Income Housing	Promote development of housing affordable to extremely low income households.	Annually: Include a priority for extremely-low income housing in CDBG, HOME, HOPWA NOFA (See #5 above)	The County continues to provide funding preferences to developers who include units that are affordable to extremely-low income households. There were a total of 165 extremely low income housing projects during this reporting period (See Neighborhood Preservation Program and Weatherization Program).
20. Sites Inventory	Provide for adequate housing sites, including 'as-right development' sites for homeless facilities	Ongoing maintenance of site inventory.	There are no changes or updates for this reporting period.

21. Mixed-Use Developments	Encourage mixed-use developments.	2015 – 2016: Review existing ordinance and development patterns. 2016 – 2017: Draft outline of revised ordinance and meet with stakeholder groups 2017 – 2018: Determine whether or not to draft and adopt revised ordinance	The County is reviewing the existing ordinance with the General Plan update.
22. Density Bonus & Other Development Incentives	Support affordable housing development.	Ongoing	There is nothing to report for this reporting period.
23. Infill Development	Facilitate infill development.	Biennially: Review site inventory, adjust for planned and completed developments Biennially: Review site inventory and adjust for planned and completed developments	There is nothing to report for this reporting period.
24. Planned Unit District	Provide flexibility in design for residential projects.	Ongoing	There is nothing to report for this reporting period.
25. Development Fees	Reduce the cost of development	Ongoing	There are no updates to report during this period.
26. Quick Turn-around Program	Develop program to expedite review of small projects, and conditions of approval	2016	This program continues to be utilized for ensuring expedited review of infill projects and various planning applications including tree permits, variances, and design reviews.
27. Review of Zoning & Subdivision Ordinance	Periodically review subdivision ordinance to ensure it does not unduly constrain housing development. Revise zoning code to allow emergency shelters by right, single room occupancy housing, transitional and permanent supportive housing, and agricultural worker housing.	By December 31, 2014: Adopt emergency housing and single room occupancy ordinance. (adopted 11/4/2014)  1st quarter 2015: Adopt Agricultural worker housing, permanent supportive, and transitional housing zoning text changes  Ongoing: period review of zoning and subdivision ordinances	The County is reviewing the existing zoning ordinance with the General Plan update.







Jurisdiction	Contra Costa County -	
Reporting Period	2019	(Jan. 1 - Dec. 31)

## ANNUAL ELEMENT PROGRESS REPORT

### Housing Element Implementation

(CCR Title 25 §6202)

Note: "+" indicates an optional field  
 Cells in grey contain auto-calculation formulas

**Table F**

**Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)(2)**

This table is optional. Jurisdictions may list (for informational purposes only) units that do not count toward RHNA, but were substantially rehabilitated, acquired or preserved. To enter units in this table as progress toward RHNA, please contact HCD at APR@hcd.ca.gov. HCD will provide a password to unlock the grey fields. Units may only be credited to the table below when a jurisdiction has included a program in its housing element to rehabilitate, preserve or acquire units to accommodate a portion of its RHNA which meet the specific criteria as outlined in Government Code section 65583.1(c)(2).

Activity Type	Units that Do Not Count Towards RHNA <sup>+</sup> Listed for Informational Purposes Only				Units that Count Towards RHNA <sup>+</sup> Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c)(7) of Government Code Section 65583.1 <sup>+</sup>
	Extremely Low-Income <sup>+</sup>	Very Low-Income <sup>+</sup>	Low-Income <sup>+</sup>	TOTAL UNITS <sup>+</sup>	Extremely Low-Income <sup>+</sup>	Very Low-Income <sup>+</sup>	Low-Income <sup>+</sup>	TOTAL UNITS <sup>+</sup>	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Units									
Total Units by Income									

<b>Jurisdiction</b>	Contra Costa County -
<b>Reporting Period</b>	2019 (Jan. 1 - Dec. 31)

**NOTE: This table must only be filled out if the housing element sites inventory contains a site which is or was owned by the reporting jurisdiction, and has been sold, leased, or otherwise disposed of during the reporting year.**

Note: "+" indicates an optional field  
Cells in grey contain auto-calculation formulas

**ANNUAL ELEMENT PROGRESS REPORT  
Housing Element Implementation  
(CCR Title 25 §6202)**

**Table G**

**Locally Owned Lands Included in the Housing Element Sites Inventory that have been sold, leased, or otherwise disposed of**

Project Identifier						
1						
APN	Street Address	Project Name <sup>+</sup>	Local Jurisdiction Tracking ID <sup>+</sup>	Realistic Capacity Identified in the Housing Element	Entity to whom the site transferred	4 Intended Use for Site
Summary Row: Start Data Entry Below						

<b>Jurisdiction</b>	Costa County - Unincorporated	
<b>Reporting Year</b>	2019	(Jan. 1 - Dec. 31)

<b>Building Permits Issued by Affordability Summary</b>		
<b>Income Level</b>		<b>Current Year</b>
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	1
Moderate	Deed Restricted	0
	Non-Deed Restricted	4
Above Moderate		214
<b>Total Units</b>		<b>219</b>

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

<b>Housing Applications Summary</b>	
Total Housing Applications Submitted:	8
Number of Proposed Units in All Applications Received:	9
Total Housing Units Approved:	0
Total Housing Units Disapproved:	9

<b>Use of SB 35 Streamlining Provisions</b>	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

<b>Units Constructed - SB 35 Streamlining Permits</b>			
<b>Income</b>	<b>Rental</b>	<b>Ownership</b>	<b>Total</b>
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

Cells in grey contain auto-calculation formulas

Please Start Here

General Information	
Jurisdiction Name	Contra Costa County - Unincorporated
Reporting Calendar Year	2020
Contact Information	
First Name	Christine
Last Name	Louie
Title	Senior Planner
Email	<a href="mailto:christine.louie@dcd.cccounty.us">christine.louie@dcd.cccounty.us</a>
Phone	9256747787
Mailing Address	
Street Address	30 Muir Road
City	Martinez
Zipcode	94553

**Optional:** Click here to import last year's data. This is best used when the workbook is new and empty. You will be prompted to pick an old workbook to import from. Project and program data will be copied exactly how it was entered in last year's form and must be updated.

v 2\_9\_21

Jurisdiction	County -
Reporting Year	2020 (Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**

(CCR Title 25 §6202)

Note: "\*" indicates an optional field  
 Cells in grey contain auto-calculation formulas

**Table A**  
**Housing Development Applications Submitted**

Project Identifier		Unit Types		Date Application Submitted	Proposed Units - Affordability by Household Incomes							Total Approved Units by Project	Total Disapproved Units by Project	Streamlining	Notes				
1	2	3	4	5	6	7	8	9	10	11	12	13	14	15					
Prior APN*	Current APN	Street Address	Project Name*	Local Jurisdiction Tracking ID*	Unit Category (SFA,SFD,2 to 4.5+,ADU,MH)	Tenure R=Renter O=Owner	Date Application Submitted (see instructions)	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low-Income Deed Restricted	Low-Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Total PROPOSED Units by Project	Total APPROVED Units by project	Total DISAPPROVED Units by Project	Was APPLICATION SUBMITTED Pursuant to GC 65913.4(b)(7) (SB 35 Streamlining)	Notes*
Summary Row: Start Data Entry Below																			
	93100059	0 Alves Bay Point, CA		CDDP20-03011	5+	R	10/23/2020	3			10			87	100			No	CEQA review
	426030070	0 Balmore El Sobrante, CA		CDDP17-03054	5+	R	12/14/2020							30	30	30		No	Substantial Modification Approval
	148170001	3010 Del Hombre Walnut Creek, CA		CDDP18-03031	5+	R	8/11/2020	12				24		248	284	284		No	Entitlement approved; Pending COA compliance review and map recordation
	418132026	0 Dimm Richmond, CA		CDDP18-0304	SFD	O	1/2/2020							1	1	1		No	
	405103017	149 Michele San Pablo, CA		CDMM19-00002	SFD	O	2/5/2020							1	1	1		No	
	405152008	1441 Rachel San Pablo, CA		CDMM20-00001	ADU	R	7/27/2020							1	1	1		No	
	5170006	0 Byron Hot Springs Byron, CA		CDLP18-02026	ADU	R	1/17/2020							1	1	1		No	
	32330017	2550 Dutch Slough Oakley, CA		CDLP19-02034	ADU	R	9/22/2020							1	1	1		No	
	354231022	67 Bishop Crockett, CA		CDLP19-02040	2 to 4	R	6/15/2020							2	2	2		No	
	403186003	2630 McMorro San Pablo, CA		CDLP20-02002	MH	O	7/22/2020							1	1	1		No	
	409182020	0 Silver Richmond, CA		CDNR20-00003	SFD	O	10/9/2020							1	1	1		No	
	357042008	135 Rodeo Rodeo, CA		CDRD20-00001	SFD	O	9/21/2020							1	1	1		No	
	357111014	0 Rodeo Rodeo, CA		CDRD20-00003	SFD	O	12/15/2020							1	1	1		No	
	570231012	227 Lake Kensington, CA		CDSU17-00049	ADU	R	1/8/2020							1	1	1		No	
	571221010	32 Avon Kensington, CA		CDSU19-00022	ADU	R	2/20/2020							1	1	1		No	
	416024014	3080 Baywood San Pablo, CA		CDSU19-00044	ADU	R	6/2/2020							1	1	1		No	
	367150001	5244 Alhambra Valley Martinez, CA		CDSU19-00061	ADU	R	1/6/2020							1	1	1		No	
	169061007	1748 La Playa Lafayette, CA		CDSU19-00057	ADU	R	2/19/2020							1	1	1		No	
	426162007	957 Manor El Sobrante, CA		CDSU19-00066	ADU	R	1/10/2020							1	1	1		No	
	204170003	7400 Johnston San Ramon, CA		CDSU19-00069	ADU	R	2/20/2020							1	1	1		No	
	409132012	1544 6th Richmond, CA		CDSU19-00074	ADU	R	1/8/2020							1	1	1		No	
	354262029	50 Rolph Park Crockett, CA		CDSU19-00075	ADU	R	2/19/2020							1	1	1		No	
	3130002	2409 Camino Diablo Byron, CA		CDSU19-00077	ADU	R	3/5/2020							1	1	1		No	
	194070087	1877 Green Valley Alamo, CA		CDSU19-00078	ADU	R	1/7/2020							1	1	1		No	
	119190002	831 Coschmen Clayton, CA		CDSU19-00080	ADU	R	1/21/2020							1	1	1		No	
	183144006	1329 Milton Walnut Creek, CA		CDSU19-00082	ADU	R	1/27/2020							1	1	1		No	
	197050029	333 Corrie Alamo, CA		CDSU19-00083	ADU	R	2/7/2020							1	1	1		No	
	431030005	4651 San Pablo Dam El Sobrante, CA		CDSU19-00084	ADU	R	9/24/2020							1	1	1		No	
	354180017	1325 Rose Crockett, CA		CDSU19-00085	ADU	R	2/18/2020							1	1	1		No	
	6273005	9040 Doubletree Livermore Valley, CA		CDSU19-00086	ADU	R	1/29/2020							1	1	1		No	
	17925107	543 La Vista Walnut Creek, CA		CDSU19-00088	ADU	R	2/6/2020							1	1	1		No	



185290016	1062 Juanita Walnut Creek, CA	CDSU20-00055	ADU	R	9/1/2020							1	1	1			No
11180064	26075 Marsh Creek Byron, CA	CDSU20-00056	ADU	R	10/22/2020							1	1	1			No
201030013	279 Wayne Alamo, CA	CDSU20-00057	ADU	R	10/7/2020							1	1	1			No
430011011	5569 Circle El Sobranite, CA	CDSU20-00058	ADU	R	8/31/2020							1	1	1			No
185360016	40 Ins Walnut Creek, CA	CDSU20-00059	ADU	R	9/29/2020							1	1	1			No
195270013	111 El Centro Diablo, CA	CDSU20-00060	ADU	R	1/8/2020							1	1	1			No
195270013	111 El Centro Diablo, CA	CDSU20-00061	ADU	R	1/8/2020							1	1	1			No
572026003	16 Highland Kensington, CA	CDSU20-00066	ADU	R	9/25/2020							1	1	1			No
188150004	41 Winfield Walnut Creek, CA	CDSU20-00069	ADU	R	11/4/2020							1	1	1			No
426122018	977 St. Andrews El Sobranite, CA	CDSU20-00071	ADU	R	11/17/2020							1	1	1			No
198082005	181 La Serena Alamo, CA	CDSU20-00072	ADU	R	1/13/2020							1	1	1			No
357093023	486 Garrison Rodeo, CA	CDSU20-00073	ADU	R	10/15/2020							1	1	1			No
405161003	11 Bonnie San Pablo, CA	CDSU20-00075	ADU	R	10/21/2020							1	1	1			No
192290016	25 Summer Meadows Alamo, CA	CDSU20-00077	ADU	R	11/24/2020							1	1	1			No
180150024	103 Mandala Walnut Creek, CA	CDSU20-00078	ADU	R	10/28/2020							1	1	1			No
140200018	23 Kerley Walnut Creek, CA	CDSU20-00080	ADU	R	11/12/2020							1	1	1			No
425110018	4481 Appian El Sobranite, CA	CDSU20-00083	ADU	R	12/16/2020							8	8	0	8		No application to legalize existing units in a single-family district
187090024	63 Stonecastle Alamo, CA	CDSU20-00086	ADU	R	11/4/2020							1	1	1			No
184191026	1800 Magnolia Walnut Creek, CA	CDSU20-00089	ADU	R	11/17/2020							1	1	1			No
179161003	336 Marshall Walnut Creek, CA	CDSU20-00090	ADU	R	11/10/2020							2	2	2			No
418122014	5960 McByde Richmond, CA	CDSU20-00093	ADU	R	12/1/2020							1	1	1			No
188210026	2430 Tice Valley Walnut Creek, CA	CDSU20-00095	ADU	R	12/3/2020							1	1	1			No
206740020	5511 Belanus Danville, CA	CDSU20-00097	ADU	R	12/8/2020							1	1	1			No













	416022022	3036 AVON SAN PABLO CA 94806-3208		BIR19-004100	SFD	O									0
	125292005	322 3RD S PACHECO CA 94553		BIR18-001384	ADU	R									0
	426030070	Baltimore Ct El Sobrante CA	Baltimore Court	CSDS17-09478 CDRZ17-03239	SFD	O						33	12/14/2020		33
	117040086	5175 Laurel Dr Concord CA	Laurel Place IV	CSDS18-09495 CDRZ18-03244	SFD	O						8	1/14/2020		8
	148170001	3010 Del Hombro Walnut Creek, CA	Del Hombro Apartments	CDDP18-03031 CDMS18-00010 CDRZ18-03245	5+	R	12			24		248	8/11/2020		284
	418132026	0 Dimm Richmond, CA		BIR20-006924 CDDP18-03034	SFD	O						1	1/20/2020		1
	510006	0 Byron Hot Springs Byron, CA		CDLP18-02026	ADU	R						1	1/17/2020		1
	32330017	2550 Dutch Slough Oakley, CA		CDLP19-02034	MH	R						1	9/22/2020		1
	405103017	149 Michele San Pablo, CA		CDMM19-00002	SFD	O						1	3/5/2020		1
	405152008	1441 Rachel San Pablo, CA		CDMM20-00001	ADU	R						1	7/27/2020		1
	409182020	0 Silver Richmond, CA		CDNR20-00003	SFD	O						1	10/9/2020		1
	357042008	135 Rodeo Rodeo, CA		CDRD20-00001	SFD	O						1	9/21/2020		1
	357111014	0 Rodeo Rodeo, CA		CDRD20-00003	SFD	O						1	12/15/2020		1
	570231012	227 Lake Kensington, CA		CDSU17-00049	ADU	R						1	1/8/2020		1
	571221010	22 Avon Kensington, CA		CDSU19-00022	ADU	R						1	2/20/2020		1
	416024014	3080 Baywood San Pablo, CA		CDSU19-00044	ADU	R						1	6/2/2020		1
	169061007	1748 La Playa Lafayette, CA		BIR20-009741 CDSU19-00057	ADU	R						1	2/19/2020		1
	367150001	5244 Alhambra Valley Martinez, CA		CDSU19-00061	ADU	R						1	1/6/2020		1
	426162007	957 Manor El Sobrante, CA		CDSU19-00066	ADU	R						1	1/10/2020		1
	204170003	7400 Johnston San Ramon, CA		CDSU19-00069	ADU	R						1	2/20/2020		1
	409132012	1544 6th Richmond, CA		BIR20-000714 CDSU19-00074	ADU	R						1	1/8/2020		1
	354262029	50 Rolph Park Crockett, CA		BIR20-002284 CDSU19-00075	ADU	R						1	2/19/2020		1
	3130002	2409 Camino Diablo Byron, CA		CDSU19-00077	ADU	R						1	3/5/2020		1
	194070087	1877 Green Valley Alamo, CA		CDSU19-00078 BIR20-000343	ADU	R						1	1/7/2020		1
	119190002	831 Coachman Clayton, CA		BIR19-012169 CDSU19-00080	ADU	R						1	1/21/2020		1
	183144006	1329 Milton Walnut Creek, CA		BIR20-000879 CDSU19-00082	ADU	R						1	1/27/2020		1
	197050029	333 Corrie Alamo, CA		CDSU19-00083 BIR20-002624	ADU	R						1	2/7/2020		1
	431030005	4651 San Pablo Dam El Sobrante, CA		BIR19-011969 CDSU19-00084	ADU	R						1	9/24/2020		1
	354180017	1325 Rose Crockett, CA		BIR20-001493 CDSU19-00085	ADU	R						1	2/18/2020		1
	6273005	9040 Doubletree Livermore Valley, CA		CDSU19-00086	ADU	R						1	1/29/2020		1
	179251007	543 La Vista Walnut Creek, CA		CDSU19-00088	ADU	R						1	2/6/2020		1
	185302026	2752 Acacia Walnut Creek, CA		CDSU19-00089	ADU	R						1	5/21/2020		1
	193750006	12 Country Oak Alamo, CA		CDSU19-00090 BIR20-003600	ADU	R						1	4/22/2020		1
	403192010	2575 Kevin San Pablo, CA		CDSU20-00001	ADU	R						1	2/20/2020		1
	375284008	1000 Delacy Martinez, CA		CDSU20-00003 BIR20-001387	ADU	R						1	2/10/2020		1

	2040050	0 Camino Diablo Byron, CA		CDSU20-00004 BIR20-002481	ADU	R							1
	185301001	2705 Kinney Walnut Creek, CA		CDSU20-00008 BIMP20-003710	ADU	R							1
	405133008	1295 Frances San Pablo, CA		CDSU20-00010 BIR20-005550	ADU	R							1
	196080024	117 DEAN ALAMO, CA		CDSU20-00011	ADU	R							1
	180190017	65 MC CONNELL WALNUT CREEK, CA		CDSU20-00013	ADU	R							1
	98062006	149 PENINSULA BAY POINT, CA		CDSU20-00014	ADU	R							1
	188132007	148 CREEKDALE WALNUT CREEK, CA		CDSU20-00015	ADU	R							1
	169040006	3100 HEDARO LAFAYETTE, CA		CDSU20-00016	ADU	R							1
	193272012	2973 LIMESTONE ALAMO, CA		CDSU20-00017	ADU	R							1
	192020047	1400 CASA VALLECITA ALAMO, CA		CDSU20-00018	ADU	R							1
	188112005	2318 TICE VALLEY WALNUT CREEK, CA		CDSU20-00019	ADU	R							1
	435070022	4832 SAN PABLO DAM EL SOBRANTE, CA		CDSU20-00021	ADU	R							1
	179162008	331 MARSHALL WALNUT CREEK, CA		BIR20-004491 CDSU20-00022	ADU	R							1
	355122008	303 VIRGINIA CROCKETT, CA		BIR20-003812 CDSU20-00023	ADU	R							1
	357163007	744 INVESTMENT RODEO, CA		CDSU20-00024	ADU	R							1
	198251003	148 VIA BONITA ALAMO, CA		CDSU20-00025	ADU	R							1
	194123016	23 RAY ALAMO, CA		CDSU20-00026	ADU	R							1
	193560003	3024 OAKRAIDER ALAMO, CA		BIR20-004334 CDSU20-00027	ADU	R							1
	431070044	2700 MAY EL SOBRANTE, CA		CDSU20-00028	ADU	R							1
	182062001	125 KINGSDALE WALNUT CREEK, CA		CDSU20-00030	ADU	R							1
	184010042	173 FLORA WALNUT CREEK, CA		CDSU20-00031 BIR20-007050	ADU	R							1
	425072037	738 LA PALOMA EL SOBRANTE, CA		CDSU20-00032	ADU	R							1
	188031017	2200 TICE VALLEY WALNUT CREEK, CA		BIR20-005583 CDSU20-00034	ADU	R							1
	179161013	396 MARSHALL WALNUT CREEK, CA		CDSU20-00035	ADU	R							1
	188021005	281 MONTECILLO WALNUT CREEK, CA		CDSU20-00036	ADU	R							1
	198131008	11 CORWIN ALAMO, CA		CDSU20-00037	ADU	R							1
	572232010	38 FRANCISCAN KENSINGTON, CA		CDSU20-00038	ADU	R							1
	425083005	644 PEBBLE EL SOBRANTE, CA		CDSU20-00039	ADU	R							1
	572201016	27 NORWOOD KENSINGTON, CA		CDSU20-00040	ADU	R							1
	177150038	134 HILLCROFT WALNUT CREEK, CA		CDSU20-00041	ADU	R							1

6/23/2020	1
2/28/2020	1
5/4/2020	1
5/21/2020	1
5/21/2020	1
9/3/2020	1
10/15/2020	1
4/9/2020	1
4/22/2020	1
4/1/2020	1
6/23/2020	1
7/15/2020	1
4/30/2020	1
5/11/2020	1
4/16/2020	1
6/23/2020	1
7/27/2020	1
4/16/2020	1
7/22/2020	1
9/29/2020	1
6/20/2020	1
6/19/2020	1
7/7/2020	1
9/2/2020	1
7/27/2020	1
8/17/2020	1
7/22/2020	1
8/6/2020	1
8/19/2020	1
12/10/2020	1

	184301029	41 WILLOW WALNUT CREEK, CA		CDSU20-00042	ADU	R							1	8/31/2020	1
	185290009	2695 KINNEY WALNUT CREEK, CA		CDSU20-00043	ADU	R							1	8/28/2020	1
	420191003	4000 LA COLINA EL SOBRANTE, CA		CDSU20-00044	ADU	R							1	10/12/2020	1
	177150009	154 HILLCROFT WALNUT CREEK, CA		CDSU20-00045	ADU	R							1	8/18/2020	1
	191020018	8 SIMO ALAMO, CA		CDSU20-00046	ADU	R							1	8/11/2020	1
	367140019	8 CREEKSIDE OAKS MARTINEZ, CA		CDSU20-00047	ADU	R							1	11/18/2020	1
	194232013	77 GREG ALAMO, CA		BIR19-013155 CDSU20-00048	ADU	R							1	8/3/2020	1
	198270009	180 DANIEL ALAMO, CA		CDSU20-00049	ADU	R							1	7/30/2020	1
	197170018	32 COPENHAGEN ALAMO, CA		CDSU20-00050	ADU	R							1	11/5/2020	1
	430132023	5700 OAK KNOLL EL SOBRANTE, CA		CDSU20-00051	ADU	R							1	10/9/2020	1
	435100033	5427 MARTIS EL SOBRANTE, CA		CDSU20-00052	ADU	R							1	8/11/2020	1
	198140045	100 VIA COPLA ALAMO, CA		CDSU20-00053	ADU	R							1	10/9/2020	1
	188370014	2617 DANVILLE ALAMO, CA		CDSU20-00054	ADU	R							1	9/17/2020	1
	185290016	1062 JUANITA WALNUT CREEK, CA		CDSU20-00055	ADU	R							1	9/1/2020	1
	11180064	26075 MARSH CREEK BYRON, CA		CDSU20-00056	ADU	R							1	10/22/2020	1
	201030013	279 WAYNE ALAMO, CA		CDSU20-00057	ADU	R							1	10/7/2020	1
	430011011	5569 CIRCLE EL SOBRANTE, CA		CDSU20-00058	ADU	R							1	8/31/2020	1
	185360016	40 IRIS WALNUT CREEK, CA		CDSU20-00059	ADU	R							1	9/29/2020	1
	572026003	16 HIGHLAND KENSINGTON, CA		CDSU20-00066	ADU	R							1	9/24/2020	1
	188150004	41 WINFIELD WALNUT CREEK, CA		CDSU20-00069	ADU	R							1	11/4/2020	1
	426122018	977 ST ANDREWS EL SOBRANTE, CA		CDSU20-00071	ADU	R							1	11/17/2020	1
	357093023	486 GARRETSON RODEO, CA		CDSU20-00073	ADU	R							1	10/15/2020	1
	405161003	11 BONNIE SAN PABLO, CA		CDSU20-00075	ADU	R							1	10/21/2020	1
	192290016	25 SUMMER MEADOWS ALAMO, CA		CDSU20-00077	ADU	R							1	11/24/2020	1
	180150024	103 MANDALA WALNUT CREEK, CA		CDSU20-00078	ADU	R							1	10/28/2020	1
	140200018	23 KERLEY WALNUT CREEK, CA		CDSU20-00080	ADU	R							1	11/12/2020	1
	187090024	63 STONECASTLE ALAMO, CA		BIR20-008563 CDSU20-00086	ADU	R							1	11/4/2020	1
	184191026	1800 MAGNOLIA WALNUT CREEK, CA		CDSU20-00089	ADU	R							1	11/17/2020	1
	179161003	336 MARSHALL WALNUT CREEK, CA		CDSU20-00090	ADU	R							2	11/10/2020	2

	418122014	5960 MCBRYDE RICHMOND, CA		CDSU20-00093	ADU	R						1	12/1/2020	1
	188210026	2430 TICE VALLEY WALNUT CREEK, CA		CDSU20-00095	ADU	R						1	12/3/2020	1
	195270047	1970 LA CADENA DIABLO, CA		BID20-000699 BIR19-009426	SFD	O								0
	191062020	10 GRAN VIA ALAMO, CA		BID20-002760 BIR19-011836	SFD	O								0
	183142011	1326 MILTON WALNUT CREEK, CA		BID20-006963 BIR20-006967	SFD	O								0
	184170060	444 BRIDGE WALNUT CREEK, CA		BID20-001430 BIR20-001428	SFD	O								0
	193050004	20 BEVMAR ALAMO, CA		BID19-013526 BIR19-013527	SFD	O								0
	188252017	314 IRON HORSE ALAMO, CA		BID19-012359 BIR19-012354	SFD	O								0
	195300010	2224 ALAMEDA DIABLO, CA		BID20-002236 BIR19-008287	SFD	O								0
	96033028	74 SOLANO BAY POINT, CA		BIMP19-011734	MH	O								0
	6190010	7575 MANNING RD LIVERMORE, CA		BIR20-000312	ADU	R								0
	2040050	3601 CAMINO DIABLO BYRON, CA		BIR19-013417	SFD	O								0
	433020055	6219 SAN PABLO DAM EL SOBRANTE, CA		BIR19-010112	SFD	O								0
	197010029	30 CASA MARIA ALAMO, CA		BIMR19-011850	2 to 4	R								0
	521012011	6249 HIGHLAND RICHMOND, CA		BIR19-003758	ADU	R								0
	354177001	1335 FRANCES CROCKETT, CA		BIR18-010377	ADU	R								0
	180310008	41 BALL WALNUT CREEK, CA		BIR20-004309	ADU	R								0
	416031014	2986 BROOK SAN PABLO, CA		BIR19-007444	ADU	R								0
	420080009	3590 HILLCREST EL SOBRANTE, CA		BIR20-001014	ADU	R								0
	188270010	47 WOODLAND ALAMO, CA		BIR18-010281	ADU	R								0
	380070007	515 PALMS MARTINEZ, CA		BIR18-008111	ADU	R								0
	375241002	1361 PLAZA MARTINEZ, CA		BIR19-011337	2 to 4	R								0
	183151004	2048 HERMINE WALNUT CREEK, CA		BIR19-010089	SFD	O								0
	206790027	241 ROBERT DUCHI DANVILLE, CA		BIR20-000349	SFD	O								0
	206790024	217 ROBERT DUCHI DANVILLE, CA		BIR20-000348	SFD	O								0
	195270047	1970 CADENA DIABLO, CA		BIR19-009426	SFD	O								0
	011680047	9331 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT	BIR20-000715	SFD	O								0
	011680048	9323 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT	BIR20-000716	SFD	O								0
	011680049	9315 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT	BIR20-000717	SFD	O								0













419102006	1710 BEAU RIVAGE SAN PABLO CA 94806-4119								1	11/16/2020	1
184450035	2460 WARREN RD WALNUT CREEK CA 94595-1249										0
193650027	138 VIRGINIA CT ALAMO CA 94507-2880								1	1/22/2020	1
96033028	74 SOLANO AVE BAY POINT CA 94565-1618								1	10/29/2020	1
192020005	1409 CASA VALLECITA ALAMO CA 94507-1110								1	7/30/2020	1
433020055	6219 SAN PABLO DAM RD EL SOBRANTE CA 94803-3629								1	6/8/2020	1
354166003	1513 LILLIAN ST CROCKETT CA 94525-1358								1	1/2/2020	1
192011047	1415 LIVORNA RD ALAMO CA 94507-1103								1	6/24/2020	1
183152008	2073 HERMINE AVE WALNUT CREEK CA 94596-5908								1	1/27/2020	1
206790015	127 TURANIAN CT DANVILLE CA 94526										0
430401011	28 GREENBRAE CT EL SOBRANTE CA 94803-1412										0
192170054	208 ERSELIA TRL ALAMO CA 94507-1314								1	2/10/2020	1
191040017	24 WOOD CT ALAMO CA 94507-1060								1	1/21/2020	1
180070035	11 EL CAMINO TER WALNUT CREEK CA 94596-5451								1	6/23/2020	1
431040007	4441 SAN PABLO DAM RD EL SOBRANTE CA 94803-3039								1	7/13/2020	1
187232012	233 LIVORNA HEIGHTS RD ALAMO CA 94507-1324								1	5/5/2020	1













409171018	1642 4TH RICHMOND CA 94801-1614										0
416022022	3036 AVON SAN PABLO CA 94806- 3208										0
125292005	322 3RD S PACHECO CA 94553										0
426030070	Baltimore Ct El Sobrante CA	Baltimore Court									0
117040086	5175 Laurel Dr Concord CA	Laurel Place IV									0
148170001	3010 Del Hombro Walnut Creek, CA	Del Hombro Apartments									0
418132026	0 Dimm Richmond, CA							1	12/30/2020		1
510006	0 Byron Hot Springs Byron, CA										0
32330017	2550 Dutch Slough Oakley, CA										0
405103017	149 Michele San Pablo, CA										0
405152008	1441 Rachel San Pablo, CA										0
409182020	0 Silver Richmond, CA										0
357042008	135 Rodeo Rodeo, CA										0
357111014	0 Rodeo Rodeo, CA										0
570231012	227 Lake Kensington, CA										0
571221010	22 Avon Kensington, CA										0
416024014	3080 Baywood San Pablo, CA										0
169061007	1748 La Playa Lafayette, CA							1	12/18/2020		1
367150001	5244 Alhambra Valley Martinez, CA										0
426162007	957 Manor El Sobrante, CA										0
204170003	7400 Johnston San Ramon, CA										0
409132012	1544 6th Richmond, CA							1	3/9/2020		1
354262029	50 Rolph Park Crockett, CA							1	9/3/2020		1
3130002	2409 Camino Diablo Byron, CA										0
194070087	1877 Green Valley Alamo, CA							1	5/26/2020		1
119190002	831 Coachman Clayton, CA							1	5/4/2020		1
183144006	1329 Milton Walnut Creek, CA							1	5/7/2020		1



198251003	148 VIA BONITA ALAMO, CA											0
194123016	23 RAY ALAMO, CA											0
193560003	3024 OAKRAIDER ALAMO, CA								1	8/11/2020		1
431070044	2700 MAY EL SOBRANTE, CA											0
182062001	125 KINGSDALE WALNUT CREEK, CA											0
184010042	173 FLORA WALNUT CREEK, CA								1	10/5/2020		1
425072037	738 LA PALOMA EL SOBRANTE, CA											0
188031017	2200 TICE VALLEY WALNUT CREEK, CA								1	9/8/2020		1
179161013	396 MARSHALL WALNUT CREEK, CA											0
188021005	281 MONTECILLO WALNUT CREEK, CA											0
198131008	11 CORWIN ALAMO, CA											0
572232010	38 FRANCISCAN KENSINGTON, CA											0
425083005	644 PEBBLE EL SOBRANTE, CA											0
572201016	27 NORWOOD KENSINGTON, CA											0
177150038	134 HILLCROFT WALNUT CREEK, CA											0
184301029	41 WILLOW WALNUT CREEK, CA											0
185290009	2695 KINNEY WALNUT CREEK, CA											0
420191003	4000 LA COLINA EL SOBRANTE, CA											0
177150009	154 HILLCROFT WALNUT CREEK, CA											0
191020018	8 SIMO ALAMO, CA											0
367140019	8 CREEKSIDE OAKS MARTINEZ, CA											0
194232013	77 GREG ALAMO, CA								1	10/22/2020		1



418122014	5960 MCBRYDE RICHMOND, CA											0
188210026	2430 TICE VALLEY WALNUT CREEK, CA											0
195270047	1970 LA CADENA DIABLO, CA								0	1/24/2020		0
191062020	10 GRAN VIA ALAMO, CA								0	5/28/2020		0
183142011	1326 MILTON WALNUT CREEK, CA								0	12/2/2020		0
184170060	444 BRIDGE WALNUT CREEK, CA								0	11/23/2020		0
193050004	20 BEVMAR ALAMO, CA								0	6/10/2020		0
188252017	314 IRON HORSE ALAMO, CA								0	7/29/2020		0
195300010	2224 ALAMEDA DIABLO DIABLO, CA								0	3/10/2020		0
96033028	74 SOLANO BAY POINT, CA								1	10/29/2020		1
6190010	7575 MANNING RD LIVERMORE, CA								1	5/14/2020		1
2040050	3601 CAMINO DIABLO BYRON, CA								1	7/21/2020		1
433020055	6219 SAN PABLO DAM EL SOBRANTE, CA								1	6/8/2020		1
197010029	30 CASA MARIA ALAMO, CA								3	8/19/2020		3
521012011	6249 HIGHLAND RICHMOND, CA								1	2/13/2020		1
354177001	1335 FRANCES CROCKETT, CA								1	9/3/2020		1
180310008	41 BALL WALNUT CREEK, CA								1	9/29/2020		1
416031014	2986 BROOK SAN PABLO, CA								1	10/15/2020		1
420080009	3590 HILLCREST EL SOBRANTE, CA								1	7/7/2020		1
188270010	47 WOODLAND ALAMO, CA								1	1/14/2020		1
380070007	515 PALMS MARTINEZ, CA								1	1/27/2020		1
375241002	1361 PLAZA MARTINEZ, CA								2	1/14/2020		2
183151004	2048 HERMINE WALNUT CREEK, CA								1	1/6/2020		1

206790027	241 ROBERT DUCHI DANVILLE, CA								1	1/17/2020	1
206790024	217 ROBERT DUCHI DANVILLE, CA								1	1/17/2020	1
195270047	1970 CADENA DIABLO, CA								1	1/24/2020	1
011680047	9331 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	1/27/2020	1
011680048	9323 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	1/27/2020	1
011680049	9315 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	1/27/2020	1
011680050	9307 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	1/27/2020	1
011680051	9277 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	1/27/2020	1
011680052	9269 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	1/27/2020	1
011680053	9261 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	1/27/2020	1
011680054	9253 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	1/27/2020	1
188170005	115 SADDLE WALNUT CREEK, CA								1	2/6/2020	1
031070015	2752 TAYLOR BETHEL ISLAND, CA								1	2/20/2020	1
031240036	161 SEA GATE BETHEL ISLAND, CA	DELTA COVE							1	2/26/2020	1
031240037	155 SEA GATE BETHEL ISLAND, CA	DELTA COVE							1	2/26/2020	1
011680007	227 TIDEWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
011680008	215 TIDEWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1

011680009	203 TIDEWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
011680041	9379 SHEARWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
011680042	9371 SHEARWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
011680043	9363 SHEARWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
011680044	9355 SHEARWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
011680045	9347 SHEARWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
011680046	9339 SHEARWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
011680055	9345 SHEARWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	2/28/2020	1
572034018	158 LAWSON KENSINGTON, CA								1	5/4/2020	1
367140021	15 GATEWAY ESTATES MARTINEZ, CA								1	5/12/2020	1
011680060	9205 SHEARWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	5/27/2020	1
206780005	311 PERCHERON DANVILLE, CA								1	6/1/2020	1
206780006	316 PERCHERON DANVILLE, CA								1	6/1/2020	1
206780009	6249 MASSARA DANVILLE, CA								1	6/1/2020	1
206780010	6257 MASSARA DANVILLE, CA								1	6/1/2020	1
015170026	4401 ORWOOD KNIGHTSEN, CA								1	6/8/2020	1
031240064	37 GRAY WHALE BETHEL ISLAND, CA	DELTA COVES							1	6/30/2020	1
031230057	51 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	6/30/2020	1

031240061	34 GRAY WHALE BETHEL ISLAND, CA	DELTA COVES							1	6/30/2020	1
031240063	41 GREY WHALE BETHEL ISLAND, CA	DELTA COVES							1	6/30/2020	1
020190077	11 PASTOR KNIGHTSEN, CA								1	8/6/2020	1
096043021	177 POINSETTIA BAY POINT, CA								1	9/2/2020	1
031240028	171 SEA GATE BETHEL ISLAND, CA	DELTA COVES							1	9/16/2020	1
031240029	176 SEA GATE BETHEL ISLAND, CA	DELTA COVES							1	9/16/2020	1
031240030	182 SEA GATE BETHEL ISLAND, CA	DELTA COVES							1	9/16/2020	1
031240031	189 SEA GATE BETHEL ISLAND, CA	DELTA COVES							1	9/16/2020	1
031240032	183 SEA GATE BETHEL ISLAND, CA	DELTA COVES							1	9/16/2020	1
003130002	2409 CAMINO DIABLO BYRON, CA								1	9/24/2020	1
180310008	41 BALL WALNUT CREEK, CA								0	9/29/2020	0
367140025	14 GATEWAY ESTATES MARTINEZ, CA								1	10/7/2020	1
010080006	880 EUREKA BRENTWOOD, CA								1	10/7/2020	1
031230058	43 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	10/8/2020	1
031230059	35 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	10/8/2020	1
031230060	27 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	10/8/2020	1
031230061	19 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	10/8/2020	1
409041012	27 W GERTRUDE RICHMOND, CA								1	10/13/2020	1
220100014	4975 CAMINO TASSAJARA DANVILLE, CA								1	10/15/2020	1
031220016	372 NAVIGATORS BETHEL ISLAND, CA	DELTA COVES							1	10/21/2020	1

031220017	380 NAVIGATORS BETHEL ISLAND, CA	DELTA COVES							1	10/21/2020	1
031220018	371 NAVIGATORS BETHEL ISLAND, CA	DELTA COVES							1	10/21/2020	1
031230043	34 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	10/21/2020	1
031230044	42 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	10/21/2020	1
015010073	1601 SUNSET KNIGHTSEN, CA	DELTA COVES							1	12/3/2020	1
031230015	290 WATERSIDE BETHEL ISLAND, CA	DELTA COVES							1	12/7/2020	1
031230016	296 WATERSIDE BETHEL ISLAND, CA	DELTA COVES							1	12/7/2020	1
031230017	299 WATERSIDE BETHEL ISLAND, CA	DELTA COVES							1	12/7/2020	1
031230018	291 WATERSIDE BETHEL ISLAND, CA	DELTA COVES							1	12/7/2020	1
031230041	18 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	12/7/2020	1
031230042	26 EDGEWATER BETHEL ISLAND, CA	DELTA COVES							1	12/7/2020	1
116091032	4925 MYRTLE CONCORD, CA								1	12/29/2020	1
183151003	2054 HERMINE WALNUT CREEK, CA								1	1/16/2020	1
004050002	902 LIDO DISCOVERY BAY, CA								1	5/4/2020	1
031070014	2744 TAYLOR BETHEL ISLAND, CA								1	9/22/2020	1
195352025	2411 CABALLO RANCHERO DIABLO, CA								1	11/23/2020	1
193710019	135 CHANTICLEER ALAMO, CA								1	10/16/2020	1
004281002	1053 WILLOW LAKE DISCOVERY BAY, CA								1	6/16/2020	1
031240065	33 GREY WHALE BETHEL ISLAND, CA								1	6/30/2020	1







**Table A2**

**Annual Building Activity Report Summary - New Construction, Entitled, Permits and Completed Units**

Project Identifier			Affordability by Household Incomes - Certificates of Occupancy									
			10						11	12		
Current APN	Street Address	Project Name <sup>+</sup>	Very Low-Income Deed Restricted	Very Low-Income Non Deed Restricted	Low- Income Deed Restricted	Low- Income Non Deed Restricted	Moderate-Income Deed Restricted	Moderate-Income Non Deed Restricted	Above Moderate-Income	Certificates of Occupancy or other forms of readiness (see instructions) <u>Date Issued</u>	# of Units issued Certificates of Occupancy or other forms of readiness	
			0	0	0	1	0	1	401		403	
6190010	7911 CARNEAL RD LIVERMORE VALLEY CA										0	
188050004	2229 TICE VALLEY BLVD WALNUT CREEK CA 94595- 2615								1	12/4/2020	1	
426122009	947 KELVIN CT EL SOBRANTE CA 94803-1329								1	9/22/2020	1	
521012011	6249 HIGHLAND AVE RICHMOND CA 94805-1635								1	6/26/2020	1	
198071005	1311 DANVILLE BLVD ALAMO CA 94507-1915								1	5/18/2020	1	
195270047	1970 LA CADENA DIABLO CA 94528								1	1/23/2020	1	
403341005	104 BANION CT SAN PABLO CA 94806-1629										0	
183201007	2060 BLACKWOOD DR WALNUT CREEK CA 94596-5709								1	3/26/2020	1	
183152009	2032 GRANT AVE WALNUT CREEK CA 94596-5907										0	
425050004	4077 LAMBERT RD EL SOBRANTE CA 94803-1743										0	
192192008	2711 MIRANDA AVE ALAMO CA 94507-1425								1	6/9/2020	1	
185270004	845 JUANITA DR WALNUT CREEK CA 94595-1354								1	3/17/2020	1	



184311012	61 PANORAMIC WAY WALNUT CREEK CA 94595- 1605											0
172100033	23 LOMMEL CT WALNUT CREEK CA 94597-2130								1	12/23/2020		1
192210011	10 GRAND ROYALE CT ALAMO CA 94507- 2402								1	10/22/2020		1
183201007	2060 BLACKWOOD WALNUT CREEK CA 94596-5709								1	3/26/2020		1
184312029	26 PANORAMIC WALNUT CREEK CA 94595-1606								1	2/19/2020		1
185360009	10 GARDEN WALNUT CREEK CA 94595-1220								1	6/19/2020		1
188050004	2229 TICE VALLEY WALNUT CREEK CA 94595-2615								1	12/4/2020		1
380132021	400 RODRIGUES MARTINEZ CA 94553-1438								1	4/20/2020		1
198200008	1671 LAS TRAMPAS ALAMO CA 94507-1825								1	2/12/2020		1
197190034	191 ALAMO RANCH ALAMO CA 94507-2031								1	2/25/2020		1
198071005	1313 DANVILLE ALAMO CA 94507- 1915								1	5/18/2020		1
220391008	125 MRACK DANVILLE CA 94506-4720								1	8/27/2020		1
435100032	5428 MARTIS EL SOBRANTE CA 94803-3440								1	3/25/2020		1
425011011	711 ALHAMBRA EL SOBRANTE CA 94803-1701								1	8/12/2020		1
426122009	947 KELVIN EL SOBRANTE CA 94803-1329							1		4/17/2020		1
435042006	4300 JANA VISTA EL SOBRANTE CA 94803-3018											0
572070001	139 PURDUE KENSINGTON CA 94708-1032								1	2/28/2020		1
375311028	1052 PLAZA MARTINEZ CA 94553								1	3/5/2020		1

188111001	1880 MEADOW WALNUT CREEK CA 94595-2630								1	10/2/2020	1
175172017	42 CARMELLO WALNUT CREEK CA 94597-3402								1	12/23/2020	1
184161017	2249 WHYTE PARK WALNUT CREEK CA 94595- 1345								1	1/21/2020	1
188040007	10 ELLERY WALNUT CREEK CA 94595-2609								1	10/6/2020	1
180302012	121 SUTHERLAND WALNUT CREEK CA 94596-5861								1	2/27/2020	1
183131016	1384 MILTON WALNUT CREEK CA 94596-5931								1	7/8/2020	1
182130007	742 ROSEWOOD WALNUT CREEK CA 94596-6128								1	12/10/2020	1
187232029	271 LIVORNA HEIGHTS ALAMO CA 94507-1324								1	5/22/2020	1
193210008	2611 ROYAL OAKS ALAMO CA 94507-2772								1	10/15/2020	1
192071021	145 S JACKSON ALAMO CA 94507- 1506								1	7/10/2020	1
192150013	60 MIRANDA ALAMO CA 94507- 1697								1	10/29/2020	1
192011006	1481 LIVORNA ALAMO CA 94507- 1103								1	3/25/2020	1
196130005	259 OAK ALAMO CA 94507-2742								1	8/11/2020	1
196130005	259 OAK ALAMO CA 94507-2742								1	12/16/2020	1
191080006	1588 ALAMO ALAMO CA 94507- 1503								1	4/1/2020	1
31240047	3113 DELTA COVES BETHEL ISLAND CA 94511								1	1/9/2020	1
31240052	3083 DELTA COVES BETHEL ISLAND CA 94511								1	3/11/2020	1
31240053	3077 DELTA COVES BETHEL ISLAND CA 94511								1	3/16/2020	1
31240054	3071 DELTA COVES BETHEL ISLAND CA 94511								1	3/19/2020	1

31240055	3065 DELTA COVES BETHEL ISLAND CA 94511								1	3/23/2020	1
31230055	67 EDGEWATER BETHEL ISLAND CA 94511								1	7/13/2020	1
31250001	3047 DELTA COVES BETHEL ISLAND CA 94511								1	6/18/2020	1
31240072	3053 DELTA COVES BETHEL ISLAND CA 94511								1	6/29/2020	1
31240071	3059 DELTA COVES BETHEL ISLAND CA 94511								1	6/24/2020	1
31250002	3041 DELTA COVES BETHEL ISLAND CA 94511								1	7/20/2020	1
31230045	50 EDGEWATER BETHEL ISLAND CA 94511								1	9/15/2020	1
31230046	58 EDGEWATER BETHEL ISLAND CA 94511								1	9/8/2020	1
31230047	66 EDGEWATER BETHEL ISLAND CA 94511								1	8/27/2020	1
31230048	74 EDGEWATER BETHEL ISLAND CA 94511								1	8/13/2020	1
31230049	82 EDGEWATER BETHEL ISLAND CA 94511								1	7/14/2020	1
31230050	90 EDGEWATER BETHEL ISLAND CA 94511								1	7/8/2020	1
31230051	98 EDGEWATER BETHEL ISLAND CA 94511								1	6/17/2020	1
31230052	91 EDGEWATER BETHEL ISLAND CA 94511								1	4/21/2020	1
31230053	83 EDGEWATER BETHEL ISLAND CA 94511								1	4/21/2020	1
31230054	75 EDGEWATER BETHEL ISLAND CA 94511								1	4/21/2020	1
31230056	59 EDGEWATER BETHEL ISLAND CA 94511								1	6/30/2020	1
116070007	30 OLIVIA CONCORD CA 94521								1	8/27/2020	1
116070007	40 OLIVIA CONCORD CA 94521								1	11/29/2020	1

116070007	50 OLIVIA CONCORD CA 94521								1	9/10/2020	1
116070007	20 OLIVIA CONCORD CA 94521								1	12/23/2020	1
116070007	10 OLIVIA CONCORD CA 94521								1	12/9/2020	1
116070007	70 OLIVIA CONCORD CA 94521								1	12/10/2020	1
206790026	233 ROBERT DUCHI DANVILLE CA 94526								1	8/19/2020	1
206780017	6206 MASSARA DANVILLE CA 94526								1	1/30/2020	1
206790004	6166 MASSARA DANVILLE CA 94526								1	2/27/2020	1
206790009	6161 MASSARA DANVILLE CA 94526								1	5/14/2020	1
206790008	6153 MASSARA DANVILLE CA 94526								1	3/13/2020	1
206790028	249 ROBERT DUCHI DANVILLE CA 94506-1197								1	7/30/2020	1
206790029	257 ROBERT DUCHI DANVILLE CA 94506-1197								1	7/9/2020	1
206780018	6198 MASSARA DANVILLE CA 94506-1193								1	9/22/2020	1
206790015	127 TURANIAN DANVILLE CA 94526								1	11/19/2020	1
11690005	9030 TRADEWINDS DISCOVERY BAY CA 94514								1	2/25/2020	1
11690006	9036 TRADEWINDS DISCOVERY BAY CA 94514								1	3/17/2020	1
11690007	9042 TRADEWINDS DISCOVERY BAY CA 94514								1	1/27/2020	1
11690008	9048 TRADEWINDS DISCOVERY BAY CA 94514								1	1/22/2020	1

11690009	9054 TRADEWINDS DISCOVERY BAY CA 94514								1	1/22/2020	1
11690015	9037 TRADEWINDS DISCOVERY BAY CA 94514								1	2/21/2020	1
11690017	9049 TRADEWINDS DISCOVERY BAY CA 94514								1	1/9/2020	1
4071012	5110 DISCOVERY DISCOVERY BAY CA 94505-9524								1	8/10/2020	1
4073006	5135 DISCOVERY DISCOVERY BAY CA 94505-9461								1	6/5/2020	1
11690001	9006 TRADEWINDS DISCOVERY BAY CA 94514								1	6/9/2020	1
11690002	9012 TRADEWINDS DISCOVERY BAY CA 94514								1	6/9/2020	1
11690003	9018 TRADEWINDS DISCOVERY BAY CA 94514								1	6/9/2020	1
11690004	9024 TRADEWINDS DISCOVERY BAY CA 94514								1	6/8/2020	1
11690010	9007 TRADEWINDS DISCOVERY BAY CA 94514								1	5/19/2020	1
11690011	9013 TRADEWINDS DISCOVERY BAY CA 94514								1	4/15/2020	1
11690012	9019 TRADEWINDS DISCOVERY BAY CA 94514								1	5/19/2020	1
11690013	9025 TRADEWINDS DISCOVERY BAY CA 94514								1	4/15/2020	1
11650016	7119 LAKEHEAD DISCOVERY BAY CA 94505								1	1/8/2020	1
11650017	7125 LAKEHEAD DISCOVERY BAY CA 94505								1	1/8/2020	1

11650007	7032 HARBOR HAVEN DISCOVERY BAY CA 94505								1	4/1/2020	1
11650006	7038 HARBOR HAVEN DISCOVERY BAY CA 94505								1	3/2/2020	1
8170038	2194 CYPRESS DISCOVERY BAY CA 94505								1	7/20/2020	1
571221007	32 AVON KENSINGTON CA 94707-1302								1	12/8/2020	1
20100018	2500 BARTELS KNIGHTSEN CA 94548								1	9/22/2020	1
166420016	213 SECLUSION VALLEY LAFAYETTE CA 94549								1	1/30/2020	1
166420007	228 SECLUSION VALLEY LAFAYETTE CA 94549								1	4/17/2020	1
166420012	229 SECLUSION VALLEY LAFAYETTE CA 94549								1	3/31/2020	1
367140010	11 GATEWAY ESTATES MARTINEZ CA 94553-9739								1	12/28/2020	1
375241003	1355 PLAZA MARTINEZ CA 94553-2015								1	7/30/2020	1
365100015	66 QUAIL MARTINEZ CA 94553-9762								1	6/25/2020	1
375192009	2472 BIRCH MARTINEZ CA 94553								1	6/9/2020	1
32202008	4973 SANDMOUND OAKLEY CA 94561-5054								1	10/7/2020	1
20010009	5790 SELLERS OAKLEY CA 94561-3609								1	7/13/2020	1
154180020	710 GOLF CLUB PLEASANT HILL CA 94523								1	4/13/2020	1
409182019	200 SILVER AVENUE RICHMOND CA 94801								1	1/6/2020	1









418122014	5960 MCBRYDE RICHMOND, CA										0
188210026	2430 TICE VALLEY WALNUT CREEK, CA										0
195270047	1970 LA CADENA DIABLO, CA										0
191062020	10 GRAN VIA ALAMO, CA										0
183142011	1326 MILTON WALNUT CREEK, CA										0
184170060	444 BRIDGE WALNUT CREEK, CA										0
193050004	20 BEVMAR ALAMO, CA										0
188252017	314 IRON HORSE ALAMO, CA										0
195300010	2224 ALAMEDA DIABLO DIABLO, CA										0
96033028	74 SOLANO BAY POINT, CA										0
6190010	7575 MANNING RD LIVERMORE, CA										0
2040050	3601 CAMINO DIABLO BYRON, CA										0
433020055	6219 SAN PABLO DAM EL SOBRANTE, CA										0
197010029	30 CASA MARIA ALAMO, CA										0
521012011	6249 HIGHLAND RICHMOND, CA							1	6/26/2020		1
354177001	1335 FRANCES CROCKETT, CA										0
180310008	41 BALL WALNUT CREEK, CA										0
416031014	2986 BROOK SAN PABLO, CA										0
420080009	3590 HILLCREST EL SOBRANTE, CA										0
188270010	47 WOODLAND ALAMO, CA										0
380070007	515 PALMS MARTINEZ, CA										0
375241002	1361 PLAZA MARTINEZ, CA							2	10/16/2020		2
183151004	2048 HERMINE WALNUT CREEK, CA							1	11/5/2020		1

206790027	241 ROBERT DUCHI DANVILLE, CA								1	10/19/2020	1
206790024	217 ROBERT DUCHI DANVILLE, CA								1	10/13/2020	1
195270047	1970 CADENA DIABLO, CA										0
011680047	9331 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	7/10/2020	1
011680048	9323 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	7/10/2020	1
011680049	9315 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	7/29/2020	1
011680050	9307 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	7/7/2020	1
011680051	9277 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	7/28/2020	1
011680052	9269 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	7/31/2020	1
011680053	9261 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	7/31/2020	1
011680054	9253 SHEARWATER DISCOVERY BAY, CA	KIPER DEVELOPMENT							1	8/6/2020	1
188170005	115 SADDLE WALNUT CREEK, CA										0
031070015	2752 TAYLOR BETHEL ISLAND, CA										0
031240036	161 SEA GATE BETHEL ISLAND, CA	DELTA COVE							1	10/13/2020	1
031240037	155 SEA GATE BETHEL ISLAND, CA	DELTA COVE							1	10/14/2020	1
011680007	227 TIDEWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	9/28/2020	1
011680008	215 TIDEWATER DISCOVERY BAY, CA	REGATTA AT THE LAKES							1	9/25/2020	1







031240062	38 GREY WHALE BETHEL ISLAND, CA											0
078090027	3115 BRAGDON CLAYTON, CA											0
409042025	60 W GERTRUDE RICHMOND, CA											0
187531005	3075 STONEGATE ALAMO, CA								1	1/2/2020		1
188450018	91 CASTLE CREST ALAMO, CA								1	2/24/2020		1
193080073	154 LAS QUEBRADAS ALAMO, CA								1	2/20/2020		1
192230009	90 STEPHANIE ALAMO, CA								1	2/21/2020		1
220541005	4456 DEER RIDGE DANVILLE, CA								1	2/4/2020		1
425310022	462 COLINA WAY EL SOBRANTE, CA								1	1/29/2020		1
425310024	472 COLINA WAY EL SOBRANTE, CA								1	2/25/2020		1
425310025	471 COLINA WAY EL SOBRANTE, CA								1	2/25/2020		1
425310029	467 COLINA WAY EL SOBRANTE, CA								1	2/25/2020		1
425210017	4426 APPIAN WAY EL SOBRANTE, CA								1	3/10/2020		1
166420017	209 SECLUSION VALLEY LAFAYETTE, CA								1	3/13/2020		1
166190030	20 TERRA TERESA LAFAYETTE, CA								1	3/31/2020		1
375311028	1052 PLAZA MARTINEZ, CA								1	3/5/2020		1
366090002	5031 ALHAMBRA VALLEY MARTINEZ, CA								1	1/31/2020		1
367111002	2 MILLICAN CT MARTINEZ, CA								1	1/21/2020		1
409042013	49 ALAMO RICHMOND, CA								1	2/18/2020		1
148221040	1000 HARVEY WALNUT CREEK, CA								200	10/16/2020		200
405232018	2577 KENNEY SAN PABLO, CA								1	6/16/2020		1
418090013	6170 PLYMOUTH RICHMOND, CA								1	4/17/2020		1

425013016	773 SANTA MARIA EL SOBRANTE, CA								1	8/31/2020	1
197050015	2058 PEBBLE ALAMO, CA								1	12/31/2020	1
211330007	1149 HAWKSHEAD SAN RAMON, CA								1	4/22/2020	1
572202025	33 NORWOOD KENSINGTON, CA								1	4/15/2020	1
159180015	149 ARKINLANDER MARTINEZ, CA								1	4/27/2020	1
425310011	408 COLINA EL SOBRANTE, CA								1	8/18/2020	1
192260022	257 VERNAL ALAMO, CA								1	11/13/2020	1
169180014	1490 PLEASANT HILL LAFAYETTE, CA								1	6/8/2020	1
20110010	2200 DELTA KNIGHTSEN, CA								1	6/16/2020	1
425310001	404 COLINA EL SOBRANTE, CA								1	8/5/2020	1
11680056	9237 SHEARWATER DISCOVERY BAY, CA								1	8/27/2020	1
11680057	9229 SHEARWATER DISCOVERY BAY, CA								1	8/27/2020	1
011680058	9221 SHEARWATER DISCOVERY BAY, CA								1	8/27/2020	1
011680059	9213 SHEARWATER DISCOVERY BAY, CA								1	10/21/2020	1
193080121	297 LAS QUEBRADAS ALAMO, CA								1	9/4/2020	1
425310023	466 COLINA EL SOBRANTE, CA								1	4/1/2020	1
425310009	400 COLINA EL SOBRANTE, CA								1	8/5/2020	1
425310026	480 COLINA EL SOBRANTE, CA								1	5/7/2020	1
425310027	479 COLINA EL SOBRANTE, CA								1	4/1/2020	1



















367140019	8 CREEKSIDE OAKS MARTINEZ, CA			N										
194232013	77 GREG ALAMO, CA			N				N/A						
198270009	180 DANIEL ALAMO, CA			N										
197170018	32 COPENHAGEN ALAMO, CA			N										
430132023	5700 OAK KNOLL EL SOBRANTE, CA			N										
435100033	5427 MARTIS EL SOBRANTE, CA			N										
198140045	100 VIA COPLA ALAMO, CA			N										
188370014	2617 DANVILLE ALAMO, CA			N										
185290016	1062 JUANITA WALNUT CREEK, CA			N										
11180064	26075 MARSH CREEK BYRON, CA			N										
201030013	279 WAYNE ALAMO, CA			N										
430011011	5569 CIRCLE EL SOBRANTE, CA			N										
185360016	40 IRIS WALNUT CREEK, CA			N										
572026003	16 HIGHLAND KENSINGTON, CA			N										
188150004	41 WINFIELD WALNUT CREEK, CA			N										
426122018	977 ST ANDREWS EL SOBRANTE, CA			N										
357093023	486 GARRETSON RODEO, CA			N										
405161003	11 BONNIE SAN PABLO, CA			N										
192290016	25 SUMMER MEADOWS ALAMO, CA			N										
180150024	103 MANDALA WALNUT CREEK, CA			N										
140200018	23 KERLEY WALNUT CREEK, CA			N										
187090024	63 STONECASTLE ALAMO, CA			N										
184191026	1800 MAGNOLIA WALNUT CREEK, CA			N										
179161003	336 MARSHALL WALNUT CREEK, CA			N										
418122014	5960 MCBRYDE RICHMOND, CA			N										
188210026	2430 TICE VALLEY WALNUT CREEK, CA			N										
195270047	1970 LA CADENA DIABLO, CA			N						1	Demolished	O		
191062020	10 GRAN VIA ALAMO, CA			N						1	Demolished	O		
183142011	1326 MILTON WALNUT CREEK, CA			N						1	Demolished	O		
184170060	444 BRIDGE WALNUT CREEK, CA			N						1	Demolished	O		
193050004	20 BEVMAR ALAMO, CA			N						1	Demolished	O		













<b>Jurisdiction</b>	Contra Costa County - Unincorporated	
<b>Reporting Year</b>	2020	(Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202)

This table is auto-populated once you enter your jurisdiction name and current year data. Past year information comes from previous APRs.  
 Please contact HCD if your data is different than the material supplied here

Table B													
Regional Housing Needs Allocation Progress													
Permitted Units Issued by Affordability													
		1	2									3	4
Income Level		RHNA Allocation by Income Level	2015	2016	2017	2018	2019	2020	2021	2022	2023	Total Units to Date (all years)	Total Remaining RHNA by Income Level
Very Low	Deed Restricted	374				62						63	311
	Non-Deed Restricted				1								
Low	Deed Restricted	218			3	171						183	35
	Non-Deed Restricted		8				1						
Moderate	Deed Restricted	243										129	114
	Non-Deed Restricted		65	28	31	1	4						
Above Moderate		532	276	201	244	434	214	137				1506	
<b>Total RHNA</b>		<b>1367</b>											
<b>Total Units</b>			<b>349</b>	<b>229</b>	<b>278</b>	<b>669</b>	<b>219</b>	<b>137</b>				<b>1881</b>	<b>460</b>

Note: units serving extremely low-income households are included in the very low-income permitted units totals  
 Cells in grey contain auto-calculation formulas



# ANNUAL ELEMENT PROGRESS REPORT

## Housing Element Implementation

(CCR Title 25 §6202)

<b>Jurisdiction</b>	Contra Costa County - Unincorporated		
<b>Reporting Year</b>	2020	(Jan. 1 - Dec. 31)	

**Table D**

### Program Implementation Status pursuant to GC Section 65583

#### Housing Programs Progress Report

Describe progress of all programs including local efforts to remove governmental constraints to the maintenance, improvement, and development of housing as identified in the housing element.

1	2	3	4
Name of Program	Objective	Timeframe in H.E	Status of Program Implementation
1. Neighborhood Preservation Program	Improve the quality of existing housing & neighborhoods.	Ongoing	<p>Due to the national emergency declaration due to the COVID-19 pandemic, this program faced challenges that included contact limitations with clients (many at-risk), limited scopes due to restrictions on more invasive construction, extended permit/inspection timeframes, limited materials/equipment availability, homeowner reluctance for improvements, and the reduction of contractors.</p> <p>County-wide, there were six projects that consisted of accessibility upgrades. These projects included one single-family home and five mobile homes. Five of the six projects were completed during the calendar year. Of the six completed projects, three households were extremely low-income (30% AMI), one household was very low-income (50% AMI), and two households were low-income (80% AMI).</p> <p>Three of the aforementioned projects were funded and completed within the unincorporated County with three households at 30% AMI.</p>
2. Weatherization Program	Assist homeowners and renters with minor home repairs.	Ongoing	85 unduplicated units have been weatherized in County cities, towns, and communities. 75 units were extremely low income (30% AMI) and 10 units were very low income (50% AMI).

3. Code Enforcement	Maintain & improve the quality of existing housing & neighborhoods.	Ongoing	There were a total of 1675 cases opened and 1632 cases closed. Approximately 98% of all cases are residential.
4. Preservation of Affordable Housing Assisted with Public Funds	Preserve the existing stock of affordable housing.	Ongoing	The County awarded \$2.37 million dollars to Bridge Housing in CDBG funds for the acquisition/rehabilitation of 87 existing rental units in the Contra Costa Centre area in Walnut Creek that is affordable to and occupied by low-income families. This project is located in the unincorporated area of the County.
5. New Construction of Affordable Housing	Increase the supply of affordable housing, including units affordable to extremely low income households.	Annual: Award HOME, CDBG, and HOPWA funds to experienced housing developers (funds are not limited to projects in the unincorporated County)	There are no projects to report during this reporting period.
6. Housing Successor to the former Redevelopment Agency	Utilize County owned property (former redevelopment agency) to develop affordable housing	Disposition agreements by 2020	For 2019-20, the Housing Successor's activities were constrained by the onset of COVID-19 in the United States and the need for staff to concentrate on more urgent matters requiring immediate attention. The World Health Organization has declared the COVID-19 outbreak to be a pandemic, and states of emergency have been declared by the Contra Costa County, the State of California and the United States. In response to health concerns, many states and counties, including Contra Costa County, imposed widespread temporary closures of businesses, parks and schools, and issued temporary stay-at-home orders, which actions have caused widespread unemployment and other financial impact to those in impacted industries. This had the effect of delaying progress on some of the Housing Successor's housing projects that are still in the planning stages.
7. Inclusionary Housing	Integrate affordable housing within market-rate developments.	Ongoing	There were \$34,874 in-lieu fees collected during this reporting period.

<p><b>8. Acquisition/ Rehabilitation</b></p>	<p>Improve existing housing and increase supply of affordable housing.</p>	<p>Ongoing</p>	<p>The County awarded \$2.37 million dollars to Bridge Housing in CDBG funds for the acquisition/rehabilitation of 87 existing rental units in the Contra Costa Centre area in Walnut Creek that is affordable to and occupied by low-income families. This project is located in the unincorporated area of the County.</p>
<p><b>9. Second Units</b></p>	<p>Facilitate the development of second units.</p>	<p>Ongoing</p>	<p>There were 84 second unit entitlement permits approved and 47 building permits issued for second units.</p> <p>The Contra Costa County Accessory Dwelling Unit (ADU) Incentive Program was adopted by the Board of Supervisors on June 18, 2019 and runs through July 1, 2021. Department staff is currently administering this Program. An indirect outcome of the Program is to make construction of ADUs more attractive in the County, and thereby, facilitate the development of affordable housing. The ADU Incentive Program is intended to encourage owners of the unpermitted ADUs to come into compliance with zoning and building code requirements using the most cost-effective methods available and minimizing the changes required to the existing construction. Late filing fees and building permit penalty fees are waived for previously constructed unpermitted ADUs under the Program.</p>
<p><b>10. Affordability by Design</b></p>	<p>Develop affordability by design program to promote creative solutions to building design and construction.</p>	<p>2017</p>	<p>There is nothing to report for this reporting period.</p>

11. New Initiatives Program	Develop new programs or policies to fund or incentivize affordable housing development	2017	The Contra Costa County Accessory Dwelling Unit (ADU) Incentive Program was adopted by the Board of Supervisors on June 18, 2019 and runs through July 1, 2021. Department staff is currently administering this Program. An indirect outcome of the Program is to make construction of ADUs more attractive in the County, and thereby, facilitate the development of affordable housing. The ADU Incentive Program is intended to encourage owners of the unpermitted ADUs to come into compliance with zoning and building code requirements using the most cost-effective methods available and minimizing the changes required to the existing construction. Late filing fees and building permit penalty fees are waived for previously constructed unpermitted ADUs under the Program.
12. Special Needs Housing	Increase the supply of special needs housing.	Ongoing	There are no projects to report in this reporting period.
13. Developmental Disabled Housing	Increase the supply of housing available to persons with developmental disabilities	Ongoing	There were no projects this reporting period in the unincorporated County.
14. Accessible Housing	Increase the supply of accessible housing.	Ongoing	There are no projects to report during this reporting period.
15. Reasonable Accommodation	Increase the supply of special needs and accessible housing.	Ongoing	Through the Neighborhood Preservation Program (see above), the County funded six projects that consisted of accessibility upgrades. Upgrades included the installation of ADA-compliant toilets, grab bars, handrails, steps and landing, an easy step shower enclosure.

<p><b>16. Contra Costa Interagency Council on Homelessness</b></p>	<p>Meet the housing &amp; supportive services needs of the homeless</p>	<p>Ongoing</p>	<p>This program is currently known as the Council on Homelessness. Health Services through the Health, Housing and Homeless Services (H3) Division administers the County's homeless Continuum of Care (CoC). H3 functions as the collaborative applicant and CoC and HMIS Lead Agency, and provides strategic direction, coordination of funding and programmatic oversight to the CoC. The CoC is designed to assist individuals and families experiencing homelessness by providing services and housing needed to help these individuals and families move into permanent housing, with the goal of long-term stability. The Council on Homelessness (COH), appointed by the Contra Costa Board of Supervisors is the governing body for the CoC and serves as the homelessness advisory body to the Board of Supervisors. H3 provides staffing support to the COH to support the governance and administration of the CoC. The COH is responsible for approving some funding allocations for proposed projects and monitoring and tracking project and agency performance and compliance in coordination with the CoC and HMIS Lead Agency. The COH also provides advice and input on the operations of homeless services, program operations, and program development efforts in Contra Costa County. The Contra Costa CoC and COH are comprised of multiple private and public partners who work collaboratively with the County and H3 to end homelessness in Contra Costa.</p>
<p><b>17. Farmworker Housing</b></p>	<p>Increase the supply of farmworker housing</p>	<p>Annually: Include farmworker housing in CDBG, HOME NOFA (See #5 above)</p>	<p>There are no projects to report in this reporting period.</p>
<p><b>18. First-Time Homebuyer Opportunities</b></p>	<p>Provide additional homeownership opportunities.</p>	<p>Ongoing</p>	<p>The County provided 17 households with Mortgage Credit Certificates (MCC) throughout the county and cities with a total of \$1.3 million in MCC assistance.</p>
<p><b>19. Extremely Low Income Housing</b></p>	<p>Promote development of housing affordable to extremely low income households.</p>	<p>Annually: Include a priority for extremely-low income housing in CDBG, HOME, HOPWA NOFA (See #5 above)</p>	<p>The County continues to provide funding preferences to developers who include units that are affordable to extremely-low income households. There were a total of 78 extremely low income housing projects during this reporting period (See Neighborhood Preservation Program and Weatherization Program).</p>

20. Sites Inventory	Provide for adequate housing sites, including 'as-right development' sites for homeless facilities	Ongoing maintenance of site inventory.	There are no changes or updates for this reporting period.
21. Mixed-Use Developments	Encourage mixed-use developments.	2015 – 2016: Review existing ordinance and development patterns. 2016 – 2017: Draft outline of revised ordinance and meet with stakeholder groups 2017 – 2018: Determine whether or not to draft and adopt revised ordinance	There are no changes or updates for this reporting period.
22. Density Bonus & Other Development Incentives	Support affordable housing development.	Ongoing	The County granted entitlements for a 284-unit apartment project in the unincorporated Walnut Creek area that requested a density bonus. This project includes 12 very-low income units and 24 moderate income units. The County was also processing two additional entitlement applications with density bonus requests that included a 22-unit apartment in Rodeo and a 100-unit apartment in Bay Point.
23. Infill Development	Facilitate infill development.	Biennially: Review site inventory, adjust for planned and completed developments Biennially: Review site inventory and adjust for planned and completed developments	There is nothing to report for this reporting period.

24. Planned Unit District	Provide flexibility in design for residential projects.	Ongoing	The Department has administered a review of the current district standards to identify any provisions that unintentionally hinder development in the P-1 District. Staff has identified potential amendments, such as eliminating the existing minimum acreage requirements for a P-1 district and granting the Zoning Administrator the ability to decide additional application types for properties within P-1 Districts, which will ease the entitlement process for housing developments. Staff is in the process of finalizing language for a formal ordinance amendment proposal.
25. Development Fees	Reduce the cost of development	Ongoing	Under the Contra Costa County Accessory Dwelling Unit (ADU) Incentive Program, unpermitted ADUs are encouraged to be legalized and brought into compliance with zoning and building code requirements. Late filing fees and building permit penalty fees are waived for previously constructed unpermitted ADUs under this program.
26. Quick Turn-around Program	Develop program to expedite review of small projects, and conditions of approval	2016	There is nothing to report for this reporting period.
27. Review of Zoning & Subdivision Ordinance	Periodically review subdivision ordinance to ensure it does not unduly constrain housing development. Revise zoning code to allow emergency shelters by right, single room occupancy housing, transitional and permanent supportive housing, and agricultural worker housing.	By December 31, 2014: Adopt emergency housing and single room occupancy ordinance. (adopted 11/4/2014)  1st quarter 2015: Adopt Agricultural worker housing, permanent supportive, and transitional housing zoning text changes  Ongoing: period review of zoning and subdivision ordinances	There is nothing to report for this reporting period.







Jurisdiction	Contra Costa County -	
Reporting Period	2020	(Jan. 1 - Dec. 31)

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202)

Note: "+" indicates an optional field  
 Cells in grey contain auto-calculation formulas

**Table F**

**Units Rehabilitated, Preserved and Acquired for Alternative Adequate Sites pursuant to Government Code section 65583.1(c)**

Please note this table is optional: The jurisdiction can use this table to report units that have been substantially rehabilitated, converted from non-affordable to affordable by acquisition, and preserved, including mobilehome park preservation, consistent with the standards set forth in Government Code section 65583.1, subdivision (c). Please note, motel, hotel, hostel rooms or other structures that are converted from non-residential to residential units pursuant to Government Code section 65583.1(c)(1)(D) are considered net-new housing units and must be reported in Table A2 and not reported in Table F.

Activity Type	Units that Do Not Count Towards RHNA <sup>+</sup> Listed for Informational Purposes Only				Units that Count Towards RHNA <sup>+</sup> Note - Because the statutory requirements severely limit what can be counted, please contact HCD to receive the password that will enable you to populate these fields.				The description should adequately document how each unit complies with subsection (c) of Government Code Section 65583.1 <sup>+</sup>
	Extremely Low-Income <sup>+</sup>	Very Low-Income <sup>+</sup>	Low-Income <sup>+</sup>	TOTAL UNITS <sup>+</sup>	Extremely Low-Income <sup>+</sup>	Very Low-Income <sup>+</sup>	Low-Income <sup>+</sup>	TOTAL UNITS <sup>+</sup>	
Rehabilitation Activity									
Preservation of Units At-Risk									
Acquisition of Residential Units									
Mobilehome Park Preservation									
Total Units by Income									



<b>Jurisdiction</b>	Contra Costa County - Unincorporated	
<b>Reporting Period</b>	2020	(Jan. 1 - Dec. 31)

Note: "+" indicates an optional field

Cells in grey contain auto-calculation formulas

**ANNUAL ELEMENT PROGRESS REPORT**  
**Housing Element Implementation**  
 (CCR Title 25 §6202)

<b>Table H</b>						
<b>Locally Owned Surplus Sites</b>						
<b>Parcel Identifier</b>				<b>Designation</b>	<b>Size</b>	<b>Notes</b>
<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b>	<b>5</b>	<b>6</b>	<b>7</b>
<b>APN</b>	<b>Street Address/Intersection</b>	<b>Existing Use</b>	<b>Number of Units</b>	<b>Surplus Designation</b>	<b>Parcel Size (in acres)</b>	<b>Notes</b>
Summary Row: Start Data Entry Below						
376-032-023	Wayne Street, Martinez	Vacant		Excess	0.38	Tiered Topography; located in City of Martinez jurisdiction
068-151-016 & 017	2710 & 2706 East Tregallas, Antioch	Vacant		Surplus Land	0.31	May require a lot line adjustment or variance; located in City of Antioch jurisdiction
067-283-010, 011, 012, & 013	28, 30 & 34 Drake Street and 2515 Lindberg St., Antioch	Vacant		Surplus Land	0.5	May require general plan conformance; located in City of Antioch jurisdiction
149-271-014	1750 Oak Park - 75 Santa Barbara, Pleasant Hill	Public Facilities		Surplus Land	4.8	Sold; located in City of Pleasant Hill
408-201-017	323 Brookside Drive, Richmond	Other		Excess	3.13	Leased through July 2024 with two 10 year extensions remaining. Zoned industrial used as an urban farm and education center. Located in unincorporated Contra Costa County

<b>Jurisdiction</b>	Costa County - Unincorporated	
<b>Reporting Year</b>	2020	(Jan. 1 - Dec. 31)

<b>Building Permits Issued by Affordability Summary</b>		
<b>Income Level</b>		<b>Current Year</b>
Very Low	Deed Restricted	0
	Non-Deed Restricted	0
Low	Deed Restricted	0
	Non-Deed Restricted	0
Moderate	Deed Restricted	0
	Non-Deed Restricted	0
Above Moderate		137
<b>Total Units</b>		<b>137</b>

Note: Units serving extremely low-income households are included in the very low-income permitted units totals

<b>Housing Applications Summary</b>	
Total Housing Applications Submitted:	101
Number of Proposed Units in All Applications Received:	522
Total Housing Units Approved:	414
Total Housing Units Disapproved:	8

<b>Use of SB 35 Streamlining Provisions</b>	
Number of Applications for Streamlining	0
Number of Streamlining Applications Approved	0
Total Developments Approved with Streamlining	0
Total Units Constructed with Streamlining	0

<b>Units Constructed - SB 35 Streamlining Permits</b>			
<b>Income</b>	<b>Rental</b>	<b>Ownership</b>	<b>Total</b>
Very Low	0	0	0
Low	0	0	0
Moderate	0	0	0
Above Moderate	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>

Cells in grey contain auto-calculation formulas



**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2022 & 2023

**Attachment D**

THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA

and for Special Districts, Agencies and Authorities Governed by the Board

Adopted this Resolution on 07/12/2016 by the following vote:

**Candace Andersen**  
**Mary N. Piepho**  
**Karen Mitchoff**  
**Federal D. Glover**  
 AYE:  4  
 NO:   
 ABSENT:  1 **John Gioia**  
 ABSTAIN:   
 RECUSE:



Resolution No. 2016/374

**Resolution of the Contra Costa County Board of Supervisors supporting the adoption of a Complete Streets Policy, and stating that the next substantial revision of Contra Costa County General Plan Transportation and Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358)**

WHEREAS, the term "Complete Streets" describes a comprehensive, integrated transportation network with infrastructure and design that allows safe and convenient travel along and across streets for all users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, students, and families;

WHEREAS, Contra Costa County acknowledges the benefits and value for the public health and welfare of reducing vehicle miles traveled and increasing transportation by walking, bicycling, and public transportation;

WHEREAS, Contra Costa County recognizes that the planning and coordinated development of Complete Streets infrastructure provides benefits for local governments in the areas of infrastructure cost savings, public health, mobility diversification, and environmental sustainability;

WHEREAS, the State of California has emphasized the importance of Complete Streets by enacting the California Complete Streets Act of 2008 (also known as AB 1358), which requires that when cities or counties revise general plans, they identify how they will provide for the mobility needs of all users of the roadways, as well as through Deputy Directive 64, in which the California Department of Transportation explained that it "views all transportation improvements as opportunities to improve safety, access, and mobility for all travelers in California and recognizes bicycle, pedestrian, and transit modes as integral elements of the transportation system";

WHEREAS, the California Global Warming Solutions Act of 2006 (known as AB 32) sets a mandate for the reduction of greenhouse gas emissions in California, and the Sustainable Communities and Climate Protection Act of 2008 (known as SB 375) requires emissions reductions through coordinated regional planning that integrates transportation, housing, and land-use policy, and achieving the goals of these laws will require significant increases in travel by public transit, bicycling, and walking;

WHEREAS, numerous California counties, cities, and agencies have adopted Complete Streets policies and legislation in order to further the health, safety, welfare, economic vitality, and environmental wellbeing of their communities;

WHEREAS, the Contra Costa County General Plan establishes the Complete Streets philosophy by way of the April 2008 Complete Streets Amendments which accomplishes the following:

- Specifies that 'all users' includes pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
- Aims to create a comprehensive, integrated, connected network.
- Recognizes the need for flexibility: that all streets are different and user needs will be balanced.
- Is adoptable by all agencies to cover all roads.
- Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
- Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
- Directs the use of the latest and best design standards.
- Directs that complete streets solutions fit in with context of the community.

- Establishes performance standards with measurable outcomes.

WHEREAS, Contra Costa County therefore, in light of the foregoing benefits and considerations, wishes to further improve its commitment to Complete Streets and desires that its streets form a comprehensive and integrated transportation network promoting safe, equitable, and convenient travel for all users while preserving flexibility, recognizing community context, and using the latest and best design guidelines and standards;

NOW, THEREFORE, BE IT RESOLVED by the Board of Supervisors of Contra Costa County, State of California, as follows:

1. That Contra Costa County adopts the Complete Streets Policy attached hereto as Exhibit B, and made part of this Resolution, and that said exhibit is hereby approved and adopted.
2. That the next substantial revision of the Contra Costa County General Plan Transportation and Circulation Element shall incorporate Complete Streets policies and principles consistent with the California Complete Streets Act of 2008 (AB 1358) and with the Complete Streets Policy adopted by this resolution.

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

Contact: John Cunningham, 674-7833

ATTESTED: July 12, 2016

David J. Twa, County Administrator and Clerk of the Board of Supervisors

By: Stacey M. Boyd, Deputy



cc: Steve Kowalewski, Mary Halle, Will Nelson, Maureen Toms

This Complete Streets Policy was adopted by Resolution No. 2016/374 by the Board of Supervisors of Contra Costa County on July 12, 2016.

## COMPLETE STREETS POLICY OF CONTRA COSTA COUNTY

### A. Complete Streets Principles

1. **Complete Streets Serving All Users.** Contra Costa County expresses its commitment to creating and maintaining Complete Streets that provide safe, comfortable, and convenient travel along and across rights-of-way (including streets, roads, highways, bridges, paths, and other portions of the transportation system) through a comprehensive, integrated transportation network that serves all categories of users, including pedestrians, bicyclists, persons with disabilities, motorists, movers of commercial goods, users and operators of public transportation, seniors, children, youth, students and families.

2. **Context Sensitivity.** In planning and implementing street projects, departments and agencies of Contra Costa County shall maintain sensitivity to local conditions in both residential and business districts as well as urban, suburban, and rural areas, and shall work with residents, merchants, school representatives, and other stakeholders to ensure that a strong sense of place ensues. Improvements that will be considered include sidewalks, shared use paths, separated bikeways/cycle tracks, bicycle lanes, bicycle routes, paved shoulders, street trees and landscaping, planting strips, accessible curb ramps, crosswalks, refuge islands, pedestrian signals, signs, street furniture, bicycle parking facilities, public transportation stops and facilities, transit priority signalization, traffic calming circles, transit bulb outs, road diets and other features assisting in the provision of safe travel for all users and those features and concepts identified in the Contra Costa County Complete Streets General Plan Amendment of April 2008.

3. **Complete Streets Routinely Addressed by All Departments.** All departments and agencies of Contra Costa County shall work towards making Complete Streets practices a routine part of everyday operations, approach every relevant project, program, and practice as an opportunity to improve streets and the transportation network for all categories of users/modes, and work in coordination with other departments, agencies, and jurisdictions to maximize opportunities for Complete Streets, connectivity, and cooperation. Example activities include, but are not necessarily limited to the following: pavement resurfacing, restriping, accessing above and underground utilities, signalization operations or modifications, maintenance of landscaping/related features, and shall exclude minor (catch basin cleaning, sign replacement, pothole repair, etc.) maintenance and emergency repairs.

4. **All Projects and Phases.** Complete Streets infrastructure sufficient to enable reasonably safe travel along and across the right of way for each category of users shall be incorporated into all planning, funding, design, approval, and implementation processes for any construction, reconstruction, retrofit, maintenance, operations, alteration, or repair of streets (including streets, roads, highways, bridges, and other portions of the transportation system), except that specific infrastructure for a given category of users may be excluded if an exemption is approved via the process set forth in section C.1 of this policy.

### B. Implementation

1. **Plan Consultation and Consistency.** Maintenance, planning, and design of projects affecting the transportation system shall be consistent with the Contra Costa County General Plan, as well as other applicable bicycle, pedestrian, transit, multimodal, best practices, and other relevant documents. Where such consistency cannot be achieved without negative consequences, consistency shall not be required if the head of the relevant departments, or designees, provides written approval explaining the basis of such deviation.

2. **Street Network/Connectivity.** As feasible, and as opportunities arise, Contra Costa County shall incorporate Complete Streets infrastructure into existing streets to improve the safety and convenience of users, with the particular goal of creating a connected network of facilities accommodating each category of users, increasing connectivity across jurisdictional boundaries, and for accommodating existing and anticipated future areas of travel origination or destination. A well connected network should include non-motorized connectivity to schools, parks,

commercial areas, civic destinations and regional non-motorized networks on both publically owned roads/land and private developments (or redevelopment areas).

**3. Countywide Bicycle Advisory Committee (CBAC) Consultation.** The CBAC may review the design principles used by staff to accommodate motor vehicle, bicycle, pedestrian, and transit modes of travel when reviewing projects. The CBAC will be engaged early in the planning and design stage to provide an opportunity for comments and recommendations regarding Complete Street features of major public transportation projects.

**4. Evaluation.** The County will establish a means to collect data and evaluate the implementation of complete streets policies. For example tracking the number of miles of paths, bike lanes and sidewalks, numbers of street crossings, signage etc.

### **C. Exceptions**

**1. Required Findings and Leadership Approval for Exemptions.** Plans or projects that seek exemptions from incorporating Complete Streets design principles must provide a written explanation of why accommodations for all modes were not included in the project. An exemption may be granted by the Director of Public Works or Director of Conservation and Development upon finding that inclusion of Complete Streets design principles are not possible or appropriate under one or more of the following circumstances: 1) bicycles or pedestrians are not permitted on the subject transportation facility pursuant to state or local laws; 2) inclusion of Complete Streets design principles would result in a disproportionate cost to the project; 3) there is a documented absence of current and future need and demand for Complete Streets design elements on the subject roadway; and, 4) one or more significant adverse effects would outweigh the positive effects of implementing Complete Streets design elements. Plans or projects that are granted exceptions must be made available for public review.

## 5. Transportation and Circulation Element

- o Streets should be designed, maintained according to the “Complete Streets” philosophy, which accomplishes the following:
  - Specifies that ‘all users’ includes pedestrians, bicyclists, transit vehicles and users, and motorists, of all ages and abilities.
  - Aims to create a comprehensive, integrated, connected network.
  - Recognizes the need for flexibility: that all streets are different and user needs will be balanced.
  - Is adoptable by all agencies to cover all roads.
  - Applies to both new and retrofit projects, including design, planning, maintenance, and operations, for the entire right of way.
  - Makes any exceptions specific and sets a clear procedure that requires high-level approval of exceptions.
  - Directs the use of the latest and best design standards.
  - Directs that complete streets solutions fit in with context of the community.
  - Establishes performance standards with measurable outcomes.
- o Some of the specific approaches proposed in this Element for both near-term and longer-term solutions include the following:
  - Place limits on the capacity of streets and highways which enter the County (near-term).
  - Improve the reliability and convenience of inter and intra-County transit service (longer-term).
  - Close gaps in pedestrian, bicycle, and transit networks. Work towards a continuous, safe, and reliable network of alternatives to automobiles that covers local and regional attractions (long term).
  - Expand roadways and plan for new roadways where feasible and appropriate (longer-term).
  - Accept congestion as an inevitable traffic condition for single occupancy automobiles during rush hours (near-term).
  - Improve the design of new development to provide alternative routes for circulation on the roadway system (near- and longer-term).
  - Improve the design of new development to provide convenient use of alternative forms of transportation (near- and longer-term).
  - Encourage ride sharing and staggered work hour programs (near-term).
  - Construct HOV lanes and on-ramp metering lights along commute corridors (near-term).
  - Support new development that provides for a mix of land uses which complement each other, encourage shared parking, and reduce vehicle miles traveled (near- and longer-term).
  - Establish Pedestrian Districts in selected locations using the MTC Pedestrian District Study as a guideline (longer-term).

### 5.6 ROADWAYS AND TRANSIT

#### INTRODUCTION

The need for roadway and transit facilities is most directly tied to the land use patterns set forth in the Land Use Element. As described above, buildout of the land use plan through the year 2020, together with anticipated growth outside of the County, would place excessive demands on the existing circulation infrastructure in the County. The goals, policies and implementation measures set forth in this section, together with those in the Growth Management Element, are intended to address the future circulation needs of Contra Costa County.

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reactions. TDM measures usually: 1) involve lower capital costs; 2) provide incentives designed to modify travel demand; 3) are implemented by local government or the private sector, and 4) give all travel modes equal consideration in providing access to development.

The County currently promotes TDM strategies in unincorporated areas through certain County ordinances. The County should continue to monitor the effectiveness of its zoning and subdivision ordinances to ensure that new development provides multimodal access and does not solely rely on the automobile. To this end, if a new development has enough traffic generated to warrant a new transit stop (according to the appropriate transit jurisdiction), then such a development will extend the transit service area, which is shown in the County's Transit Network Plan. Additional efforts to investigate in the future include: 1) establishment of maximum parking ratios and relaxing of minimum requirements; 2) shifting long-term parking in commercial areas to short-term use; 3) zoning regulations that encourage more pedestrian/transit friendly development.

### 5.8 PEDESTRIAN FACILITIES AND BIKEWAYS

Pedestrian and bicycle transportation are a viable mode of commuter transportation in the urban areas on either side of the Berkeley Hills and throughout eastern Contra Costa County due to favorable topography and weather.

The County promotes the use of the Complete Streets philosophy to further advance the goals of this plan. Complete streets are streets safe for all users at all times throughout the County.

The County supports pedestrians and bicyclists by implementing the Routine Accommodation policy statement developed by the United States Department of Transportation, the California Department of Transportation and the Metropolitan Transportation Commission to ensure that the needs of walkers and bicyclists are integrated into Transportation Infrastructure. Considering, and making accommodation for bicycle and pedestrian mobility and safety in the planning and designing of new or improved transportation facilities can benefit all modes of travel.

Pedestrian facilities are becoming increasingly important to address the various needs of County residents living in urban and rural settings as our community continues to develop and change. We are all pedestrians at one time, walking to the post office, using a wheelchair from a transit station to work, traveling from your car to a retail shopping center. Pedestrian facilities also encourage walking for better health. Additionally, lower income residents of Contra Costa County are over seven times more likely to walk as a primary commute mode than the general population. A well designed and well maintained system of pedestrian facilities provides safe, convenient and accessible access for residents.

Sidewalks shall be designed so they are wide enough to accommodate the potential pedestrian volume. Surfaces should be kept as level as possible. Intersections shall have well designed curb ramps on all corners and crosswalks, where provided, should be well marked and visible. Traffic signal phasing shall allow adequate time for pedestrians to cross as well as have accommodations for disabled users with impairments. Lighting shall be provided where needed for visibility and safety. The network of pedestrian facilities must provide convenient access to destinations that attract pedestrian travel, such as schools, parks, transit, neighborhood shopping, post offices and other public facilities.

Development of a comprehensive bikeway system will provide further incentive to commute by bike. The comprehensive bikeway system is the interconnected system of safe bike paths, bike lanes, and bike routes that satisfy the travel needs of most

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cyclists in the county. Many existing bikeways are of a recreational design which also serve as pedestrian trails and located off-street. These facilities should be supplemented by more off-street paths and more on-street commuter bikeways that provide direct access to commercial uses. A comprehensive bikeway system is depicted in a fold-out map in the back of the General Plan entitled "Bikeway Facilities Network".

"Bikeway" means all facilities that are provided primarily for bicycle travel. The following categories of bikeways are defined in the California Streets and Highway Code.

- o Class I Bikeway (Bike Path or Bike Trail): Provides a completely separated right-of-way designated for the exclusive use of bicycles and pedestrians with crossflows by motorists minimized.
- o Class II Bikeway (Bike Lane): Provides a restricted right-of-way designated for the exclusive use or semi-exclusive use of bicycles with through travel by motor vehicles or pedestrians prohibited, but with vehicle parking and crossflows by pedestrians and motorists permitted.
- o Class III Bikeway (Bike Route): Provides a right-of-way designated by signs or permanent markings and shared with pedestrians or motorists.

In March of 2002 the Contra Costa Transportation Authority launched a comprehensive effort to work with local jurisdictions, agencies and special interest groups to produce the Contra Costa Countywide Bicycle and Pedestrian Plan. The outcome of this effort produced a comprehensive plan that was adopted by many City Councils and the Board of Supervisors. Relevant sections of the plan have been incorporated into this General Plan.

The following are the pedestrian facilities and bikeways goals, policies and implementation measures:

### **5-L. Expand, improve and maintain facilities for walking and bicycling.**

5-36. Describe a system of bicycle facilities and key attractors of bicycle and pedestrian traffic so that all travelers, including people with disabilities, can travel safely and independently.

5-ai. Design a growing comprehensive and safe bicycle network using a mix of existing local roads, collectors and bikeways which prioritizes bicycle movement from residences to key attractors while minimizing automobile presence on the network. Coordinate with cities, transit agencies, community groups and public utilities.

5-aj. Where possible, roads selected for the comprehensive bikeway system should be 35 mph or less.

5-ak. Provide safe and convenient pedestrian and bike ways in the vicinity of schools and other public facilities and in commercial areas and provide convenient access to bus routes.

5-al. Ensure that pedestrian connectivity is preserved or enhanced in new developments by providing short, direct pedestrian connections between land uses and to building entrances.

5-am. Construct the bikeways shown in the Bikeway Network map and incorporate the needs of bicyclists in roadway construction and maintenance projects and normal safety and operational improvements.

5-an. Promote planning and coordination of pedestrian and bicycle facilities among cities, transit agencies and public utilities.

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- 5-ao. Provide secure bicycle parking facilities at appropriate locations, such as transit stations, as well as improved access to transit systems.
- 5-37. Identify gaps in the bicycle network and needed improvements to pedestrian districts and key activity centers and define priorities for eliminating these gaps and making needed improvements. Facilities shall be designed to the best currently available standards and guidelines.
- 5-ap. Pedestrian Districts should be created in areas of mixed or dense land use and intense or potentially intense pedestrian activity.
- 5-aq. Landscaping and trees should be used to enhance pedestrian facilities and should be selected to minimize future maintenance and safety issues.
- 5-ar. Streetscape improvements should be included in the design of high usage pedestrian facilities to encourage pedestrian activity. This would include improvements such as benches, public art, drinking fountains and pedestrian-scale lighting fixtures.
- 5-as. Provide sidewalks with a clear path wide enough to accommodate anticipated pedestrian use and wheelchairs, baby strollers or similar devices. This area clear zone must be free of street furniture, signposts, utility poles or any other obstruction.
- 5-at. Traffic calming measures should be designed so they improve pedestrian and bicycle movement in residential neighborhoods and commercial districts as well as strategic corridors between them that help form the comprehensive bicycle network.
- 5-38. Encourage adequate long term and routine maintenance of bikeway and walkway network facilities, including regular sweeping of bikeways and shared use pathways, utilizing private and/or local community resources when feasible.
- 5-au. Provide ways for the general public to report problems.
- 5-av. Include the cost of major maintenance needs of bicycle and pedestrian facilities when calculating the maintenance needs of streets and roadways.

### **5-M Improve safety for pedestrians and bicyclists.**

- 5-39. Reduce conflicts among motorists, pedestrians and bicyclists.
- 5-aw. Use curb extensions and pedestrian islands and other strategies to reduce pedestrian crossing distances.
- 5-ax. Use traffic control devices such as signs, signals or lights to warn motorists that pedestrians or bicyclists are in the roadway.
- 5-ay. Provide buffers between roads and sidewalks utilizing planter strips or buffer zones that provide streetscape improvements.
- 5-az. Provide buffers between train tracks and non-motorized facilities when necessary, utilizing distance, barriers, or grade separation.
- 5-ba. Ensure that users of non-motorized facilities are channeled to legal crossings of train tracks, which are use appropriate traffic control devices and are adequately inspected and maintained.
- 5-40. Provide information to improve safety for pedestrians and bicyclists.
- 5-bb. Support development of a countywide collision data analysis program that will generate collision rates useful for planning purposes.

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5-bc. Support the development and implementation of programs to educate drivers, bicyclists, and pedestrians as to their rights and responsibilities,

### 5-N Encourage more people to walk and bicycle.

- 5-41. Work with local and regional agencies to develop useful and cost effective programs to encourage more people to walk and bicycle.
- 5-42. Support programs such as "safe routes to school maps and "bike trains" or "walking school buses" for elementary students that would encourage more students to walk or bicycle to school.
- 5-43. Encourage the use of bicycle and pedestrian facilities to promote healthy transportation choices.
- 5-44. Encourage the use of wayfinding and signage to help direct pedestrians and bicyclists to desirable destinations.

### 5-O Plan for the needs of bicyclists and pedestrians.

- 5-45. Accommodate and encourage other agencies to accommodate the needs for mobility, accessibility and safety of bicyclists and pedestrians when planning, designing and developing transportation improvements.

5-bd. Review capital improvement projects to make sure that needs of non-motorized travelers (including pedestrians, bicyclist and persons with disabilities) are considered in programming, planning, maintenance, construction operations and project development activities and products.

5-be. Incorporate sidewalks, bike paths, bike lanes, crosswalks, pedestrian cut-throughs, or other bicycle pedestrian improvements into new projects.

5-bf. Where economically feasible provide safe and convenient alternatives when bicycle or pedestrians facilities are removed.

5-bg. Accommodate cyclists and pedestrians during construction of transportation improvements and other development projects.

- 5-46. Support the incorporation of bicycle and pedestrian facilities into other capital improvements projects, where appropriate, to expand bicycle-pedestrian facilities, harmonize the needs of all travel modes, and achieve economies of scale.

## 5.9 SCENIC ROUTES

### INTRODUCTION

This scenic routes plan is intended to add considerations of roadway road corridor appearances and aesthetics to the scope of the County General Plan. This plan has two basic purposes: it enables the County to request that the State designate state routes to the State highways program, while at the same time providing a local scenic route implementation program.

Such a plan provides recognition of the perception we have of our surroundings while traveling through the County. Presently Contra Costa County has numerous roadways that pass through areas affording pleasurable views. The number of such roadways where scenic quality exists will diminish, however, unless protected. Their character is changed through improvements to them or when land adjacent to them is developed.

This plan identifies a Countywide scenic route system and ensure that new projects approved along a scenic route are reviewed to maintain their scenic potential. Most scenic routes depend on natural landscape qualities for their aesthetics and many formally designated scenic routes

**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2022 & 2023

**Attachment E**

**NOTICE OF A PUBLIC HEARING BEFORE THE  
CONTRA COSTA COUNTY BOARD OF SUPERVISORS  
ON PLANNING MATTERS**

**TASSAJARA AREA**

NOTICE IS HEREBY GIVEN that the Contra Costa County Board of Supervisors will hold a public hearing on Tuesday, July 13, 2021, at 9:00 a.m., to consider the Tassajara Parks Project, as described below. The subject property is located in the Tassajara Valley area of the County.

To slow the spread of COVID-19, in lieu of a public gathering, the Board of Supervisors meeting will be accessible via television and live-streaming to all members of the public as permitted by the Governor's Executive Order N29-20. Board meetings are televised live on Comcast Cable 27, ATT/U-Verse Channel 99, and WAVE Channel 32, and can be seen live online at [www.contracosta.ca.gov](http://www.contracosta.ca.gov).

Members of the public may call in to address the Board of Supervisors during the public hearing by dialing 888-251-2949, followed by the access code 1672589#.

Members of the public may also submit written testimony on the proposed project before or during the public hearing to the Clerk of the Board of Supervisors via email at [clerkoftheboard@cob.cccounty.us](mailto:clerkoftheboard@cob.cccounty.us).

FT LAND LLC, (Applicant) – FT LAND LLC, MEACH LLC, BI LAND LLC, and TH LAND LLC: County Files CDGP07-00007, CDRZ09-03212, CDS10-09280, CDDP10-03008. The applicant proposes to construct the Tassajara Parks project. The applicant requests approval of an amendment to the County General Plan to modify the boundary of the Urban Limit Line by way of placing a 30-acre area within the Urban Limit Line; map amendments to the Land Use Element of the General Plan to change the land use designation of the project site from Agricultural Lands (AL) to Single-Family Residential High Density (SH), Parks and Recreation (PR), and Public/Semi-Public (PS); a rezone of the project site from an Exclusive Agricultural (A-80) district to a project-specific Planned Unit (P-1) district; a vesting tentative map to subdivide the project site into 125 single-family residential lots and various open space and special use parcels; exceptions to the following provisions of Title-9 (Subdivisions): 1) frontage improvements and pavement widening, 2) street lights within one mile of an existing school, 3) frontage improvements on the side or sides of the roadway adjacent to a subdivision, 4) sidewalks within one mile of an existing school, 5) placement of overhead utility distribution facilities underground, and 6) collect and convey drainage standards; a Preliminary and Final Development Plan to allow: 1) development of 125 single-family residential lots, 2) roadway and infrastructure improvements, 3) grading activities of approximately 300,000 cubic yards for site preparation and mitigation of landslide hazards, and 4) offsite circulation improvements at the Tassajara Hills Elementary School parking lot; a Tree Permit to remove up to 19 code-protected trees; and a Development Agreement between Contra Costa County and FT Land LLC.

Date: 06-29-2021

Monica Nino, Clerk of the Board of Supervisors and County Administrator

By June McHuen, Deputy Clerk

**THE BOARD OF SUPERVISORS OF CONTRA COSTA COUNTY, CALIFORNIA**  
**and for Special Districts, Agencies and Authorities Governed by the Board**

Adopted this Resolution on 07/13/2021 by the following vote:

**AYE:**

**NO:**

**ABSENT:**

**ABSTAIN:**

**RECUSE:**



**Resolution No. 2021/216**

Approving a General Plan Amendment (County File #CDGP07-00009) for the Tassajara Parks Residential Project.

1. The Contra Costa County Board of Supervisors held a public hearing on July 13, 2021, to consider the Tassajara Parks Residential Project, proposed for the unincorporated Tassajara Valley Area just east of the Town of Danville and the City of San Ramon limits. The Project includes the certification of an EIR and adoption of the mitigation monitoring and reporting program prepared for the Project, a General Plan Amendment (County File #CDGP07-00009), a rezoning ordinance (County File #CDRZ09-03212), a major subdivision (County File #CDSD10-09280), a Preliminary and Final Development Plan (County File #CDDP10-03008), and a Development Agreement.
2. The General Plan Amendment for the Tassajara Parks Residential Project changes the Urban Limit Line to include a 30-acre Residential Area consisting of 125 residential lots and related urban improvements.
3. The General Plan Amendment for the Tassajara Parks Residential Project reclassifies land from Agricultural Lands (AL) to Single-Family Residential, High Density (SH), Parks and Recreation (PR), and Public/Semi-Public (PS).
4. The General Plan Amendment for the Tassajara Parks Residential Project is the second General Plan Amendment for calendar year 2021.

NOW, THEREFORE, the Contra Costa County Board of Supervisors resolves as follows:

1. The Board of Supervisors makes the following General Plan Amendment findings:

A. Section 82-1.018(a) of the County Ordinance Code (Changes to the Urban Limit Line) allows for expansions of the Urban Limit Line as long as an expansion does not exceed 30 acres, does not violate the 65/35 Land Preservation Standard, and is approved by a four-fifths vote of the Board of Supervisors. The Board of Supervisors also must make one of the findings specified in Section 82-1.018(a). The Board may authorize an expansion of the Urban Limit Line if it finds as follows:

“A majority of the cities that are party to a preservation agreement and the county have approved a change to the urban limit line affecting all or any portion of the land covered by the preservation agreement.”

As set forth in Section 82-1.024 of the County Ordinance Code, a “preservation agreement” is an agreement designed to preserve certain land in the County for agriculture, open space, wetlands, parks, and other non-urban uses. The County, City of San Ramon, and the EBRPD have negotiated a Preservation Agreement. The Preservation Agreement covers 17,667 acres in the Tassajara Valley area and includes the Project Site and a 727-acre Dedication Area to be permanently preserved through fee title conveyance to EBRPD following Project approval by the County. The Tassajara Valley Agricultural Preservation and Enhancement Area (as defined in the proposed Preservation Agreement) is generally not appropriate for urban growth because of its physical unsuitability for development, unstable geological conditions, inadequate water availability, lack of appropriate infrastructure, distance from existing development, likelihood of substantial environmental damage or substantial injury to fish or wildlife or their habitat, and other similar factors. In recognition of those facts, the proposed Agricultural Preservation Agreement is designed to preserve the Tassajara Valley Agricultural Preservation and Enhancement Area for agriculture, open space, wetlands, parks, recreation and other non-urban uses. Under the Preservation Agreement, the parties memorialize and reaffirm each party’s respective commitment to preserving land in the Tassajara Valley Agricultural Preservation and Enhancement Area consistent with the parties’ respective existing policies and principles and requiring urban development to be effectively buffered from land planned for agricultural, open space, parks, recreation or other non-urban uses. The parties’ commitments to these existing policies and principles would preserve the existing non-urban state of the Tassajara Valley Agricultural Preservation and Enhancement Area by reinforcing a buffer of lands that may only be used for non-urban purposes consistent with existing ULL/UGB principles and policies. The Preservation Agreement will protect and enhance agriculture and preserve and enhance

open space, wetlands, parks, recreation, and other non-urban uses. The Board therefore finds that the Preservation Agreement satisfies Section 82-1.018(a)(3).

- B. The Board has evaluated the Project's ULL change and General Plan Amendment in the context of the 65/35 Land Preservation Standard. Based on the County's Geographic Information Systems ("GIS") mapping system, only approximately 30 percent of the total land within the County is currently designated for urban land uses. There are over 8,000 acres of non-urban designated land within the ULL that could be converted to urban land use designations without causing the County to exceed the 65/35 Land Preservation Standard. As such, including the 30-acre Residential Development Area of the Project Site within the ULL will not cause the County to violate the 65/35 Land Preservation Standard. The Board has determined that approval of the ULL change and adoption of this General Plan Amendment to re-designate the 30-acre Residential Development Area from Agricultural Lands (a non-urban land use designation) to Single-Family Residential-High Density (SH) (an urban land use designation) will not conflict with or otherwise impair the County's ability to maintain the 65/35 Land Preservation Standard. The Board has also evaluated the rezoning in the context of the 65/35 Land Preservation Standard and determined that rezoning the entire Project Site from Exclusive Agricultural (A-80) to Planned Unit District (P-1) will not conflict with or otherwise impair the County's ability to maintain the 65/35 Land Preservation Standard. The other portions of the Project Site that would be re-designated to PR (Parks and Recreation) and PS (Public and Semi-Public) and re-zoned to P-1 would allow only non-urban development and thus would not conflict with or otherwise impair the County's ability to maintain the 65/35 Land Preservation Standard.
- C. The Tassajara Valley has been the subject of intense development pressure for decades, in part because the ULL presently ends at Tassajara Hills Elementary School with privately-owned land immediately adjacent to and outside the ULL. The Project and its substantial land dedication of land in fee to EBRPD will facilitate permanent resolution of this issue by preserving and protecting approximately 727 acres of land from the possibility of future urban development. Portions of the conveyed acreage within the Southern Preservation Area will also be subject to a conservation easement, as further described in Section 3.4 of the RDEIR, for purposes of mitigating habitat impacts identified in the RDEIR, all of which will prevent future urban development. The 727 acres of protected land comprises approximately 94% of the Project Site and ensures the permanent preservation of open space, wetlands, hillsides, ridgelines, wildlife and plant habitat, and unique scenery in the Tassajara Valley, consistent with and further implementing the 65/35 Land Preservation Standard. This land dedication to EBRPD will result in the imposition of legal and physical constraints that will effectively establish a "green buffer" to prevent additional urban development in this area
- D. The 30-acre Residential Development Area is in a location of relatively minimal topographical relief and will not extend north to the adjacent hilltops and ridgelines. As discussed in more detail in Section 3.1 of the RDEIR, the improvements proposed within the Residential Development Area will be consistent with existing surrounding communities by avoiding urban development on hillsides and ridgelines. This would in turn preserve foothill and valley views that are visible from adjacent scenic ridgelines and Camino Tassajara. Including the Residential Development Area within the ULL will also constitute a logical extension of urbanized development and services into a relatively flat, geologically stable area that is surrounded by rolling hills and ridges. Moreover, this 30-acre area is devoid of any significant agricultural value or natural resources, as discussed more fully in Section 3.3 of the RDEIR. The permanent preservation of approximately 727 acres of land for non-urban uses will discourage grid-like land division, permanently alleviate the pressure for urban development in this area, and protect the Tassajara Valley from more intensive levels of urban development that might occur as a result of changes in the law that may otherwise facilitate urban development.
- E. All the Project's urban land uses will be located within the Single-Family Residential-High Density (SH) land use designation and within the 30-acre change to the ULL, as allowed by Ordinance Code section 82-1.018(a).

The General Plan describes a broad range of non-urban uses under the 65/35 Land Preservation Standard, including open space, agricultural, recreational, and public/semi-public uses such as schools, public offices, highways, major flood control rights-of-way, and railroads. (General Plan at p. 3-33.) Section 82-1.032 of the County Ordinance defines "nonurban uses" as "rural residential and agricultural structures allowed by applicable zoning and facilities for public purposes, whether privately or publicly funded or operated, which are necessary or desirable for the public health, safety or welfare or by state or Federal law." Section 82-1.006 also characterizes agriculture, open space, wetlands, and parks as a non-exhaustive list of examples of non-urban uses. Accordingly, and consistent with the applicable provisions of the General Plan and with the County's historical land use practice and as discussed more fully in the FEIR, the Project's proposed uses located outside the ULL (including ongoing agriculture in the form of grazing, open space, wetlands, parks, recreation, stormwater detention basin, staging area, trail, and grading) are all non-urban in nature.

- F. By rezoning the site from A-80 (Exclusive Agricultural) to a project-specific P-1 (Planned Unit) zoning district, the Project will substantially reduce the number and intensity of non-urban land uses allowed at the Project Site. Such reduction in intensity is consistent with the 65/35 Land Preservation Standard.

For example, the project-specific P-1 zoning district will allow development of 125 single-family homes, interior roadways, landscaping and utilities, all within the 30-acre Residential Development Area. The respective P-1 district will also allow approximately 27.29 acres of non-urban uses such as a detention basin, a pump station, one pedestrian staging area, a trail, and related grading. Lastly, the respective P-1 zoning district will designate the approximately 118-acre balance of the Northern Site for non-urban uses such as agriculture (including grazing), open space, scenic uses, parks, recreation, wetlands, and habitat mitigation. The ability to establish higher-impact

commercial agricultural land uses, such as wholesale horticulture and floriculture, dairying, livestock production, poultry raising, livestock breeding, aviaries, apiaries, and forestry are permitted by right within the existing A-80 zoning. However, with the project-specific P-1 zoning district, establishment of the uses listed above would require a discretionary review and modification of the P-1 district.

The respective P-1 zoning district will preserve approximately 609 acres of the Southern Site by designating the area for uses such as land for agriculture (including grazing), open space, scenic uses, park, recreation, wetlands, and habitat mitigation. This will in turn prevent the establishment of urban uses and any incompatible land uses within the boundaries of the Southern Site. The P-1 zoning district will also identify a 7-acre area for a potential future public/semi-public use (San Ramon Valley Fire Protection District) in accordance with the County's Urban Limit Line and other relevant County provisions.

G. Pursuant to Government Code Section 65358(a), the General Plan may be amended if the Board of Supervisors deems the amendment to be in the public interest. The General Plan Amendment will promote public health, safety, and welfare, and provide benefits beyond those that could be achieved under the current General Plan. Re-designating the Project to SH (Single-Family Residential, High Density), PR (Parks and Recreation), and PS (Public and Semi-Public) designations will allow the Project to implement and promote the General Plan policies and provisions noted in the "General Plan" section of the Board Order prepared for the Project. The Project will provide extensive public benefits via: (1) permanent preservation of approximately 727 acres of land for non-urban uses; (2) creation of a "green buffer" between existing urban and non-urban uses that will alleviate long-standing development pressures for the Tassajara Valley area; (3) dedication of land and related improvements to EBRPD for a pedestrian staging area that will connect trails; (4) dedication of an approximately 7-acre site for a potential future fire station training facility; (5) installation of circulation and parking improvements at the adjacent Tassajara Hills Elementary School to address existing deficiencies; (6) an irrevocable four million dollar (\$4,000,000) contribution to an agricultural enhancement fund established by the County; and (7) a non-refundable \$2,500,000 contribution to the County Livable Communities Trust Fund.

2. The Board of Supervisors hereby adopts the General Plan Amendment for the Tassajara Parks Residential Project. The General Plan Amendment for the Tassajara Parks Residential Project changes the Urban Limit Line to include a 30-acre Residential Area consisting of 125 residential lots and related urban improvements, and reclassifies land from Agricultural Lands (AL) to Single-Family Residential, High Density (SH), Parks and Recreation (PR), and Public/Semi-Public (PS).

I hereby certify that this is a true and correct copy of an action taken and entered on the minutes of the Board of Supervisors on the date shown.

**ATTESTED: July 13, 2021**

Monica Nino, County Administrator and Clerk of the Board of Supervisors

Contact: Sean Tully, (925) 655-2878

By: , Deputy

cc:

# Findings

DRAFT

**FINDINGS FOR COUNTY FILES #CDGP07-0009, #CDRZ09-3212, #CDSD10-9280, and #CDDP10-3008 (TASSAJARA PARKS)**

**CEQA FINDINGS**

I. In General: CEQA Requirements

- A. The County is the lead agency for the Tassajara Parks Project for purposes of environmental review. Having received, reviewed, and considered the Project's EIR and other relevant information in the administrative record of proceedings, the County Board of Supervisors ("Board") hereby finds and adopts the following findings in compliance with the California Environmental Quality Act (Cal. Gov't Code § 21000 *et seq.*), the CEQA Guidelines (Cal. Code Pub. Res. § 15000 *et seq.*), and sections of the County Ordinance pertaining to CEQA (collectively, "CEQA").
- B. Pursuant to Public Resources Code section 21081 and CEQA Guidelines section 15091, no public agency shall approve or carry out a project for which an environmental impact report ("EIR") has been certified, that identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless the public agency makes one or more findings for each of those significant impacts that is also accompanied by a brief explanation of the rationale for each finding. The possible findings, which must be supported by substantial evidence in the record, are as follows:
1. Changes or alterations have been required in, or incorporated into, the project that mitigate or avoid the significant effects on the environment;
  2. Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency;
  3. Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report;

For those impacts that cannot be mitigated below a level of significance, the public agency is required to find that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project.

II. PROJECT AND EIR RECITALS

- A. This proposal involves approximately 771 acres of land consisting of four parcels on two sites located in the Tassajara Valley area of unincorporated Contra Costa County (APN: 220-100-023, 206-030-065, 223-020-018, 223-020-021). This land is adjacent to and outside of the existing Contra Costa County Urban Limit Line ("ULL"), and located east of the City of San Ramon and Town of Danville. Approximately 155 acres of the above-referenced land is commonly known as the "Northern Site," while the remaining approximately 616 acres is commonly known as the "Southern Site." The Northern Site and Southern Site are located less than 0.5 mile apart and are separated by intervening properties along the Camino Tassajara roadway. For purposes of these

Findings, the Northern Site and the Southern Site are collectively referred to herein as the “Project Site.”

- B. As further described in detail in the RDEIR, the Tassajara Parks Project (“Project”) involves the construction of 125 single-family homes on a 30-acre portion of the Northern Site, along with related on-site infrastructure and improvements, including interior roadways, landscaping, and utilities (within interior roads). For the purposes of these Findings, this 30-acre area within which the proposed urban development portion of the Project will occur is referred to as the “Residential Development Area,” and has a density of approximately 5.58 units per net acre.
- C. Aside from that which is required for a future trail, a large portion (approximately 101 acres) of the Northern Site that is located outside of the Residential Development Area (“Northern Preservation Area”) will not involve any ground disturbance. The 101-acre Northern Preservation Area, along with an additional approximately 17 acres within the Northern Site, will also be permanently protected from urban development via Applicant’s dedication, in fee, to the EBRPD. A portion of the Northern Site will also be subject to a perpetual maintenance easement for GHAD purposes of maintaining slope stability and otherwise addressing any geotechnical issues consistent with an approved Plan of Control pursuant to GHAD Law (Pub. Res. Code § 26500 *et seq.*). The Project Applicant will construct the Pedestrian Staging Area pursuant to EBRPD requirements and design standards and, when completed, will convey the Pedestrian Staging Area to EBRPD by fee simple transfer.
- D. No urban development will be established within any portion of the Southern Site. The Project’s conditions of approval (collectively, “COAs”) and Development Agreement will require the transfer of a total of 727 acres of the Project Site to EBRPD through fee simple conveyance. Transfer of the foregoing 727 acres (referred to herein as the Dedication Area) to EBRPD will ensure permanent preservation and protection for agriculture, open space, wetlands, parks, recreation, and other non-urban uses.
- E. The Project includes the Applicant’s contingent offer of dedication of an approximately 7-acre parcel to the San Ramon Valley Fire Protection District (“SRVFPD”) (“Potential Future Fire District Parcel”). This parcel is intended for potential future public use in a manner consistent with the ULL and the project-specific Planned Unit (P-1) zoning, and any future development thereon by the SRVFPD will be subject to the County’s discretionary land use permit process.
- F. The Project also involves the installation of circulation and parking lot improvements for the benefit of the Tassajara Hills Elementary School adjacent to the Northern Site. These improvements are intended to improve existing circulation problems in the parking lot and the adjacent intersection, particularly at school drop off and pick up times.

### III. Procedural Recitals

- A. Based on the nature and scope of the Project accompanied by substantial evidence, the County determined that the Project may have a significant effect on the environment. Therefore, an environmental impact report (“EIR”) was prepared,

noticed, published, circulated, reviewed, and completed in full compliance with the California Environmental Quality Act ("CEQA"), as follows:

1. A Notice of Preparation ("NOP") of an EIR for review and comment by responsible and trustee agencies and other interested agencies, organizations, and individuals was circulated by the County from May 28, 2014, through June 26, 2014.
2. A revised NOP for review and comment by responsible and trustee agencies and other interested agencies, organizations, and individuals was circulated by the County from June 11, 2014, through July 11, 2014.
3. Scoping sessions were held on June 16, 2014, and July 7, 2014, at which interested agencies, organizations, and individuals had an opportunity to submit oral and written comments pertaining to environmental concerns related to the Project and the proposed scope of environmental review.
4. Pursuant to Public Resources Code sections 21161 and 21092, and CEQA Guidelines sections 15085 and 15087(b), on May 12, 2016, a Notice of Completion ("NOC")/Notice of Availability ("NOA") document and copies of the Draft EIR ("DEIR") were distributed to the State of California Governor's Office of Planning and Research State Clearinghouse, those public agencies that have jurisdiction by law with respect to the Project or that exercise authority over resources that may be affected by the Project, and to other interested agencies, organizations and individuals as required by applicable law. The NOC/NOA document was also mailed to all owners and occupants of property located within 300 feet of the Project Site, and to others who requested notice, and the NOC/NOA was published in the East Bay Times newspaper pursuant to applicable noticing requirements. The NOC/NOA document stated that the County had completed the DEIR and that copies of the DEIR (including all appendices) were available at: [www.cccounty.us/tassajaraparks](http://www.cccounty.us/tassajaraparks) and at the Department of Conservation and Development, 30 Muir Road, Martinez, CA 94553. These documents were also available in hard copy at the Danville Library, San Ramon Library, Dougherty Station Library, Pleasant Hill Library, and Office of County Supervisor Candace Andersen.
5. A public hearing was held on June 6, 2016, in front of the County Zoning Administrator, at which time interested agencies, organizations, and individuals had an opportunity to submit oral and written comments pertaining to the adequacy of the DEIR.
6. Subsequent to the issuance of the NOC/NOA document for the DEIR, new information arose about the lack of a recycled water supply for expanded use after EBMUD staff provided supplemental information about where recycled water use could (and could not) be feasibly expanded. Accordingly, the Project Applicant eliminated the recycled water option and developed an off-site water conservation option to replace it. This constituted significant new information and, pursuant to CEQA Guidelines section 15088.5, the County decided to prepare a Recirculated Draft EIR ("RDEIR") in order to allow interested agencies, organizations, and individuals a meaningful opportunity to comment on this new information. In addition, the County decided to include updated information in the RDEIR

regarding: (a) a modified finding of a significant and unavoidable impact as a result of conflicts with the GHG Reduction Goal of the Bay Area Air Quality Management District's Clean Air Plan; and (b) an Agricultural Preservation Agreement (previously referred to as a Memorandum of Understanding ("MOU")) relating to the agricultural preservation and enhancement of the broader Tassajara Valley. Furthermore, in preparing the RDEIR, the County also took that opportunity to amplify and clarify, as appropriate, information related to aesthetics, agricultural resources, air quality, biological resources, geology and soils, hazardous materials, land use, noise, public services, and transportation.

7. An updated NOC/NOA document and copies of the RDEIR were distributed to the State of California Governor's Office of Planning and Research State Clearinghouse, those public agencies that have jurisdiction by applicable law with respect to the Project or that exercise authority over resources that may be affected by the Project, and to other interested agencies, organizations and individuals as required by applicable law on September 29, 2016. A copy of the NOC/NOA document was also distributed to all owners and occupants of property within 300-feet of the Project Site, and others who requested this notice.
8. The County released the RDEIR for a 45-day public review period between September 29, 2016 and November 14, 2016. Although not required to do so by applicable laws and regulations, the County subsequently extended the comment period through November 30, 2016.
9. A public hearing was held on November 7, 2016 in front of the County Zoning Administrator, at which interested agencies, organizations, and individuals had an opportunity to submit oral and written comments pertaining to the adequacy of the RDEIR.
10. The County received and evaluated numerous comments from interested public agencies, organizations, and individuals who reviewed the DEIR and RDEIR. Under CEQA, when an EIR is substantially revised and the entire document is recirculated (as is the case here), the law does not require the lead agency to respond to comments received in connection with a recirculated draft EIR if and to the extent those same comments were made in connection with the original draft EIR. Nevertheless, in an abundance of caution, the County voluntarily elected to respond to comments on the DEIR and the RDEIR, all of which are reflected in the FEIR (as that term is defined below).
11. The FEIR was prepared and published on September 14, 2020, and consisted of an edited list of revisions to the RDEIR and responses to comments on the RDEIR and Draft EIR. In accordance with applicable CEQA requirements, the responses to comments address all written and verbal comments on environmental issues received during the public review and comment period for the DEIR and RDEIR.
12. For purposes of these Findings, the Project EIR consists of the RDEIR, the FEIR, and all appendices attached to the RDEIR and FEIR, and the remaining relevant portions of the administrative record for this matter. The Board finds that the Project EIR was prepared, published, circulated, reviewed, and considered in accordance with the applicable requirements of CEQA, and constitutes an

accurate, adequate, objective and complete EIR. This Board has exercised its independent judgment and analysis in evaluating the Project EIR. In exercising this judgment, this Board has reviewed and considered the Project EIR and other relevant information in the administrative record, including, without limitation, public testimony.

#### IV. Impacts, Mitigation Measures, and MMRP

- A. The Project EIR concludes that implementation of the Project could result in potentially significant and adverse environmental impacts. Therefore, the County has made findings with respect to these impacts pursuant to CEQA Guidelines section 15091. The findings summarize the environmental determinations about the Project's significant impacts before and after mitigation and summarize the Project's individual and cumulative impacts. They provide a summary description of each potentially significant and significant impact, describe the applicable mitigation measures identified in the Project EIR and adopted by the County, and state the Project EIR's conclusions on the significance of each impact after imposition of the identified mitigation measures.
- B. This Board adopts, and incorporates as enforceable conditions of approval of the Project, the mitigation measures set forth in the Mitigation Monitoring and Reporting Program ("MMRP") (see attachment), which has been prepared in accordance with CEQA Guidelines section 15097. This Board adopts this MMRP as it pertains to the Project, and finds that the mitigation measures set forth in the MMRP will reduce or avoid the potentially significant and significant impacts of the Project to the extent feasible for the reasons described in the Project EIR. In the event a mitigation measure recommended in the Project EIR has inadvertently been omitted from the MMRP, this Board hereby adopts such mitigation measure as stated in the Project EIR and incorporates said mitigation measure in these Findings by reference.
- C. The mitigation measures as set forth in the MMRP are being made enforceable as conditions of approval. Accordingly, changes or alterations have been required in, or incorporated into, the Project that avoid or substantially lessen the significant environmental effects identified in the Project EIR. The Project has several significant and unavoidable impacts, as explained in more detail in Section VII.B below.
- D. Various measures were suggested by commenters as proposed additional mitigation measures or modifications to the mitigation measures identified by the Project EIR. Other comments requested mitigation measures for impacts that were less than significant or requested additional mitigation measures for impacts that were already reduced to levels less than significant by the proposed mitigation measures. These requests are declined as unnecessary. This Board hereby adopts the reasons set forth in the responses to comments contained in the Project EIR and as otherwise further supported by materials and information in the administrative record as its grounds for rejecting adoption of those mitigation measures.
- E. This Board hereby finds the Project will have no significant growth-inducing impacts, for the following reasons and as described more fully in the Project EIR. The Project will develop 125 residential units and will be expected to result in a population of 375 persons. This amount of population growth is considered negligible, and, therefore, direct population growth will be less than significant. Additionally, while urban

infrastructure will be extended to the 30-acre Residential Development Area and Pedestrian Staging area, adjacent areas will remain outside of the ULL and owned in fee by public agencies (i.e., EBRPD, SRVFPD), thereby prohibiting further urban expansion. The Project's commitment to permanently preserve and protect the vast majority of the Project Site for open space, park, recreational, grazing, scenic, wetlands, and habitat mitigation purposes through the dedication of approximately 727 acres of the Project Site in fee to EBRPD will further ensure that no additional urban expansion would occur. As such, development of the Project will not remove a physical barrier to growth, and thus no indirect growth inducement will occur.

- F. This Board further finds that, for the reasons set forth in the Project EIR and as otherwise documented in the administrative record, assertions that expanding the ULL as proposed will lead to approval of numerous additional ULL expansions, whether in the Tassajara Valley area or Countywide, are unfounded for the following reasons:
1. Most parcels abutting the ULL are inherently unsuitable for urban development. Most abutting parcels have physical characteristics, such as steep slopes, a lack of infrastructure, or the presence of sensitive species or habitat, which make them poor sites for urban development;
  2. The Project includes growth-detering components such as the dedication of approximately 727 acres to EBRPD, which creates a "green buffer" along approximately 1.5 miles of the ULL;
  3. Many properties identified as "at risk" for urban conversion by Project opponents are already protected in perpetuity and government-controlled by entities such as the U.S Department of Defense, State of California, Contra Costa County, EBRPD, and the East Bay Municipal Utility District; and
  4. The County cannot approve unlimited ULL adjustments. A ULL adjustment is an amendment to the Land Use Element of the General Plan, which is one the seven State-mandated General Plan elements that can be amended a maximum of four times annually, pursuant to California Government Code Section 65358(b).
- G. With respect to the potential for significant and irreversible environmental effects of the Project, this Board hereby adopts the conclusions set forth in the Project EIR, particularly Section 3.13 (Utilities and Service Systems) and Section 6.4 (Other CEQA Considerations – Energy Conservation) of the RDEIR, based upon the evidence and reasoning they reflect. The Project will require the use of energy and will commit resources to the buildings and other Project components, including the use of energy and other resources produced from non-renewable resources. However, the Project will incorporate energy-conserving features in all new residential development, which will be subject to the latest adopted edition of the Title 24 energy efficiency standards. In addition, there are no unusual characteristics that will directly or indirectly cause construction activities to be any less efficient than would otherwise occur elsewhere (e.g., restrictions on equipment, labor, types of activities, etc.). Furthermore, the Project will be located directly adjacent to a developed suburban area and will accommodate bicycle and pedestrian access to adjacent areas, which will help ensure

that the Project will not result in the inefficient, wasteful, or unnecessary consumption of transportation energy during operational activities.

H. In making its decision to certify the Project EIR and approve the Project, this Board hereby recognizes that a range of technical and scientific opinions exist with respect to certain environmental issues. These issues include, among others, water demand and the feasibility and availability of an adequate water supply; the methodology used to evaluate certain impacts such as those relating to air quality, greenhouse gas emissions, traffic, and utilities; and the applicable significance threshold to be used in evaluating certain impacts such as those relating to air quality and greenhouse gas emissions. This Board has acquired a comprehensive and well-rounded understanding of the range of these technical and scientific opinions by its review of the Project EIR, information provided by the experts who prepared the Project EIR; the County's staff and other consultants; other relevant materials in the administrative record, and its own experience and expertise in these matters. The materials reviewed by this Board include conflicting expert opinions and statements of facts, as well as other comments on the environmental issues set forth in the Project EIR. This comprehensive review has enabled this Board to make its determinations after weighing and considering the various viewpoints on these important issues. As a result, this Board has made determinations of significant effects based on substantial evidence, and not public controversy or speculation. Accordingly, this Board certifies that its findings and determinations are based on all of the evidence contained in the Project EIR, as well as the evidence and other information in the record addressing the environmental impacts of the Project, and hereby elects to rely on the opinions set forth in the Project EIR.

V. Project Alternatives

A. Background: In accordance with CEQA Guidelines section 15126.6, the Project EIR contained a comparative impact assessment of alternatives to the Project. The primary purpose of this analysis is to provide decision makers, interested agencies, organizations, and individuals with information about a reasonable range of potentially feasible Project alternatives, which could avoid or reduce any of the Project's significant adverse environmental effects. Important considerations for this alternatives analyses are noted below:

1. An EIR need not consider every conceivable alternative to a project;
2. An EIR should identify alternatives that were considered by the lead agency, but rejected as infeasible during the scoping process;
3. Reasons for rejecting an alternative include:
  - a) Failure to meet most of the basic project objectives;
  - b) Infeasibility; or
  - c) Inability to avoid significant environmental effects.

- B. Summary of Reasonable Range of Alternatives and Basis for Rejection: Because not all significant effects can be substantially reduced to a less than significant level by either adoption of mitigation measures or by standard conditions of approval, the Project EIR considered the feasibility of Project alternatives compared to the Project. As explained below, these Findings summarize the alternatives studied (as well as the alternatives that were initially considered and then dismissed from further evaluation) and summarizes the basis for rejecting each one of the Project alternatives. Further evidence supporting these Findings is set forth in Section 5 (Alternatives to the Proposed Project) of the RDEIR and in various responses to comments in the FEIR.

This Board hereby determines that the Project EIR evaluated a reasonable range of potentially feasible alternatives, which is sufficient to permit informed decision-making and public participation. This Board recognizes that commenters suggested additional alternatives and stated that additional detail should be provided for the alternatives that were studied. For the reasons set forth in the Project EIR and other relevant evidence in the administrative record, none of the requested information is necessary to ensure that a reasonable range of alternatives was studied at a sufficient level of detail.

For the reasons documented in the Project EIR and summarized below, this Board hereby rejects each of the alternatives and approves the Project, based on the specific legal, economic and other considerations that make each of the below-identified alternatives infeasible.

1. Project Objectives

- a) Serve as a buffer and transition zone between existing urban and non-urban uses.
- b) Strengthen the ULL's fundamental purpose by establishing a "green wall" of permanent physical and legal constraints to additional development in the Tassajara Valley.
- c) Permanently protect and preserve agricultural, open space, scenic, wetlands, and other non-urban characteristics of the vast majority of the Project Site.
- d) Provide substantial and contiguous amounts of publicly accessible open space that would be protected and preserved in perpetuity for park, recreational, open space, scenic, agriculture, grazing, wetland preservation and creation, and habitat mitigation purposes.
- e) Preserve opportunities for ongoing agricultural uses (such as grazing) on the Southern Site.
- f) Contribute to the supply of high-quality housing in the County that is close to existing transportation corridors and utility infrastructure, and that is compatible with existing adjacent land uses.
- g) Efficiently utilize the compact 30-acre development envelope (as opposed to traditional "ranchettes"), while ensuring consistency with surrounding

residential uses and taking into account the topographical constraints of the Project Site.

- h) Minimize grading, as feasible, by developing all residential uses on the least topographically constrained portions of the Project Site.
- i) Provide circulation and parking improvements to Tassajara Hills Elementary School to help remedy existing deficiencies and enhance ease of use and safety of drop off and pick up of students.

## 2. Summary of Alternatives Evaluated

- a) Alternative 1 - No Project: Under this alternative, the Project would not be implemented. The 125 residential units and related improvements would not be constructed, and a ULL adjustment, rezone, or General Plan amendment would not be adopted and implemented. No land would be offered to EBRPD for its permanent preservation and thus no acreage would be permanently protected for park, recreation, open space, agricultural, scenic, wetlands, and habitat mitigation uses, and thus there would be no “green buffer” to serve as a permanent legal, practical, and physical barrier to urban development. The circulation and parking lot improvements for Tassajara Hills Elementary School would not be constructed; the land and/or related improvements for the Pedestrian Staging Area and the Dedication Area would not be offered for dedication to EBRPD; and the contingent offer of dedication to SRVFPD for a potential Future Fire Station Training Facility would be extinguished. The Project Site would stay in its existing condition, and therefore it is assumed that it would continue to be used consistent with the existing agricultural and open space uses for the foreseeable future.
- b) Alternative 2 - Reduced Intensity Alternative: Under this alternative, only the southwestern portion of the Residential Development Area would be developed with a total of 65 units and associated improvements. Non-urban infrastructure (detention basin, grading, pump station, etc.) located adjacent to but outside of the Residential Development Area would be similarly downsized. This alternative assumes that the Pedestrian Staging Area (and the former equestrian staging area, which is no longer proposed) and the proposed trail (along with the other land within the Northern Preservation Area) would be conveyed in fee to EBRPD similar to the Project, and that the Northern Preservation Area (along with an additional 17 acres) would be permanently preserved for park, recreation, open space, agricultural, scenic and habitat mitigation purposes. In addition, similar to the Project, this Alternative would provide the circulation and parking improvements on the adjacent elementary school. However, this alternative assumes that none of the land on the Southern Site would be offered for dedication to EBRPD. Similar to the Project, this alternative would also require legislative approvals (i.e., ULL adjustment, General Plan Amendment, rezone).

The Reduced Intensity Alternative would avoid the Project’s significant unavoidable impacts related to operational greenhouse gas emissions, but would still result in significant unavoidable traffic impacts (related to freeway

segments). As described more fully in Section 5.0 of the RDEIR, this alternative would reduce, to a certain extent, the intensity of population-related impacts (e.g., air quality, greenhouse gas emissions, hydrology and water quality, noise, public services and recreation, transportation, and utility and service systems), and footprint-related impacts (e.g., aesthetics, agricultural resources, biological resources, cultural resources, geology and soils, and hydrology and water quality). However, under both this Alternative and the Project, most of the identified impacts would remain less than significant or less than significant with the incorporation of mitigation.

c) Alternatives Rejected From Further Consideration: Numerous additional alternatives were initially considered, but rejected from further consideration for the reasons summarized below and described more fully in the Project EIR.

i. Modified Development Footprint: Under this alternative, six residential lots in the northeastern corner of the Residential Development Area on the Northern Site would not be developed and would instead become a part of the Northern Preservation Area. The Non-Urban Development Area, trail, and trail heads would be constructed as would occur under the Project. Similar to the Project, this alternative would require a ULL adjustment, rezoning, and General Plan amendment. The Modified Development Footprint would avoid encroachment upon approximately 4,312 square feet of an existing wetland feature, resulting in an approximately 27 percent reduction in wetland feature impacts compared with the Project. However, because of this avoidance, the creation of high-quality wetlands at a minimum 2:1 ratio would not occur under this Alternative to the same extent. The reduction in total housing units (from 125 to 119) would also result in small decreases in certain development footprint impacts such as those relating to air quality and greenhouse gas emissions, required public service and utility needs, and total grading area, but would not eliminate any of the significant and unavoidable impacts. This alternative would meet all of the Project objectives, although to a somewhat lesser extent than the Project since it would develop six fewer residential lots. Furthermore, under both this Alternative and the Project, impacts to wetlands would be less than significant in any event. Because this alternative is substantially similar to the Project and would result in similar impact levels and would not reduce any of the significant and unavoidable impacts, it was rejected from more detailed analysis and further consideration.

ii. Alternative Location: The CEQA Guidelines identify the following factors that may be taken into account when addressing the feasibility of an alternative location:

- site suitability,
- economic viability,
- availability of infrastructure,

- General Plan consistency,
- other plans or regulatory limitations,
- jurisdictional boundaries, and
- whether the project applicant can reasonably acquire, control, or otherwise have access to the alternative site.

Furthermore, the CEQA Guidelines establish that only those locations that can avoid or substantially lessen the Project's significant impacts should be considered.

For the reasons described in Section 5.0 of the RDEIR and various responses to comments set forth in the FEIR, only sites located within or directly adjacent to the ULL in the San Ramon, Danville, and/or Blackhawk areas that are currently designated for agricultural uses were considered. As is the case with the Project, changes to the ULL are allowable under certain conditions; therefore, alternative sites adjacent to the ULL were considered. For sites within the existing ULL, the primary constraint is that the Applicant does not own, control, or otherwise have access to any other sites. Undeveloped properties may be available for purchase within the ULL, and could conceivably be acquired; however, it is unlikely that any alternative site within the ULL would be large enough to be able to commit to dedicate and permanently preserve lands to the same extent proposed by the Project. Furthermore, dedication of open space areas within the ULL may not provide the same biological resource, open space, and agricultural resource benefits as those outside the ULL with respect to connectivity to other open space and preserved lands, and would not serve to create a "green buffer" to prevent future urban development beyond the approved ULL. However, because the residential portion of the Project Site could theoretically be developed on an alternative site within the ULL without the accompanying dedication of lands, two alternative sites were considered and rejected from further evaluation for the reasons set forth in Section 5.0 of the RDEIR and the FEIR.

Similarly, for sites directly adjacent to, but entirely outside of the ULL, the primary constraint is that the Applicant does not own, control, or otherwise have access to any other sites. Further, obtaining approval for adjustment of the ULL is dependent upon the Board making the required findings, and thus alternative sites outside of the ULL may not qualify for inclusion in the ULL. Therefore, sites entirely outside of the ULL were not considered for alternative Project locations. Two sites, located in the unincorporated San Ramon area and partially within the ULL, have been identified by the County as potentially obtainable, and are considered, but were ultimately rejected for the reasons set forth in the Project EIR:

- i. Norris Canyon Alternative Site
- ii. Chapparal Court Alternative Site

In addition to the above, to ensure robust consideration of potential alternative sites, further searches were conducted for sites readily available on the real

estate market that could potentially accommodate the Project. Most available, undeveloped sites in the San Ramon, Danville, and Blackhawk area were not large enough to accommodate the entirety of the Project, and/or would not satisfy the findings necessary to modify the ULL. Therefore, these alternative sites were also determined to be infeasible and were rejected from further consideration.

- d) Environmentally Superior Alternative: CEQA Guidelines Section 15126(e)(2) requires an EIR to identify an environmentally superior alternative. If the No Project Alternative is the environmentally superior alternative, the EIR must also identify an environmentally superior alternative from among the other alternatives.

The qualitative environmental effects of each alternative in relation to the Project were summarized in Table 5-2 (Summary of Alternatives) of the RDEIR, which showed that the No Project Alternative would result in fewer impacts in all environmental topic areas. The No Project Alternative would result in the greatest reduction in impacts, as this alternative would leave the Project Site undeveloped for the foreseeable future, thereby avoiding all of the Project's significant impacts (including significant and unavoidable impacts), as well as the need to implement any mitigation measures. Therefore, the No Project Alternative is identified as the environmentally superior alternative.

Since the No Project Alternative was identified as the environmentally superior alternative, the RDEIR is required to select another and thus identified the Reduced Intensity Alternative as the environmentally superior alternative. The Reduced Intensity Alternative would reduce impacts in all environmental topic areas with the exception of hazards and land use and would eliminate the significant and unavoidable impact related to operational greenhouse gas emissions.

- e) Basis for Rejecting the Alternatives Studied: Section 5.0 of the RDEIR and the FEIR provide detailed information regarding the basis for rejecting each of the alternatives studied in the Project EIR. In summary:
- i. No Project Alternative: This alternative would not satisfy any of the Project objectives and would not eliminate all of the significant and unavoidable impacts.
  - ii. Reduced Intensity Alternative: This alternative would meet some of the Project objectives to a certain degree, but it would not efficiently use the 30-acre development envelope or enhance the ULL's fundamental purpose by creating a "green buffer." In addition, it would not permanently protect agriculture, open space, wetlands, and other non-urban characteristics on the Southern Site, and it would not preserve opportunities for ongoing agricultural uses on the Southern Site. Lastly, while certain significant impacts would be reduced to a certain degree (although under both this Alternative and the Project, the identified impacts would be less than significant with incorporation of mitigation) and significant and unavoidable impacts relating to greenhouse gas

emissions would be avoided, it would not eliminate significant and unavoidable traffic-related impacts (freeway segments).

VI. Absence of Significant New Information

- A. After the RDEIR was published, the County received additional information that is not included in the RDEIR. County staff and consultants involved in preparing the various studies, reports and analyses included in the Project EIR have also presented additional information since the publication of the RDEIR. Some of this information was contained in comments submitted on the RDEIR, and in responses to those comments contained in the FEIR. Other information was presented at or before public meetings/hearings on the Project EIR. The Project EIR incorporates additions, clarifications, modifications, and other changes, in response to comments, and as determined appropriate by County staff and required under CEQA. Additional information was also submitted to the County regarding the Project that is not contained in the Project EIR.
- B. This Board has considered the opinions of interested agencies, organizations and individuals, including, among others, opinions that disagree with some of the analysis and conclusions in the Project EIR. The entirety of the Project EIR is incorporated into these findings by reference. This Board hereby ratifies, adopts, and incorporates the analyses and explanations in the Project EIR, and ratifies, adopts, and incorporates into these Findings the determinations and conclusions of the Project EIR relating to environmental impacts and mitigation measures.
- C. Having reviewed all the information in the record of proceedings, this Board finds that this additional information does not constitute significant new information requiring another recirculation. The additional information merely clarifies or amplifies an adequate EIR. Specifically, the additional information, including the changes described above, does not show any of the following triggers identified in CEQA Guideline Section 15088.5:
  1. A new significant environmental impact that would result from the project (or any alternative) or from a new mitigation measure proposed to be implemented.
  2. A substantial increase in the severity of an environmental impact would result unless mitigation measures are adopted that reduce the impact to a level of insignificance.
  3. A feasible project alternative or mitigation measure considerably different from others previously analyzed would clearly lessen the significant environmental impacts of the project (or an alternative), but the project's proponents decline to adopt it.
  4. The Draft EIR was so fundamentally and basically inadequate and conclusory in nature that meaningful public review and comment were precluded.

VII. Statement of Overriding Considerations

- A. Introduction: Contra Costa County is the lead agency under CEQA for preparation, review, and certification of the Project EIR. As the lead agency, the County is also

responsible for determining the potential environmental impacts of the proposed action, which of those impacts are significant, and which impacts can be mitigated through imposition of feasible mitigation measures to avoid or minimize such impacts to a level of “less than significant.”

CEQA requires the lead agency to balance the benefits of a proposed project against its significant and unavoidable adverse environmental impacts when determining whether to approve the project. In particular, Public Resources Code section 21081(a) provides that no public agency may approve or carry out a project for which an environmental impact report has been certified that identifies one or more significant effects on the environment that would occur if the project is approved or carried out, unless the public agency makes one or more of three findings with respect to each significant effect.

Public Resources Code section 21081(b) requires that where a public agency finds that specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in an EIR and thereby leave significant unavoidable effects, the lead agency must also find that overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects of the project.

When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the Final EIR, but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

If a lead agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. The statement of overriding considerations does not substitute for, and is in addition to, findings required by CEQA Guidelines section 15091.

B. Summary of Significant Unavoidable Adverse Environmental Impacts: Although most of the Project’s significant impacts can be substantially avoided or mitigated, some significant impacts remain for which complete mitigation is not feasible. In particular, for some impacts, the Project EIR identified feasible mitigation measures; however, even with implementation of these measures, the Project EIR concluded that the impact could not be reduced to a level of “less than significant.” Specifically, the Project EIR identified the following unavoidable adverse impacts of the proposed Project:

1. Adopted Air Quality Plan Consistency: Given that the Project would not achieve the per capita annual GHG emissions threshold of 4.6 metric tons of carbon dioxide equivalents per service population per year (MTCO<sub>2e</sub>/SP/yr) established by the BAAQMD even after the application of all feasible mitigation measures, the Project would result in a significant and unavoidable impact with respect to conflicts with the GHG Reduction Goal of the BAAQMD’s Clean Air Plan. Mitigations requiring the implementation of feasible emissions reduction measures are proposed; however, these measures would not reduce emissions to less than significant levels. Therefore, this impact remains significant and unavoidable.

2. Greenhouse Gas Operational Emission Threshold: The Project would exceed the BAAQMD's threshold of 4.6 MTCO<sub>2</sub>e/SP/yr for operational emissions. Mitigations requiring the implementation of feasible emissions reduction measures are proposed; however, these measures would not reduce emissions to less than significant levels. Therefore, this impact remains significant and unavoidable.
3. Existing Plus Project Freeway Operations: The Project would contribute vehicle trips to certain freeway segments that would operate at unacceptable LOS under Existing Plus Project Conditions. Mitigation is proposed; however, it would not fully reduce Project impacts to a level of less than significant. Therefore, the residual significance is significant and unavoidable.
4. Near-Term Plus Project Freeway and Intersection Operations: The Project would contribute vehicle trips to certain freeway segments and one intersection that would operate at unacceptable LOS under Near-Term Plus Project Conditions. Mitigation is proposed; however, it would not fully reduce Project impacts to a level of less than significant. Therefore, the residual significance is significant and unavoidable.
5. Cumulative Plus Project Freeway and Intersection Operations: The Project would contribute vehicle trips to certain freeway segments and intersections that would operate at unacceptable levels under Cumulative Plus Project Conditions. Mitigations are proposed; however, they would not fully reduce Project impacts to a level of less than significant. Therefore, the residual significance is significant and unavoidable.
6. Congestion Management Plan: The Project would contribute vehicle trips to certain Congestion Management Plan facilities that would operate at unacceptable levels. Mitigations are proposed; however, they would not fully reduce Project impacts to a level of less than significant. Therefore, the residual significance is significant and unavoidable.

In addition, as discussed more fully in the Impacts, Mitigation Measures, and MMRP Section above, the Project EIR identified two alternatives to the Project (the No Project Alternative and the Reduced Intensity Alternative) and analyzed whether these alternatives could avoid or substantially lessen the unavoidable environmental impacts of the proposed Project. While the No Project Alternative would avoid all of the significant and unavoidable impacts of the proposed Project, it would not meet any Project objectives. Similarly, the Reduced Intensity Alternative would lessen some of the unavoidable impacts of the Proposed Project, but it would not meet the majority of the Project objectives because it would not efficiently utilize the entire 30-acre development envelope; it would not permanently protect agriculture, open space, wetlands, and other non-urban characteristics on the Southern Site; it would not create a "green buffer" to enhance the ULL's fundamental purpose; and it would not preserve opportunities for ongoing agriculture uses on the Southern Site. Consequently, for the reasons set forth in the Impacts, Mitigation Measures, and MMRP Section of these Findings and Section 5.0 of the RDEIR, neither of the Project alternatives is feasible.

- C. Overriding Considerations: As required under Public Resources Code section 21081 and CEQA Guidelines section 15093, this Board, having reviewed and considered the Project EIR, all other written materials within the administrative record, and all oral testimony presented at public hearings and other public meetings on the Project EIR, has balanced the benefits of the proposed Project against the identified unavoidable adverse impacts associated with the Project, and hereby adopts all feasible mitigation measures with respect to such impacts, certifies the Project EIR, and approves the Project. This Board has also examined alternatives to the Project, neither of which is feasible, meets the majority of the Project objectives, or is environmentally preferable to the Project for the reasons discussed in the Summary of Alternatives Evaluated Section (V.B.2) and the Project EIR.

After balancing the specific economic, legal, social, technological, and other benefits of the proposed Project, this Board has determined that the unavoidable adverse environmental impacts identified above are acceptable due to the following specific considerations in the record, which outweigh the unavoidable, adverse environmental impacts of the Project. Each of the considerations in the record, standing alone, is sufficient to support approval of the Project, in accordance with CEQA.

The Project will have all the following direct public benefits:

1. Provide a contribution of \$4 million (in connection with the Agricultural Preservation Agreement discussed further below) to an agricultural enhancement fund established by the County, which will be available to support, develop, and implement a broad array of policies, programs, and other actions intended to enhance agriculture and preserve open space, wetlands, parks, recreation, and other non-urban uses in the Preservation and Enhancement Area (as that term is defined therein) and Dedication Area as follows:
  - a) Encouraging and promoting the purchase of land or conservation easements from willing sellers, to protect and enhance agriculture and to preserve open space, wetlands, parks, recreation, and other non-urban uses;
  - b) Continuing the California Land Conservation Act of 1965 ("Williamson Act") (Gov't Code § 51200 *et seq.*) program to provide tax incentives for property owners who agree not to develop their land;
  - c) Encouraging the lease of public land for agricultural activities such as grazing;
  - d) Encouraging and promoting enhanced ground water management for agriculture and rural use, including technical support for more efficient water application and cooperative ground water management and extraction;
  - e) Encouraging and promoting enhanced marketing for locally-grown agricultural goods, including better connecting farmers to local markets;

- f) Encouraging continuation and augmentation of the technical support available to farmers, especially in the areas of financing, weed abatement and management, soil conservation, and range management;
  - g) Exploring and pursuing a range of funding opportunities for agricultural enhancement and preservation of open space, wetlands, parks, recreation, and other non-urban uses through activities such as grants, allocations from funding measures, and appropriations from density transfer programs and mitigation programs;
  - h) Cooperating with stakeholders to develop a shared vision for the future of the Tassajara Valley;
  - i) Encouraging public beautification projects, public signage, way-finding signage, and traffic regulations and improvements that enhance agricultural activities in the Tassajara Valley, or the rural character of the Tassajara Valley.
2. A \$2,500,000 contribution (“\$2.5M LCTF Contribution”) to the existing Contra Costa Livable Communities Trust Fund to be used by the County in its discretion in accordance with any adopted guidelines for the use of fund revenues.
  3. Construction of off-site improvements on the adjacent Tassajara Hills Elementary School parking lot/entrance to improve existing parking and circulation deficiencies, particularly during drop off and pick up times.
  4. Dedication of approximately 118 acres of the Northern Site and approximately 609 acres of the Southern Site (collectively, “Dedication Area”) to the EBRPD in fee to be permanently preserved for non-urban uses such as open space, parks, recreation, agriculture (including grazing), scenic areas, wetland preservation and creation, and habitat mitigation.
  5. Dedicate land in fee to EBRPD, along with funding and constructing of the Pedestrian Staging Area thereon.
  6. Dedicate to SRVFPD an approximately 7-acre parcel for potential future public use; if not accepted by SRVFPD, then this land will be dedicated to EBRPD.

The commitment to provide the public benefits mentioned above, coupled with support of the Agricultural Preservation Agreement and the related principles (described below), will establish a substantial “green buffer” of public land that surrounds the ULL in this part of the Tassajara Valley. This buffer will effectively impose legal, physical, and practical constraints to any further urban development in Tassajara Valley, and thus substantially advance the primary objective of the County’s 65/35 Land Preservation Plan.

- D. In addition to the above commitments, the Agricultural Preservation Agreement is designed to preserve certain land in the County for agriculture, open space, wetlands, parks, recreation, and other non-urban uses, consistent with the 65/35 Land Preservation Plan; this would occur through the memorialization of each signatory

agency's respective commitment to endeavor to preserve and enhance agricultural and other non-urban land uses within an approximately 17,667- acre area in Tassajara Valley ("Preservation and Enhancement Area") by agreeing to apply each party's existing land preservation policies, as codified in existing zoning regulations and general plan policies, to this area. In the Agricultural Preservation Agreement negotiated among the County, City of San Ramon, and East Bay Regional Park District, once executed by the parties, they will have agreed to cooperate with respect to the continuing implementation of existing policies such as the following:

1. Memorialize and reaffirm each party's respective commitment to preserving land in the Tassajara Valley Agricultural Enhancement Area by agreeing to apply each party's existing land preservation policies as codified in existing general plan, zoning policies and master planning documents and agreeing that the Preservation and Enhancement Area and the Dedication Area (as those terms are defined therein) are outside the ULL/UGB, both of which prevent urban development.
2. EBRPD agreeing that following County certification of the Project EIR and Project approval, it will accept fee title to the Dedication Area, either directly from the Developer or through a dedication from the Regional Parks Foundation.
3. Support the addition of the Preservation and Enhancement Area and the Dedication Area to the Association of Bay Area Government's list of Priority Conservation Areas to improve access to grant funding for acquisition of land or easements from willing sellers.
4. Consistent with the existing policies and except as otherwise provided therein, each party agreeing not to support any proposal to annex all or any portion of the Preservation and Enhancement Area or Dedication Area into a municipality or a utility services district unless the annexation serves non-urban uses.
5. Consistent with the existing policies and except as otherwise provided therein, each party agreeing not to support any proposal to modify the sphere of influence of any municipality or utility services district to include all or any portion of either the Preservation and Enhancement Area or Dedication Area, unless the modification serves non-urban uses.
6. Consistent with the existing policies and except as otherwise provided therein, each party agreeing not to support any proposal to extend, expand, or connect to urban infrastructure or service to all or any portion of the Preservation and Enhancement Area or Dedication Area, unless (a) the extension, expansion, or connection serves non-urban uses; or (b) the extension, expansion, or connection (i) is the minimum necessary to avoid an unconstitutional taking of private property, (ii) is the minimum necessary to comply with state or federal law, or (iii) is the minimum necessary to avoid specific, adverse impacts upon public health and safety.
7. Cooperating to cause the County General Plan land use designation for the Dedication Area to be changed to Parks and Recreation (PR).

8. Consistent with the existing policies and except as otherwise provided therein, each party understanding that the County does not support amending the General Plan Land Use designation for all or any portion of the Preservation and Enhancement Area or Dedication Area, unless such proposed amendment is for one or more of the following County General Plan Land Use designations: Agricultural Lands, Public and Semi-Public, Open Space, or Parks and Recreation; or other non-urban uses.
9. Consistent with the existing policies and except as otherwise provided therein, each party understanding that the County does not support amending the zoning designations in the Preservation and Enhancement Area or Dedication Area to change the zoning to a non-agricultural designation or other designation that is not compatible with agriculture, open space, park, recreation and other non-urban uses.
10. Consistent with the existing policies and except as otherwise provided therein, each party understanding that it does not support any future urban development in the Preservation and Enhancement Area or Dedication Area.
11. Agreeing to work together to support, develop, and implement policies, programs, and other actions intended to enhance agriculture and to preserve open space, wetlands, parks, recreation, and other non-urban uses in the Preservation and Enhancement Area.

For the foregoing reasons and as otherwise supported by substantial evidence in the administrative record, this Board hereby adopts this Statement of Overriding Considerations (“SOC”), which has balanced the benefits of the Project against its significant unavoidable adverse environmental impacts in reaching a decision to approve the Project.

#### VIII. RECORD OF PROCEEDINGS

For purposes of CEQA and these findings, the record before the County includes the following:

- The RDEIR and all appendices to the RDEIR;
- The FEIR and all appendices to the FEIR;
- All notices required by CEQA, staff reports, and presentation materials related to the Project;
- All studies conducted for the Project and contained in, or referenced by, staff reports, the RDEIR, or the FEIR, or appendices attached thereto;
- All public reports and documents related to the Project prepared for the County and other agencies;
- All documentary and oral evidence received and reviewed at public hearings, public meetings, study sessions, and workshops and all transcripts and minutes of those hearings related to the Project, the RDEIR, and the FEIR;
- For documentary and informational purposes, all locally-adopted land use plans and ordinances, including, without limitation, general plans, specific plans and ordinances, master plans together with environmental review documents,

findings, mitigation monitoring programs, and other documentation relevant to planned growth in the area; and

- Any additional items not included above if otherwise required by law.

The Project EIR is incorporated into these findings in its entirety. Without limitation, this incorporation is intended to elaborate on the scope and nature of mitigation measures, the basis for determining the significance of impacts, the comparative analysis of alternatives, and the reasons for approving the Project in spite of the potential for associated significant and unavoidable adverse impacts.

## **PROJECT FINDINGS**

### **IX. General Plan Consistency**

#### **A. Overall General Plan Consistency**

1. The General Plan is comprised of numerous goals, objectives, policies, principles, implementation measures, programs, and performance standards (collectively "General Plan Components"). At times, these General Plan Components necessarily compete with each other. For example, the General Plan promotes managed growth while simultaneously promoting protection of undeveloped land. As part of approving the Tassajara Parks project ("Project"), the Board has considered all applicable General Plan Components and the extent to which the Project conforms to each.
2. The General Plan comprises an integrated, internally consistent and compatible statement of policies for the County. The Project is consistent with, in harmony with, and implements the General Plan and zoning, as amended by the Project, as well as all other applicable County plans, policies and regulations. The Board adopts the analysis of Project consistency contained in the Project's EIR (including, without limitation, the detailed consistency analysis set forth in Section 3.9 of the RDEIR) and in staff reports as well as other relevant materials in the administrative record, as supplemented and clarified in these findings, with said analysis being incorporated herein by this reference. Nothing in the General Plan Amendment included in the Project's entitlements will cause the General Plan to become internally inconsistent. Accordingly, the Board hereby adopts and endorses the conclusions, reasoning, and findings regarding General Plan consistency set forth in the Project's EIR and staff reports as well as other relevant materials in the administrative record.
3. The financial impacts of the Project have been determined during the review process based upon the materials in the administrative record. The Project is consistent with the applicable General Plan Components set forth in the Growth Management Element as stated above and as further described in these findings. As required by the Growth Management Element, the Project will satisfy standard requirements and conditions that assure adequate infrastructure and services will be available. Accordingly, the Project complies with Public Facility and Services Element Policy 7-4. See also the detailed consistency discussion in Section 3.9 of the RDEIR as it relates to the nine relevant General Plan policies relating to growth management, the 65/35 Land Plan (or Ordinance), and the ULL.

4. Land Use Element Consistency: The Project will implement and promote the following General Plan Components set forth in the Land Use Element, which are stated without any intent to diminish or ignore other provisions that are implemented and promoted by the General Plan:

Relevant Land Use Goals include the following:

- a) 3-A: To coordinate land use with circulation, development of other infrastructure facilities, and protection of agriculture and open space, and to allow growth and the maintenance of the County's quality of life. In such an environment, all residential, commercial, industrial, recreational and agricultural activities may take place in safety, harmony, and to mutual advantage.
- b) 3-C: To encourage aesthetically and functionally compatible development which reinforces the physical character and desired images of the County.
- c) 3-D: To recognize and support existing land use densities in most communities, while encouraging higher densities in appropriate areas, such as near major transportation hubs and job centers.
- d) 3-F: To permit urban development only in locations of the County within identified outer boundaries of urban development where public service delivery systems that meet applicable performance standards are provided or committed.

Relevant Land Use Policies including the following:

- a) 3-5: New development within unincorporated areas of the County may be approved, providing growth management standards and criteria are met or can be assured of being met prior to the issuance of building permits in accordance with the growth management.
- b) 3-6: Development of all urban uses shall be coordinated with provision of essential community services or facilities including, but not limited to, roads, law enforcement and fire protection services, schools, parks, sanitary facilities, water and flood control.
- c) 3-7: The location, timing and extent of growth shall be guided through capital improvements programming and financing (i.e., a capital improvement program, assessment districts, impact fees, and developer contributions) to prevent infrastructure, facility and service deficiencies.
- d) 3-10: The extension of urban services into agricultural areas outside the Urban Limit Line, especially growth-inducing infrastructure, shall be generally discouraged.

- e) 3-11: Urban uses shall be expanded only within an Urban Limit Line where conflicts with the agricultural economy will be minimal.
  - f) 3-12: Preservation and buffering of agricultural land should be encouraged as it is critical to maintaining a healthy and competitive agricultural economy and assuring a balance of land uses. Preservation and conservation of open space, wetlands, parks, hillsides and ridgelines should be encouraged as it is crucial to preserve the continued availability of unique habitats for wildlife and plants, to protect unique scenery and provide a wide range of recreational opportunities for County residents.
  - g) 3-14: Protect prime productive agricultural land from inappropriate subdivisions.
  - h) 3-18: Flexibility in the design of projects shall be encouraged in order to enhance scenic qualities and provide for a varied development pattern.
  - i) 3-24: Housing opportunities shall be improved through encouragement of distinct styles, desirable amenities, attractive design and enhancement of neighborhood identity.
  - j) 3-25: Innovation in site planning and design of housing developments shall be encouraged in order to upgrade quality and efficiency of residential living arrangements and to protect the surrounding environment.
  - k) 3-28: New residential development shall be accommodated only in areas where it will avoid creating severe unmitigated adverse impacts upon the environment and upon the existing community.
  - l) 3-29: New housing projects shall be located on stable and secure lands or shall be designed to mitigate adverse or potentially adverse conditions. Residential densities of conventional construction shall generally decrease as the natural slope increases.
5. Transportation and Circulation Element Consistency: No portion of the Project will jeopardize or adversely impact the Land Use Element's correlation with the Transportation and Circulation Element. See Section XIX.A of these findings for additional information regarding the Project's consistency and compliance with applicable traffic and transportation standards. In addition, as detailed more fully in the Project's EIR and other relevant materials in the administrative record, the Project will implement and promote the following General Plan Components set forth in the Transportation and Circulation Element, which are stated without any intent to diminish or ignore other provisions that are implemented and promoted by the General Plan:

Relevant Roadway and Transit Goals include the following:

- a) 5-A: To provide a safe, efficient and integrated multimodal transportation system.
- b) 5-E: To permit development only in locations of the County where appropriate traffic level of service standards are ensured.
- c) 5-G: To provide access to new development while minimizing conflict between circulation facilities and land uses.

Relevant Roadway and Transit Policies include the following:

- a) 5-3: Transportation facilities serving new urban development shall be linked to and compatible with existing and planned roads, bicycle facilities, pedestrian facilities and pathways of adjoining areas, and such facilities shall use presently available public and semi- public rights of way where feasible.
- b) 5-4: Development shall be allowed only when transportation performance criteria are met and necessary facilities and/or programs are in place or committed to be developed within a specified period of time.
- c) 5-11: The use of freeways for community circulation shall be minimized by prioritizing transit circulation, safe, direct non-motorized routes, and secondarily by additional arterials and expressways.
- d) 5-12: The use of local and collector roadways for neighborhood circulation shall be encouraged.
- e) 5-13: The use of pedestrian and bicycle facilities shall be encouraged. Proper facilities shall be designed to accommodate bikes, pedestrians, and transit.
- f) 5-17: Emergency response vehicles shall be accommodated in development project design.
- g) 5-18: The design and the scheduling of improvements to arterials and collectors shall give priority to intermodal safety over other factors including capacity.
- h) 5-21: New development shall contribute funds and/or institute programs to provide adequate bicycle and pedestrian facilities where feasible.
- i) 5-24: Use of alternative forms of transportation, such as transit, bike and pedestrian modes, shall be encouraged in order to provide basic accessibility to those without access to a personal automobile and to help minimize automobile congestion and air pollution.

Relevant Roadway and Transit Implementation Measures include the following:

- a) 5-j: Design local streets so that the widths and curvatures fit the needs of all users, the appropriate speed of travel, and the character of the surrounding site.
- b) 5-k: Design a system of local and collector streets within a development to connect pedestrians and bicyclists with transit stops, activity centers and adjacent neighborhoods.

Relevant Pedestrian Facilities and Bikeways Goals, Policies and Implementation Measures include the following:

- a) 5-O: Plan for the needs of bicyclists and pedestrians.
- b) 5-L: Expand, improve and maintain facilities for walking and bicycling
- c) 5-M: Improve safety for pedestrians and bicyclists.
- d) 5-37: Identify gaps in the bicycle network and needed improvements to pedestrian districts and key activity centers and define priorities for eliminating these gaps and making needed improvements. Facilities shall be designed to the best currently available standards and guidelines.
- e) 5-39: Reduce conflicts among motorists, pedestrians and bicyclists.
- f) 5-45: Accommodate and encourage other agencies to accommodate the needs for mobility, accessibility and safety of bicyclists and pedestrians when planning, designing and developing transportation improvements.
- g) 5-aj: Where possible, roads selected for the comprehensive bikeway system should be 35 mph or less.
- h) 5-al: Ensure that pedestrian connectivity is preserved or enhanced in new developments by providing short, direct pedestrian connections between land uses and to building entrances.
- i) 5-an: Promote planning and coordination of pedestrian and bicycle facilities among cities, transit agencies and public utilities.
- j) 5-ar: Streetscape improvements should be included in the design of high usage pedestrian facilities to encourage pedestrian activity. This would include improvements such as benches, public art, drinking fountains and pedestrian-scale lighting fixtures.
- k) 5-at: Traffic calming measures should be designed so they improve pedestrian and bicycle movement in residential neighborhoods and commercial districts as well as strategic corridors between them that help form the comprehensive bicycle network.

- l) 5-ax: Use traffic control devices such as signs, signals or lights to warn motorists that pedestrians or bicyclists are in the roadway.
- m) 5-ay: Provide buffers between roads and sidewalks utilizing planter strips or buffer zones that provide streetscape improvements.
- n) 5-be: Incorporate sidewalks, bike paths, bike lanes, crosswalks, pedestrian cut-throughs, or other bicycle pedestrian improvements into new projects.
- o) 5-bg: Accommodate cyclists and pedestrians during construction of transportation improvements and other development projects.

Relevant Scenic Routes Policies include the following:

- a) 5-54: For lands designated for urban use along scenic routes, planned unit developments shall be encouraged in covenant with land development projects.

Relevant Scenic Routes Implementation Measures include the following:

- a) 5-bj: Consider the visual qualities and character of the corridor in reviewing plans for new roads, road improvements, or other public projects. This should include width, alignment, grade, slope and curvatures of traffic islands and side paths, drainage facilities, additional setbacks, and landscaping.

## **X. Urban Limit Line Change**

- A. Section 82-1.018(a) of the County Ordinance Code (Changes to the Urban Limit Line) allows for changes to the ULL provided that the changes do not violate the 65/35 Land Preservation Standard, there is a four-fifths vote of the Board of Supervisors, and one or more of seven requisite findings exist based on substantial evidence in the record. One of the seven findings pertains to the execution of a preservation agreement, and reads as follows:

“A majority of the cities that are party to a preservation agreement and the county have approved a change to the urban limit line affecting all or any portion of the land covered by the preservation agreement.”

As set forth in Section 82-1.024 of the 65/35 Ordinance, a “preservation agreement” is an agreement with the County and one or more cities in the County designed to preserve certain land in the County for agriculture, open space, wetlands, parks, and other non-urban uses. The foregoing is intended to reflect the desired relevant interagency collaboration on land use issues while respecting the scope of legal authority granted to such agencies in relation thereto, particularly in areas that have been long-subject to disputes in this regard.

The County, City of San Ramon, and the EBRPD have negotiated a Preservation Agreement under Section 82-1.024 of the 65/35 Ordinance. The Preservation Agreement covers 17,667 acres in the Tassajara Valley area and includes the Project

Site. The Tassajara Valley Agricultural Preservation and Enhancement Area (as defined therein) is generally not appropriate for urban growth because of its physical unsuitability for development, unstable geological conditions, inadequate water availability, lack of appropriate infrastructure, distance from existing development, likelihood of substantial environmental damage or substantial injury to fish or wildlife or their habitat, and other similar factors.

In recognition of those facts, the proposed Agricultural Preservation Agreement is designed to preserve the Tassajara Valley Agricultural Preservation and Enhancement Area for agriculture, open space, wetlands, parks, recreation and other non-urban uses by committing the parties thereto to numerous principles, including, among others, memorializing and reaffirming each party's respective commitment to preserving land in the Tassajara Valley Agricultural Preservation and Enhancement Area consistent with the parties' respective existing policies and principles and requiring urban development to be effectively buffered from land planned for agricultural, open space, parks, recreation or other non-urban uses.

The parties' commitments to these existing policies and principles would preserve the existing non-urban state of the Tassajara Valley Agricultural Preservation and Enhancement Area by reinforcing a buffer of lands that may only be used for non-urban purposes consistent with existing ULL/UGB principles and policies. To reiterate, this merely reflects an ongoing commitment to the parties' existing land use principles and policies related to urban sprawl and growth management.

As described above, once executed by the parties, the Preservation Agreement will protect and enhance agriculture and preserve and enhance open space, wetlands, parks, recreation, and other non-urban uses. The Preservation Agreement provides that the County is authorized to find that the Agreement satisfies Section 82-1.018(a)(3).

- B. The Preservation Agreement reflects agreement, among other things, on the following:
1. Memorialize and reaffirm each party's respective commitment to preserving land in the Preservation and Enhancement Area and Dedication Area by agreeing to apply each party's existing land preservation policies as codified in existing General Plan, zoning policies and master planning documents and agreeing that the Preservation and Enhancement Area and the Dedication Area (as those terms are defined therein) are outside the ULL/UGB, both of which prevent urban development.
  2. EBRPD agreeing that following County certification of the Project EIR and Project approval, it will accept fee title to the Dedication Area, either directly from the Developer or through a dedication from the Regional Parks Foundation.
  3. Support the addition of the Preservation and Enhancement Area and Dedication Area to the Association of Bay Area Government's list of Priority Conservation Areas to improve access to grant funding for acquisition of land or easements from willing sellers.
  4. Consistent with the existing policies and except as otherwise provided therein, each party agreeing not to support any proposal to annex all or any portion of the

Preservation and Enhancement Area or Dedication Area into a municipality or a utility services district unless the annexation serves non-urban uses.

5. Consistent with the existing policies and except as otherwise provided therein, each party agreeing not to support any proposal to modify the SOI of any municipality or utility services district to include all or any portion of the Preservation and Enhancement Area or Dedication Area, unless the modification serves non-urban uses.
  6. Consistent with the existing policies and except as otherwise provided therein, each party agreeing not to support any proposal to extend, expand, or connect to urban infrastructure or service to all or any portion of the Preservation and Enhancement Area or Dedication Area, unless the extension, expansion, or connection serves non-urban uses; or (b) the extension, expansion, or connection (i) is the minimum necessary to avoid an unconstitutional taking of private property, (ii) is the minimum necessary to comply with state or federal law, or (iii) is the minimum necessary to avoid specific, adverse impacts upon public health and safety.
  7. Cooperating to cause the County General Plan land use designation for the Dedication Area to be changed to Parks and Recreation (PR).
  8. Consistent with the existing policies and except as otherwise provided therein, each party understanding that the County does not support amending the General Plan land use designation for all or any portion of the Preservation and Enhancement Area or Dedication Area, unless such proposed amendment is for one or more of the following County General Plan land use designations: Agricultural Lands, Public and Semi-Public, Open Space, or Parks and Recreation Uses; or other non-urban uses.
  9. Consistent with the existing policies and except as otherwise provided therein, each party understanding that the County does not support amending the zoning designations in the Preservation and Enhancement Area or Dedication Area to change the zoning to a non-agricultural designation or other designation that is not compatible with agriculture, open space park, recreation or other non-urban uses.
  10. Consistent with the existing policies and except as otherwise provided therein, each party agreeing that it does not support any future urban development in the Preservation and Enhancement Area or Dedication Area.
  11. Agreeing to work together to support, develop, and implement policies, programs, and other actions intended to enhance agriculture and to preserve open space, wetlands, parks, recreation, and other non-urban uses in the Preservation and Enhancement Area.
- C. The Preservation Agreement satisfies the requirements of Sections 82-1.018(a)(3) and 82-1.024 of the County Ordinance Code and applicable provisions of the Land Use Element of the County General Plan. The parties' commitments to the foregoing principles, coupled with the approval of the Project by the County (as well as other agencies having legal authority over aspect(s) of the Project), will help to preserve the

existing non-urban state of the Tassajara Valley. This is accomplished by permanently preserving approximately 727 acres through conveyance to the EBRPD in fee, and by establishing a “green buffer” (including a significant amount of land owned and/or controlled by public entities) to serve as a permanent legal, practical, and physical barrier to urban development, beyond which the construction or extension of urban services will be inconsistent with the General Plan, thereby ensuring that no further urbanization of the Tassajara Valley occurs. Together, the Preservation Agreement and the Project will directly and substantially advance the primary objective of the County’s 65/35 Land Preservation Standard.

## **XI. 65/35 Land Preservation Standard**

- A. The Board has evaluated the Project’s ULL change and General Plan Amendment in the context of the 65/35 Land Preservation Standard. It has been determined that approval of the ULL change and adoption of this General Plan Amendment to re-designate the 30-acre Residential Development Area from Agricultural Lands (a non-urban land use designation) to Single-Family Residential-High Density (SH) (an urban land use designation) will not conflict with or otherwise impair the County’s ability to maintain the 65/35 Land Preservation Standard. The Board has also evaluated the rezoning in the context of the 65/35 Land Preservation Standard and determined that rezoning the entire Project Site from Exclusive Agricultural (A-80) to Planned Unit District (P-1) will not conflict with or otherwise impair the County’s ability to maintain the 65/35 Land Preservation Standard. The other portions of the Project Site that would be re-designated to PR (Parks and Recreation) and PS (Public and Semi-Public) and re-zoned to P-1 would allow only non-urban development and thus would not conflict with or otherwise impair the County’s ability to maintain the 65/35 Land Preservation Standard.
- B. As indicated by the Contra Costa County Department of Conservation and Development’s Geographic Information Systems (“GIS”) mapping system, there are over 8,000 acres of non-urban designated land within the ULL that could be eligible for conversion to urban land use designations without causing the County to exceed the 65/35 Land Preservation Standard (Contra Costa County 2013). Currently, only approximately 30 percent of the total land within the County is designated for urban land uses. As such, including the 30-acre Residential Development Area of the Project Site within the ULL will not cause the County to violate the 65/35 Land Preservation Standard. Furthermore, consistent with the 65/35 Land Preservation Standard, the Project will ensure the permanent protection and preservation of approximately 727 acres of land for non-urban uses such as agriculture, open space, parks, recreation, scenic uses, wetland preservation and creation, and habitat mitigation.
- C. The Tassajara Valley has been the subject of intense development pressure for decades, in part because the ULL presently ends at Tassajara Hills Elementary School with privately-owned land immediately adjacent to and outside the ULL. The Project and its substantial land dedication in fee to EBRPD will facilitate permanent resolution of this issue by removing approximately 727 acres of land from any possibility of future urban development in perpetuity. This protected land comprises approximately 94% of the Project Site and ensures the permanent preservation of open space, wetlands, hillsides, ridgelines, wildlife and plant habitat, and unique scenery in the Tassajara Valley, consistent with and further implementing the 65/35 Land Preservation Standard.

- D. Land preservation will be accomplished by including the 30-acre Residential Development Area within the adjusted ULL and the accompanying conveyance to EBRPD of approximately 727 acres of land outside the ULL and within the Northern and Southern Sites in fee to be protected in perpetuity for park, recreation, open space and other non-urban uses. Portions of the conveyed acreage within the Southern Preservation Area will also be subject to a conservation easement, as further described in Section 3.4 of the RDEIR, for purposes of mitigating habitat impacts identified in the RDEIR, all of which will prevent future urban development. Most of the Project Site (approximately 94%) will thus permanently remain in its predominantly natural, scenic, agricultural, and open space condition. By allowing the Project to proceed, the accompanying dedication of 727 acres of land results in that land immediately adjacent to and outside the ULL being publicly owned, rather than privately owned, thus alleviating the urban development pressures in this area. This land dedication to EBRPD will result in the imposition of legal and physical constraints that will effectively establish a “green buffer” to prevent additional urban development in this area.
- E. The 30-acre Residential Development Area is in a location of relatively minimal topographical relief and will not extend north to the adjacent hilltops and ridgelines. As discussed in more detail in Section 3.1 of the RDEIR, the improvements proposed within the Residential Development Area will be consistent with existing surrounding communities by avoiding urban development on hillsides and ridgelines. This would in turn preserve foothill and valley views that are visible from adjacent scenic ridgelines and Camino Tassajara. Including the Residential Development Area within the ULL will also constitute a logical extension of urbanized development and services into a relatively flat, geologically stable area that is surrounded by rolling hills and ridges. Moreover, this 30-acre area is devoid of any significant agricultural value or natural resources, as discussed more fully in Section 3.3 of the RDEIR. The permanent preservation of approximately 727 acres of land for non-urban uses will discourage grid-like land division, permanently alleviate the pressure for urban development in this area, and protect the Tassajara Valley from more intensive levels of urban development that might occur as a result of changes in the law that may otherwise facilitate urban development.
- F. All the Project’s urban land uses will be located within the Single-Family Residential-High Density (SH) land use designation and within the 30-acre change to the ULL, as allowed by Ordinance Code section 82-1.018(a).

The General Plan describes a broad range of non-urban uses under the 65/35 Land Preservation Standard, including open space, agricultural, recreational, and public/semi-public uses such as schools, public offices, highways, major flood control rights-of-way, and railroads. (See, e.g., General Plan at p. 3-33.) All Project features outside of the Residential Development Area are non-urban in nature. The Contra Costa County Ordinance defines “nonurban uses” as “rural residential and agricultural structures allowed by applicable zoning and facilities for public purposes, whether privately or publicly funded or operated, which are necessary or desirable for the public health, safety or welfare or by state or Federal law.” Chapter 82-1 also characterizes agriculture, open space, wetlands, and parks as a non-exhaustive list of examples of non-urban uses. Accordingly, and consistent with the applicable provisions of the General Plan and with the County’s historical land use practice and as discussed more

fully in the FEIR, the Project's proposed uses located outside the ULL (including ongoing agriculture in the form of grazing, open space, wetlands, parks, recreation, stormwater detention basin, staging area, trail, and grading) are all non-urban in nature.

- G. By rezoning the site from A-80 (Exclusive Agricultural) to a project-specific P-1 (Planned Unit) zoning district, the Project will substantially reduce the number and intensity of non-urban land uses allowed at the Project Site. Such reduction in intensity is consistent with the 65/35 Land Preservation Standard and the purposes behind it.

For example, the project-specific P-1 zoning district will allow development of 125 single-family homes, interior roadways, landscaping and utilities, all within the 30-acre Residential Development Area. The respective P-1 district will also allow approximately 27.29 acres of non-urban uses such as a detention basin, a pump station, one pedestrian staging area, a trail, and related grading. Lastly, the respective P-1 zoning district will designate the approximately 118-acre balance of the Northern Site for non-urban uses such as agriculture (including grazing), open space, scenic uses, parks, recreation, wetlands, and habitat mitigation. The ability to establish higher-impact commercial agricultural land uses, such as wholesale horticulture and floriculture, dairying, livestock production, poultry raising, livestock breeding, aviaries, apiaries, and forestry are permitted by right within the existing A-80 zoning. However, with the project-specific P-1 zoning district, establishment of the uses listed above would require a discretionary review and modification of the P-1 district.

The respective P-1 zoning district will preserve approximately 609 acres of the Southern Site by designating the area for uses such as land for agriculture (including grazing), open space, scenic uses, park, recreation, wetlands, and habitat mitigation. This will in turn prevent the establishment of urban uses and any incompatible land uses within the boundaries of the Southern Site. The P-1 zoning district will also identify a 7-acre area for a potential future public/semi-public use (San Ramon Valley Fire Protection District) in accordance with the County's Urban Limit Line and other relevant County provisions.

## **XII. General Plan Map Amendment**

- A. Pursuant to Government Code Section 65358(a), the General Plan may be amended if deemed to be in the public interest. The General Plan Amendment will promote public health, safety, and welfare, and provide benefits beyond those that could be achieved under the current General Plan. Re-designating the Project to SH (Single-Family Residential, High Density), PR (Parks and Recreation), and PS (Public and Semi-Public) designations will allow the Project to implement and promote the General Plan policies and provisions noted in Section VIII of these Findings. The Project will provide extensive public benefits via: (1) permanent preservation of approximately 727 acres of land for non-urban uses; (2) creation of a "green buffer" between existing urban and non-urban uses that will alleviate long-standing development pressures for the Tassajara Valley area; (3) dedication of land and related improvements to EBRPD for one pedestrian staging area that will connect trails; (4) dedication of an approximately 7-acre site for a potential future fire station training facility; (5) installation of circulation and parking improvements at the adjacent Tassajara Hills Elementary School to address existing deficiencies; (6) an irrevocable four million dollar (\$4,000,000) contribution to an agricultural enhancement fund established by

the County; and (7) a non-refundable \$2,500,000 contribution to the County Livable Communities Trust Fund.

### **XIII. Annual Statutory Limit on General Plan Amendments**

Pursuant to Government Code Section 65358(b), no mandatory element of the General Plan may be amended more than four times per calendar year. The proposed General Plan Amendment affects the Land Use Element, a mandatory element, and constitutes the third amendment to such element for calendar year 2020.

### **XIV. Rezoning and Final Development Plan Findings**

Rezoning the Project Site from an Exclusive Agriculture (A-80) to a Planned Unit (P-1) zoning district will promote public health, safety and welfare, and provide benefits beyond those that could be achieved under the current zoning. Rezoning the Project Site as proposed will eliminate the ability to perform certain higher-impact commercial agricultural activities that would otherwise be permitted as of right under the existing A-80 zoning. This includes uses such as wholesale horticulture and floriculture, wholesale nurseries and greenhouses, mushroom rooms, dairying, livestock production, fur farms, poultry raising, animal breeding, aviaries, apiaries, forestry, and similar agricultural uses. This reduction in intensity is consistent with the 65/35 Land Preservation Standard and the purposes behind it. In addition, rezoning the Project Site to a project-specific P-1 district contributes to the preservation and permanent protection of approximately 727 acres of land for agriculture (including grazing), open space, scenic uses, park, recreation, wetlands, and habitat mitigation by preventing the establishment of urban uses and any incompatible land uses thereon, as well as providing areas where other potential public/semi-public uses may be pursued by certain public entities in the future if such uses are in accordance with the County's Urban Limit Line and other relevant County provisions. The following will occur through offers to dedicate the foregoing lands in fee to EBRPD (and to SRVFPD for purposes of a 7-acre parcel).

#### **A. Rezoning Findings**

1. *Required Finding: The change proposed will substantially comply with the General Plan.*

Project Finding: The project-specific P-1 zoning district will allow for the development of 125 single-family residential lots and associated improvements, the Pedestrian Staging Area, park/recreation areas, potential future SRVFPD facility improvements, and habitat mitigation areas. The residential component will be consistent with the SH designation of the 30-acre portion of the Northern Site (Residential Development Area) within which it will be located. Any potential future SRVFPD use and improvements will be consistent with the PS (Public/Semi-Public) designation of the 7-acre portion of the Southern Site (and subject to the County's discretionary land use permit process if and when SRVFPD accepts the offer of dedication and elects to proceed to develop some type of fire facility), and the remaining park, recreational, open space, wetland creation, and habitat uses will all be consistent with uses allowed within the remaining area that are designated as PR (Parks and Recreation). In addition to their compliance with their respective General Plan Land Use designations, the uses permitted under the project-specific P-1 will also be consistent with various other applicable policies

and goals of the General Plan associated with the 65/35 Land Preservations Standard, transportation, utilities, conservation, and safety. The Project's compliance with these policies and goals, with respect to the uses allowed with the project P-1, are described in further detail above in the "General Plan Consistency" section of these findings as well as in Section 3.9 of the RDEIR and the FEIR.

2. *Required Finding: The uses authorized or proposed in the land use district are compatible within the district, and to uses authorized in adjacent districts.*

Project Finding: The project-specific P-1 zoning district will allow for the development of 125 single-family residential lots and associated improvements, pedestrian staging area, park/recreation areas, potential future SRVFPD facility improvements, and habitat mitigation areas. Generally speaking, parks and recreational areas are intended to serve urbanized areas of the County and are essential to the physical and mental well-being of their residents. The Residential Development Area will be in close proximity and have easy access to, the Pedestrian Staging Area and the Northern Site's park/recreation area. This configuration encourages commingling of, and reaffirms the compatibility of, the two land uses. Any potential future SRVFPD facility improvements will be compatible with all allowed uses within the district due to its sole purpose of contributing towards providing fire protection services in the surrounding area and will be subject to the County's discretionary land use permit process. The wetland preservation/creation and habitat mitigation uses will be located at the Southern Site along with parks and recreation, open space, and potential future fire protection services uses. If the offer of dedication is accepted by the SRVFPD, any future improvements or uses on that parcel will be limited to those of a fire protection nature, which will have little potential for conflict with the adjacent wetland preservation/creation and habitat mitigation areas.

The residential and open space/recreational uses within the Northern Site will be surrounded by the Tassajara Hills Elementary School, similar residential uses associated with the Blackhawk and Alamo Creek communities, SRVFPD Station #36, undeveloped agricultural lands, and agriculturally zoned parcels with low-density residential development. These uses are all residential in nature, and thus will be compatible, as further discussed in Sections 3.2, 3.9 of the RDEIR and the FEIR.

The residential uses are located in an area of minimal topographical relief and will not extend north to the on-site hilltops. The Project's residential uses will be consistent with the aesthetics of the surrounding residential and urban areas, and will be compatible with the dominance, scale, diversity, and continuity of adjacent urban land uses (i.e., residences, Tassajara Elementary School, Fire Station, and soccer complex) located directly to the west and southwest. The residential component of the Project has been designed to complement surrounding architectural styles and will include building materials similar to those used in the Project vicinity. In addition, the Residential Development Area will be consistent in scale and size with other development in the immediate vicinity of the Project Site, including one- and two- story residences. Conformance with applicable regulations

and policies set forth by Contra Costa County requiring design review, such as Ordinance Code 84-66.1402 (design objectives for P-1 planned unit districts), will further ensure that the visual character and quality of the Residential Development Area is consistent with community standards.

Furthermore, once all necessary approvals have been obtained and the Project is constructed, it will include all required and desirable fundamental elements such as public water and wastewater services, fire protection infrastructure, a storm drainage system, solid waste collection, and basic utilities (i.e. gas, electricity) needed to safely operate a development of this size and nature. In addition, the Project will include the following amenities: areas permanently preserved and protected for open space, agriculture, scenic uses, parks, recreation, wetlands, and habitat mitigation; a pedestrian staging area and related improvements to be offered for dedication to EBRPD; and circulation and parking improvements to be installed on the adjacent school site to address existing deficiencies. The Project's limited urban development on a small portion of the overall Project Site (with approximately 94% of the Project Site being permanently protected for non-urban uses) reflects an efficient and thoughtful utilization of the Project Site, which will result in the permanent preservation and protection of the vast majority of the Project Site for open space, agriculture, scenic uses, parks, recreation, wetlands, and habitat mitigation and other non-urban uses.

3. *Required Finding: Community need has been demonstrated for the use proposed, but this does not require demonstration of future financial success.*

Project Finding: There is an increasing and continuous demand for additional housing stock within Contra Costa County, which the Project's residential uses will contribute towards reducing. In addition, the Project's substantial contribution of open space lands for permanent protection and preservation helps sustain the County's 65/35 Land Preservation Standard. Furthermore, the Project's dedication of land and/or improvements to the EBRPD, SRVFDP, and San Ramon Valley Unified School District (SRVUSD) properties will result in significant contributions to facilitate the broader community needs as they relate to park and recreational uses, fire protection facilities, and school site improvements.

#### **B. Planned Unit (P-1) District Findings**

1. *Required Finding: The applicant intends to start construction within two and one-half years from effective date of zoning change and plan approval.*

Project Finding: Representatives of the Applicant have publicly stated an intent to start construction as quickly as feasible and within two years of the Effective Date of the Development Agreement (as that term is defined therein). However, the anticipated construction date is subject to obtaining all necessary approvals from other public agencies and depends on market and other considerations.

2. *Required Finding: The proposed planned unit development is consistent with the County General Plan.*

Project Finding: The proposed development is consistent with the General Plan as explained in detail above in the "General Plan Consistency" section of these Findings.

3. *Required Finding: In the case of residential development, it will constitute a residential environment of sustained desirability and stability, and will be in harmony with the character of the surrounding neighborhood and community.*

Project Finding: The Residential Development Area will be located in a small portion of the southwest corner of the Northern Site and focused in an area of minimal topographical relief that would not extend north to the adjacent rolling hills. The Project's residential uses will be consistent with the aesthetics of the existing residential and urban character of the areas to the west, southwest, and south; and will be compatible with the dominance, scale, diversity, and continuity of adjacent urban land uses (i.e., residences, Tassajara Elementary School, Fire Station, and soccer complex) located directly to the west and southwest. The residential component of the Project has been designed to complement surrounding architectural styles and will include building materials similar to those used in residential developments in the Project vicinity. In addition, improvements within the Residential Development Area will be consistent, in scale and size, with other development in the immediate vicinity of the Project Site, including one- and two-story residences. Conformance with applicable regulations and policies set forth by Contra Costa County that require design review, such as Ordinance Code 84-66.1402 (design objectives for P-1 planned unit districts), will ensure that the visual character and quality of the Residential Development Area is consistent with community standards.

4. *Required Finding: In the case of the commercial development, it is needed at the proposed location to provide adequate commercial facilities of the type proposed, and that traffic congestion will not likely be created by the proposed center, or will be obviated by presently projected improvements and by demonstrable provisions in the plan for proper entrances and exits, and by internal provisions for traffic and parking, and that the development will be an attractive and efficient center which will fit harmoniously into and will have no adverse effects upon the adjacent or surrounding development.*

Project Finding: The Project does not involve a commercial element.

5. *Required Finding: In the case of proposed industrial development, it is fully in conformity with the applicable performance standards, and will constitute an efficient and well organized development, with adequate provisions for railroad and/or truck access service and necessary storage, and that such development will have no adverse effect upon adjacent or surrounding development.*

Project Finding: The Project does not involve an industrial element.

6. *Required Finding: The development of a harmonious, integrated plan justifies exceptions from the normal application of this code.*

Project Finding: The Project Site consists of various unique characteristics that warrant adoption of a Planned Unit zoning district. Portions of the Northern Site consists of very steep slopes, documented landslide areas, and valuable sensitive habitat resources that limit suitable development areas. In addition, the Applicant has included a substantial land preservation and dedication component as part of the Project, which will be more easily executed and managed given the more contiguous configuration of the land to be preserved. When the unique characteristics of the land, the goal of reducing impacts to environmental resources, and a desire for the most contiguous and publicly accessible preserved lands configuration were considered together, the proposed residential development within a portion of the Northern Site is restricted to a 30-acre area in the southwest region of the Project Site. To efficiently utilize this compact 30-acre development envelope while also maintaining consistency with surrounding residential developments, the Project design requires exceptions and/or variations from the standard lot dimension, structure yard and setback, and other development standards of the County's standard residential zoning districts.

## **XVI. Vesting Tentative Map Findings**

- A. Required Finding: *The advisory agency shall not approve a tentative map unless it shall find that the proposed subdivision, together with the provisions for its design and improvement is consistent with the applicable general and specific plans required by law.*

Project Finding: The Project's Vesting Tentative Subdivision Map (VTM) application has been reviewed along with all other submitted plans, and for compliance with applicable regulations in effect on the date the application was deemed complete. The development shown on the VTM, as a whole, is consistent with the General Plan as explained in further detail in the "General Plan Consistency" section of these findings. There is no specific plan that covers the Project Site.

- B. Required Finding: *The advisory agency shall make findings as required concerning the fulfillment of construction requirements.*

Project Finding: The design of the subdivision provides, to the extent feasible, for future passive or natural heating or cooling opportunities in the subdivision within the meaning of Government Code section 66473.1. The Project will be subject to then-current building codes that require energy efficiency pursuant to applicable State of California Green Building standards. The VTM has been conditioned to require the undergrounding of all new utility distributions within the 30-acre Residential Development area. Any relevant undergrounding would be subject to Government Code section 66473.6, addressing reimbursements for relocating or undergrounding certain utilities. Lastly, the Project has been conditioned in a manner that requires the Applicant to complete most of the construction requirements (i.e. roadway improvements, drainage improvements) prior to recordation of the Final Map unless construction of said improvements is guaranteed with sufficient security in accordance with the relevant provisions of the Subdivision Map Act and the County's Subdivision Ordinance.

## **XVII. Development Agreement Findings**

- A. In accordance with State law, the County adopted Resolution No. 85/412 and Ordinance No. 92-73 establishing rules, regulations, procedures, and requirements for consideration and adoption of development agreements (“Development Agreement Regulations”). The Development Agreement for the Project has been processed, considered, and executed in accordance with the Development Agreement Regulations and State law.
- B. As detailed more fully therein, the Development Agreement for the Project vests the ability to build the Project in accordance with Applicable Law (as that term is defined therein), and provides an additional enforcement mechanism (in addition to the COAs) to ensure satisfaction of the Project’s various funding and dedication obligations and provision of identified community benefits.
- C. The Development Agreement is consistent with and in compliance with the County’s General Plan for the reasons set forth in these Findings.
- D. The Development Agreement promotes public health, safety and welfare by granting certainty to enable the Project to be pursued under an established set of local plans and regulations, which will also ensure that the public benefits (as described more fully in the Development Agreement, COAs, and these Findings), provided that the Project occurs.

## **XVIII. Tree Removal Findings**

The County decision-making body is satisfied that the following factors, as provided by County Code Section 816-6.8010 for granting a tree permit, have been satisfied as stated below:

- Reasonable development of the Project Site as proposed by the Project would require removal and/or work within the dripline of code-protected trees, and this development could not be reasonably accommodated on another area of the lot.

Even though there are relatively few trees located within its 155-acre area, the large majority of existing trees on the Northern Site are clustered in the southwestern and northeastern regions. In the interest of avoiding steep slopes and documented landslide areas, avoiding sensitive habitat areas to reduce the level of environmental impacts, and providing easy roadway access, development of the proposed 125 residences, related on-site improvements and Pedestrian Staging Area have been focused in these two regions of the Northern Site. Because these are the most suitable locations for development, existing trees must be altered or removed.

## **XIX. Exception Findings**

- A. Exception from requirement from frontage improvements and pavement widening.
  - 1. Required Finding: That there are unusual circumstances or conditions affecting the property.

Project Finding: Given the nature of the Project's residential component (which is limited to the 30-acre Residential Development Area), there are no frontage improvements proposed beyond "A" Street and no other frontage improvements in the area to which the new Project improvements would be connected. In addition, no new public improvements will be allowed in the future because this is the last private property along Camino Tassajara with the potential to be subdivided following a 30-acre change to the ULL. Granting the requested exception further helps to ensure the preservation of the vast majority of the Project Site for non-urban uses and maintains the rural residential nature of the Project vicinity generally.

2. Required Finding: That the exception is necessary for the preservation and enjoyment of a substantial property right of the applicant.

Project Finding: The requirement to construct frontage improvements beyond "A" Street would be inconsistent with the ULL and with the Project objectives, such as serving as a buffer and transition zone between existing urban and permanently protecting the non-urban uses and non-urban characteristics of the vast majority of the Project Site.

3. Required Finding: That the granting of the exception will not be materially detrimental to the public welfare or injurious to other property in the territory in which the property is situated.

Project Finding: Granting the requested exception will not be materially detrimental to the public welfare or injurious to other property in the area because the Project will not develop urban land uses east of the Residential Development Area on the Northern Site. Moreover, granting the requested exception will be consistent with existing development patterns in the Project vicinity that are rural residential in character generally.

B. Exception from the requirement for streetlights within one mile of an existing school.

1. Required Finding: That there are unusual circumstances or conditions affecting the property.

Project Finding: Given the nature of the Project's residential component (which is limited to the 30-acre Residential Development Area), there are no street lights proposed beyond "A" Street and no other street lights in the area to which the new Project improvements would be connected. In addition, no new streetlights will be allowed in the future because this is the last private property along Camino Tassajara with the potential to be subdivided following a 30-acre change to the ULL. Granting the requested exception further helps to ensure the preservation of the vast majority of the Project Site for non-urban uses and maintains the rural residential nature of the Project vicinity generally.

2. Required Finding: That the exception is necessary for the preservation and enjoyment of a substantial property right of the applicant.

Project Finding: The requirement to install streetlights beyond “A” Street would be inconsistent with the ULL and with the Project objectives, such as serving as a buffer and transition zone between existing urban and permanently protecting the non-urban uses and non-urban characteristics of the vast majority of the Project Site.

3. Required Finding: That the granting of the exception will not be materially detrimental to the public welfare or injurious to other property in the territory in which the property is situated.

Project Finding: Granting the requested exception will not materially detrimental to the public welfare or injurious to other property in the area because the Project would not develop urban land uses east of the Residential Development Area on the Northern Site. Moreover, granting the requested exception will be consistent with existing development patterns in the Project vicinity, which are rural residential in character generally.

C. Exception to the requirement for frontage improvements on the side or sides of the roadway adjacent to the subdivision.

1. Required Finding: That there are unusual circumstances or conditions affecting the property.

Project Finding: Given the nature of the Project’s residential component (which is limited to the 30-acre Residential Development Area), there are no frontage improvements proposed beyond “A” Street and no other frontage improvements in the area to which the new Project improvements would be connected. In addition, no new public improvements would be allowed in the future because this is the last private property along Camino Tassajara with the potential to be subdivided following a 30-acre change to the ULL. Granting the requested exception further helps to ensure the preservation of the vast majority of the Project Site for non-urban uses and maintains the rural residential nature of the Project vicinity generally.

2. Required Finding: That the exception is necessary for the preservation and enjoyment of a substantial property right of the applicant.

Project Finding: The requirement to construct frontage improvements beyond “A” Street would be inconsistent with the ULL and with the Project objectives, such as serving as a buffer and transition zone between existing urban and permanently protecting the non-urban uses and non-urban characteristics of the vast majority of the Project Site.

3. Required Finding: That the granting of the exception will not be materially detrimental to the public welfare or injurious to other property in the territory in which the property is situated.

Project Finding: Granting the requested exception will not materially detrimental to the public welfare or injurious to other property in the area because the Project would not develop urban land uses east of the Residential Development Area on the Northern Site. Moreover, granting the requested exception would be consistent with existing development patterns in the Project vicinity, which are rural residential in character generally.

D. Exception to the requirement for sidewalks within one mile of an existing school.

1. Required Finding: That there are unusual circumstances or conditions affecting the property.

Project Finding: Given the nature of the Project's residential component (which is limited to the 30-acre Residential Development Area), there are no sidewalks proposed beyond "A" Street and no other sidewalks in the area to which the new Project improvements would be connected. In addition, no new sidewalks will be allowed in the future because this is the last private property along Camino Tassajara with the potential to be subdivided following a 30-acre change to the ULL. Granting the requested exception further helps to ensure the preservation of the vast majority of the Project Site for non-urban uses and maintains the rural residential nature of the Project vicinity generally.

2. Required Finding: That the exception is necessary for the preservation and enjoyment of a substantial property right of the applicant.

Project Finding: The requirement to construct frontage improvements beyond "A" Street would be inconsistent with the ULL and with the Project objectives, such as serving as a buffer and transition zone between existing urban and permanently protecting the non-urban uses and non-urban characteristics of the vast majority of the Project Site.

3. Required Finding: That the granting of the exception will not be materially detrimental to the public welfare or injurious to other property in the territory in which the property is situated.

Project Finding: Granting the requested exception will not materially detrimental to the public welfare or injurious to other property in the area because the Project would not develop urban land uses east of the Residential Development Area on the Northern Site. Moreover, granting the requested exception would be consistent with existing development patterns in the Project vicinity, which are rural residential in character generally.

E. Exception to the requirement for the placement of overhead utility distribution facilities within any subdivision to be place underground.

1. Required Finding: That there are unusual circumstances or conditions affecting the property.

Project Finding: Given the nature of the Project’s residential component (which is limited to the 30-acre Residential Development Area), there are few undergrounded utilities along Camino Tassajara east of “A” Street, if any, that the required underground utility improvements would be connected to, and none are expected in the future as this is the last property along Camino Tassajara with the potential for being subdivided following a 30-acre change to the ULL. Therefore, overhead utilities are a well-established characteristic in the neighborhood. Granting the requested exception further helps to ensure the preservation of the vast majority of the Project Site for non-urban uses and maintains the rural residential nature of the Project vicinity generally.

2. Required Finding: That the exception is necessary for the preservation and enjoyment of a substantial property right of the applicant.

Project Finding: The requirement to underground existing utilities along Camino Tassajara would be an inequitable cost imposed on the Applicant, as noted further below in finding (3).

3. Required Finding: That the granting of the exception will not be materially detrimental to the public welfare or injurious to other property in the territory in which the property is situated.

Project Finding: As the existing overhead utilities along the Project frontage east of “A” Street are compatible with the rest of those along Camino Tassajara, there would be no perceived detriment to the public welfare resulting from the exception.

In addition to exceptions from the infrastructure improvements above, the Applicant also requests an exception from Section 914-2.004 – “Offsite collect and convey requirements” for those portions of the Project outside the ULL as modified by the Project. Historically, large rural acreages in the County with little or no new impervious surfaces being created have been granted exceptions to this requirement. The additional peak runoff rate being generated by the Project within the ULL will be mitigated to at or below pre-development rates in accordance with applicable standards and requirements, thus downstream drainage conditions will not be worsened.

F. Exception to the requirement to meet all “collect and convey” standards.

1. Required Finding: That there are unusual circumstances or conditions affecting the property.

Project Finding: The existing tributary for the Northern Site drains all surface runoff to the southern portion of the Northern Site along Camino Tassajara into an area of existing jurisdictional wetlands.

2. Required Finding: That the exception is necessary for the preservation and enjoyment of a substantial property right of the applicant.

Project Finding: The requirement to continue the Project's stormwater system any further to the southern boundary of the Northern Site would create additional otherwise unnecessary impacts to jurisdictional wetlands, contrary to the Project's objective of protecting and preserving wetlands.

3. Required Finding: That the granting of the exception will not be materially detrimental to the public welfare or injurious to other property in the territory in which the property is situated.

Project Finding: The potential for runoff discharge in excess of the existing condition for the Project will be mitigated by the fact the Project will collect and convey all onsite runoff to the proposed detention basin area at the southeast corner of the Residential Development Area. No additional downstream improvements to adjacent properties are required.

## **XX. Growth Management Element Policies And Performance Standards**

The County is eligible to receive local street maintenance and improvement funds generated by Measure C-1988 (and as extended via Measure J), only if the County (as well as each city within the County) develops a Growth Management Element as part of its General Plan. The purpose of the County's General Plan Growth Management Element is to establish policies and standards for traffic levels of service and performance standards for fire, police, parks, sanitary facilities, water, and flood control to ensure that public facilities consistent with adopted standards are provided. The Project is consistent with and complies with the applicable Growth Management Element policies and performance standards, as stated in these findings, the Project staff reports, the Project EIR, and other relevant materials in the administrative record.

The Board has considered the Project's compliance with the traffic service objectives of Measure C-1988 and Measure J - 2004, the Contra Costa Transportation Improvement and Growth Management Program, and related Contra Costa Transportation Authority (CCTA) resolutions. Measure C-1988 established a Growth Management Program, "to assure that future residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth." The Growth Management Program requires the County to adopt Traffic Level of Service (LOS) Standards keyed to types of land use, and to comply with the adopted standards; to "adopt a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth;" to participate in the forum established by the Authority to cooperate in easing cumulative traffic impacts, using the CCTA computer model; and to develop an implementation program that creates housing opportunities for all income levels. Measure J 2004 amended Measure C-1988 to continue the transportation sales tax to fund transportation projects within the County. The County has complied with all these requirements, as described more fully herein and as otherwise set forth in the administrative record. Most importantly, the County is achieving Measure C-1988 and Measure J- 2004's overarching goal that development pay its own way.

- A. **Traffic:** The County's Growth Management Plan (as part of voter-approved Measure C-1988 and Measure J-2004) requires the County to evaluate the impacts of proposed development projects on the local, regional, and countywide transportation system, including the level of transportation capacity that can reasonably be provided. As part

of this evaluation, it is necessary to prepare a full transportation impact study when a proposed development, such as the Project, would be expected to generate more than 100 peak hour trips. In compliance with these requirements, the County retained the transportation firm, Kimley-Horn & Associates, to prepare a traffic impact analysis (TIA) for evaluation of the Project's potential construction- and operation-phase impacts. The TIA was prepared in consultation with representatives of Contra Costa County, the Town of Danville, the City of Dublin, and the City of San Ramon; and with the goal of coming to a consensus with respect to the definition of the study network and agreeing upon the appropriate methodology to utilize in the analysis. In general, the Contra Costa Transit Authority's (CCTA) Technical Procedures Guide provided the basis for the selection of intersections and the methodology for the analysis, although the TIA also includes a more conservative trip generation rate for the residential uses, in accordance with a request made by the Town of Danville. As discussed more fully in the TIA and in the Project EIR, the analysis expressly considered the requirements of the applicable regulatory framework. This analysis included requirements from the 2013 CCTA Growth Management Program (GMP), 2009 Tri-Valley Transportation Plan and Action Plan for Routes of Regional Significance, 2013 CCTA Congestion Management Program (CMP), 2013 CCTA Technical Procedures, Measure C/Measure J, Tri-Valley Transportation Council's Tri-Valley Transportation Development Fee, Alameda County Transportation Commission 2013 Congestion Management Program, and numerous County General Plan Components.

In summary, the TIA evaluated the Project's potential impacts under three different scenarios (Existing, Near-Term Future, and Cumulative), and determined that all significant impacts could be sufficiently mitigated except for those at several intersections and on certain freeway segments. These impacts would remain significant and unavoidable because the implementation and timing of the identified mitigating improvements are beyond the County's control. Nevertheless, the Project Applicant will be required, as a condition of approval, to implement the mitigation identified in the Project's EIR. Specifically, the Project proponent will be required to build certain improvements; contribute funding to support public transit for the area (through creation of a new Community Service Area (CSA) or similar funding mechanism); fund the optimization of signal timing at impacted intersections; and pay the applicable Tri-Valley Transportation Development (TVTD) fees. The foregoing obligations will be imposed on the Project as enforceable conditions of approval. Payment of the TVTD fees will contribute to the construction of planned freeway improvements, including HOV lanes, auxiliary lanes, interchange improvements as well as other regional transportation improvements.

The TIA also found that certain design features of the Project, which the Project proponent voluntarily agreed upon as an additional community benefit, will help to avoid significant traffic hazards. These improvements include: (a) the reconfiguration and expansion of the existing Tassajara Hills Elementary School driveway and parking lot to facilitate efficient circulation and parking in order to help remedy existing deficiencies; (b) installation of five-foot sidewalks along the Project's Camino Tassajara frontage to connect the Project driveway to the Lusitano Street intersection; and (c) striped crosswalks at the main Project entrance.

- B. **Water:** Subject to approval by the Board of Directors of East Bay Municipal Utility District ("EBMUD") of an acceptable agreement with the Project proponent, the Project will augment the availability of potable water from EBMUD by facilitating and

accelerating the implementation of currently planned water conservation measures and/or expanding conservation beyond currently planned levels within EBMUD's service area by an amount sufficient to offset the Project's water demand.

Because the Project Site is adjacent to EBMUD's existing service area, upon the County's approval of the requested land use entitlements, the Project proponent will then request that EBMUD enter into a mutually acceptable arrangement whereby the developer funds "Level E" conservation measures or other substantially similar conservation measure(s) approved by EBMUD's Board of Directors that could provide the required conservation to accommodate the demand needed to serve the Project. EBMUD has not defined a timetable for implementation of Level E measures since this would be heavily dependent upon the availability of funding, among other considerations; nor did it identify specific funding source(s) for same; therefore, acceleration and/or other facilitation of the implementation of these measures through funding provided by the Project proponent would allow EBMUD to accommodate the estimated Project water demand through its existing supply in a manner that would otherwise not occur. As documented in the Water Supply Evaluation (WSE) and explained more fully in the FEIR, the supplemental feasibility analysis and as otherwise set forth in the administrative record, the preferred conservation elements are to be developed and confirmed through negotiations with EBMUD, and are subject to the discretion and approval of EBMUD's Board of Directors as memorialized in a binding agreement. Funding will be defined in part by the conservation offset that would be negotiated with EBMUD, and which would be subject to the approval of the EBMUD Board of Directors. The WSE indicates there is sufficient water available to meet Project demands during normal, single dry, and multiple dry water years. Because delivery of this water supply will require the approval of other public agencies (i.e., EBMUD and LAFCO), the Project is conditioned to require that all such approvals be obtained prior to proceeding with development. To further ensure impacts are fully mitigated and taking into account the foregoing, the County has conditioned the Project such that, among other things, the Project developer will be required to enter into the above-referenced binding agreement with EBMUD that provides for the Project to fully accommodate its identified demand at a minimum of 56.3 AFY or the amount ultimately confirmed by EBMUD, whichever is greater. The County also has conditioned the Project on requiring specified water conserving features and limits on total demand to be included as enforceable provisions in the Project's CC&Rs, and that penalties could be levied against individual homeowners/Homeowners' Association for violating these provisions to help ensure compliance. This is consistent with the method successfully used in the Alamo Creek development.

- C. **Sanitary Sewer:** Upon annexation of the Residential Development Area and Pedestrian Staging Area (and related sphere of influence amendment) into its service area (which will require approval by LAFCO), the Project will be provided with wastewater collection and treatment services by the Central Contra Costa Sanitary District ("**CCCSD**"). As explained more fully in the Project EIR, the Project is estimated to demand between 47.9 and 91.7 acre feet (af) of water use on an annual basis. This equates to between approximately 41,959 and 81,234 gallons on a daily basis (0.04 and 0.08 mgd). If it were conservatively assumed that all domestic water would ultimately be discharged to the wastewater system, the Project would increase treatment demand at the CCCSD's Sanitary District Treatment Plant (SDTP) between 0.04 and 0.08 mgd. At the high end of this range, this increase represents approximately 0.30 percent of the 26 mgd of available treatment capacity identified by

the CCCSD in May of 2016. As such and as explained more fully in Section 3.13 of the RDEIR, the SDTP is expected to accept the Project's increase in effluent without needing to expand existing or construct new facilities. Therefore, the Project will not require or result in the construction or expansion of wastewater treatment facilities or expansion of existing off-site facilities.

- D. Fire Protection and Emergency Services:** The Project Site is located in an area served by the San Ramon Valley Fire Protection District (SRVFPD), and directly across Camino Tassajara from Station #36 (2001 Lusitano Street). SRVFPD and emergency personnel will likely be able to reach the Residential Development Area in less than two minutes, or entrance to the Southern Site at the intersection of Camino Tassajara and Highland Road in approximately three minutes. These times are well within the response time goals for urban, suburban, and rural areas. As discussed more fully in Section 3.11 of the RDEIR, the combination of the proximity of Station #36, a relatively small population increase (anticipated at 375 persons), and the public and emergency vehicle access provided by the Project, will ensure that no additional SRVFPD and Emergency Services new or altered facilities will be required to serve the Project. Furthermore, the comments and requirements provided by the SRVFPD in its review of the Project application will be incorporated into the Project to ensure appropriate access and compliance with all applicable codes and standards. The Applicant will pay all applicable review and development impact fees to the SRVFPD. Lastly, in addition to conveying the Dedication Area to EBRPD for permanent preservation, the Project Applicant has offered for dedication, an approximately 7-acre parcel on the Southern Site to the SRVFPD for their potential future use in a manner consistent with the ULL.
- E. Public Protection:** The Contra Costa County Sheriff's Office will provide law enforcement services to the Project Site. Construction of the Project will generate a population increase of approximately 375 persons, which represents less than one percent of the Sheriff Office's current service population. Response times are broken down into five category levels ranging from 11 minutes 24 seconds to 16 minutes 46 seconds. The Residential Development Area is located approximately 10 miles from the nearest Sheriff Station. However, responses to calls will likely originate from Sheriff officers who are currently patrolling the local beat and not from the station. If response calls originated from the Sheriff Station, response would be approximately 17 minutes based on drive time. As previously indicated, because there are many factors considered in evaluating response times, the Sheriff's Office does not set a specific goal for emergency call response times. However, General Plan Policy 7-59 indicates that when making staffing and beat configuration decisions, the Sheriff should strive for a maximum response time for priority 1 or 2 calls of five minutes for 90 percent of all emergency responses in central business district, urban, and suburban areas. The General Plan Policy's indicated response time is a goal, not a requirement. In addition, the Sheriff's Office has reviewed the Project and did not indicate there would be a need for new or expanded Sheriff facilities in order to maintain acceptable service ratios, response times, or other performance objectives. As such and as further evaluated in Section 3.11 of the RDEIR, it is not expected that the Project will significantly affect service ratios or response times, or increase the use of existing law enforcement facilities such that substantial physical deterioration, alteration, or expansion of these facilities would be required. Pursuant to the COA #29 for the Project, an annual special tax will be assessed on each lot created by the subdivision. The tax funding will be used to maintain and augment law enforcement services

provided to the Project. In addition, the Project Applicant will be required to pay all applicable review and development impact fees to the Sheriff's Office.

**F. Parks and Recreation:** County park and recreation facility standards are established in the County's General Plan. Specifically, Goal 9-K of the General Plan, is to achieve a level of park facilities equal to four acres per 1,000 members of the population, or 0.004 acre per person. The Project is expected to generate a population increase of approximately 375 persons (at 3 persons per household), resulting in the need for 1.5 acres of park facilities to assist in the County's parkland goal. The Project will contribute towards the County's parkland facilities goal by the conveyance of approximately 0.19 acre to the EBRPD on the Northern Site for the Pedestrian Staging Area (along with constructing improvements thereon), for the benefit of the community and the granting of a perpetual easement to EBRPD for the purpose of a future trail alignment (approx. 0.40 acre). In addition, approximately 609 acres of the Southern Site as well as approximately 118 acres of the Northern Site – for a total of approximately 727 acres – will be dedicated to EBRPD in fee so that the foregoing lands will be permanently preserved and protected for park, recreation, open space and other non-urban uses.<sup>1</sup> Therefore, the Project will make significant contributions to the development of on-site open space, trail, and staging areas for use by the Project residents and the general public, which will greatly outweigh any potential increase in the use of existing neighborhood, regional, or state recreational facilities.

**G. Flood Control and Drainage:** The Project site is not located within an area of the County that has been identified as a 100-year flood-plain, as determined by the Federal Emergency Management Agency (FEMA). Furthermore, no element of the Project requires removal or alteration of any existing dam, levee, or other flood control infrastructure located within the County. The Project has been reviewed by the County Public Works Department and will be required to comply with Provision C.3 of the Municipal Regional Stormwater Permit. The combination of the Project's compliance with the Hydrological and Water Quality mitigations described in the Project's EIR and all other applicable laws and regulations; the Project's compliance with the added drainage conditions of approval from the County Public Works Department; and the installation of on-site drainage improvements as shown on the approved Project plans, will ensure that on-site and off-site drainage is adequate and meets applicable performance standards and requirements.

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<sup>1</sup> The RDEIR and certain other Project materials reference dedication of approximately 710 acres to EBRPD. This amount has been increased to approximately 727 acres, calculated as follows: 609 acres (on the Southern Site) and 117.82 acres (Parcel E of the Northern Site) and a total of 0.47 acre (Parcels D, K, J of the Northern Site).

**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2022 & 2023

Attachment F

DRAFT

#### **4. GROWTH MANAGEMENT ELEMENT**

## 4. GROWTH MANAGEMENT ELEMENT

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## **4. GROWTH MANAGEMENT PROGRAM**

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### **4.1 INTRODUCTION**

The purpose of this Element is to establish policies and standards for traffic levels of service and performance standards for fire, police, parks, sanitary facilities, water and flood control to ensure generally that public facilities consistent with adopted standards are provided. By including this Element in the adoption of the General Plan, the County intends to establish a long range program which will match the demand for public facilities to serve new development with plans, capital improvement programs and development impact mitigation programs. The intent is to ensure that growth takes place in a manner that will ensure protection of the health, safety and welfare of both existing and future residents of Contra Costa County.

The responsible management of growth in the County is key to preserving the quality of life for current and future County residents.

This Growth Management Element is the culmination of a process which was created by the Mayors' Conference and the County Board of Supervisors. The Contra Costa Transportation Partnership Commission was established as a Transportation Authority under State law (PUC Section 180000) to provide a forum for transportation issues in the County and to propose ways to manage traffic congestion. By approving Measure C - 1988, the voters established the Transportation Authority, added one-half cent to the County sales tax for the next 20 years to be used for transportation funding, and gave the Transportation Authority the charge to implement a Growth Management Program. That program requires the County and each city to develop a Growth Management Element as part of its General Plan in order to be eligible to receive local street maintenance and improvement funds generated by Measure C-1988.

This Growth Management Element complies with the model element developed by the Transportation Authority and includes the sections required by Measure C - 1988 to be part of this Growth Management Element. These sections (1) adopt traffic levels of service standards (LOS) keyed to types of land use, and (2) adopt performance standards maintained through capital projects for fire, police, parks, sanitary facilities, water and flood control. The Transportation Authority recognizes that facilities standards, as are discussed in this Element, establish performance standards to be applied in the County's development review process.

In addition to adopting this Growth Management Element as part of the General Plan under Measure C - 1988, the voters of the County, in Measure C - 1990, reaffirmed that growth management should be an integral part of this General Plan.

This Element is also adopted pursuant to the authority granted to local jurisdictions by Section 65303 of the Government Code of the State of California, which states:

#### **4. Growth Management Program**

"The General Plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relates to the physical development of the county or city."

#### **4.2 RELATIONSHIP TO OTHER GENERAL PLAN ELEMENTS**

As indicated in Section 3, Land Use Element, the Growth Management Element works closely in conjunction with the Land Use Element to ensure that development proceeds in a manner which will not negatively affect facility and traffic service standards for existing land uses. In this regard, it should be noted that developments which cannot satisfy the assurances required by these standards should not be approved. By utilizing this Growth Management Element to responsibly manage new development proposals, the County will ensure that new development projects will bear their appropriate share of the adverse burdens and impacts they impose on public facilities and services. As a result, the Growth Management Element must be carefully considered together with Land Use and other elements of this General Plan when assessing General Plan consistency. The timing of the potential physical development contemplated in the Land Use Element will in part be determined by the ability of developers to satisfy the policies and standards described in this Growth Management Element. The Urban Limit Line (ULL) and the 65/35 Land Preservation Standard also work together with the Growth Management Element to ensure that growth occurs in a responsible manner and strikes appropriate balances between many competing values and interests.

In addition, this Growth Management Element contains implementing programs which encourage new development to promote the goals and objectives of the Conservation Element; the Public Facilities and Services Element; and the Housing Element. Moreover, by establishing an interjurisdictional land supply and development monitoring program, the Growth Management Element coordinates the implementation of the County General Plan with those of the 19 cities in the County.

To carry out the goals and objectives of the Land Use and Circulation Elements of the Plan, new development must demonstrate that the level of service standards of the Growth Management Element will be met. Only in this way will the negative effects of such growth be avoided. While it is anticipated that new growth will be able to mitigate its potential impacts through development fees and other exactions, it is possible that the timing of project approvals may be affected by the inability of individual developments to carry its appropriate cost of full service increments needed to allow further growth in a given area of the County. Thus, the improvements needed to implement the Circulation and Public Facilities and Services Elements of the Plan will in part be directly tied to, and dependent upon, the implementation of the Growth Management Element. Similarly, implementation of the Land Use Element will only proceed when it can be demonstrated that the growth management standards can be met by new development.

Policies relating to this "Pay as you Grow" philosophy underpinning the Growth Management Element can be found in the Transportation and Circulation Element, Overall Transportation/Circulation Goals 5-E and 5-F, and in the Overall Transportation/Circulation Policies 5-1 through 5-4. Related Land Use Element Goals 3-F and 3-H and Land Use Policies 3-5 through 3-10 are also part of the policy framework which underlies the Growth Management Element, and are integrally related to it. In a similar fashion, each of the required growth management performance standards included in this Element is also included in the Public Facilities and Services Element under the applicable goals and policies listed for sewers, water, police, fire, parks and flood control.

### 4.3 TRAFFIC SERVICE STANDARDS AND FACILITIES STANDARDS

The basic unit of measurement of performance of an intersection or roadway segment is called a Level of Service (LOS). LOS is a measure of the ratio of the volume to capacity of a roadway or intersection and is expressed as a letter A through F. In general LOS A describes free flowing conditions, and F describes very congested conditions, with long delays. Routes of Regional Significance are those roadways which carry significant volumes of through traffic, which neither begins nor ends within the affected jurisdiction. They generally include Interstate Freeways and State Highways, as well as local roads which, due to their location between job and housing centers, carry significant volumes of intra-county trips. All other roadways are referred to in the Growth Management Element as Basic Routes. Basic routes, and their signalized intersections, are those to which LOS standards are applied in determining whether proposed projects may be approved. The methodology used in determining if projects exceed allowable LOS standards is the method established by the Contra Costa Transportation Authority in its Technical Procedures.

At present, most Basic Routes in the unincorporated area operate at or better than the LOS Standards specified in the Growth Management Element. Many Routes of Regional Significance are below these standards, however, reflecting the fact that the trips are not dependent upon land uses in unincorporated Contra Costa County, but are cumulative with traffic generated by land uses located outside of the unincorporated areas. Public Protection Facility standards contained in this plan are based upon the 1990 facilities to unincorporated population ratio. In the area of parks, for example, the current unincorporated population to park acreage yields a ratio of less than 1 acre per 1,000 persons. While certain developed areas of the County experience flooding in the event of the 100-year flood, the County Ordinance Code collect-and-convey requirements are applied to all new developments. Water and sewer services are generally adequate for existing development.

For the purposes of establishing a Public Protection Facility standard, several factors must be considered. Firstly, the unincorporated community of Kensington has established a Community Services District which provides the full range of police services in the area, and the Sheriff does not service this area. Secondly, the California Highway Patrol is responsible for enforcement of the Vehicle Code on highways and County roads throughout the unincorporated area. Thirdly, certain economies of scale enable the Sheriff to provide patrol and investigation services in physical facilities substantially smaller than a comparable series of cities would require, due to centralized administrative services, crime lab facilities and other similar functions which numerous cities would duplicate in each location. According to the Department, very little time is spent by deputies in the stations; nearly all is spent in the vehicles on patrol; no clericals are housed in the stations. In addition, the Sheriff also provides coroner services, incarceration and criminalistics services. For these reasons, direct comparisons between County facilities standards and standards that may be adopted by cities in the County are not advised, since such comparisons would be highly misleading.

The computation of a Sheriff facility standard in this General Plan includes only patrol and investigation services, adjusted for a marginal increase in centralized administrative services. As of January, 1991, the County provides approximately 155 square feet of floor area per thousand population in six locations throughout the County. In 1997, it became evident that the Sheriff's Office needed to include support facilities necessary to conduct patrol and investigation, which are now included in the calculation of new square footage.

## **4. Growth Management Program**

It should be noted that implementation of the goals of this Plan's various elements depends not only upon the County's administration of the Growth Management Program described below, but upon the interplay of several levels of government. Federal and State funding for improvements to Basic Routes will be required to attain and maintain traffic levels of service at designated levels. Finally, the County, the 19 cities, the Contra Costa Transportation Authority, the Bay Area Rapid Transit District, and the California Department of Transportation will all have to work cooperatively in order to mitigate the negative impacts of growth upon the regional transportation system to achieve the levels of population, housing and jobs anticipated by this Plan.

### **4.4 GOALS, POLICIES AND IMPLEMENTATION MEASURES**

#### **GOALS**

- 4-A. To provide for the levels of growth and development depicted in the Land Use Element, while preserving and extending the quality of life through the provision of public facilities and ensuring traffic levels of services necessary to protect the public health, safety and welfare.
- 4-B. To establish a cooperative interjurisdictional growth monitoring and decision making process in which each jurisdiction can share in the beneficial aspects of new growth, and avoid its potential negative effects.

#### **POLICIES**

- 4-1. New development shall not be approved in unincorporated areas unless the applicant can provide the infrastructure which meets the traffic level of service and performance standards outlined in Policy 4-3, or a funding mechanism has been established which will provide the infrastructure to meet the standards or as is stated in other portions of this Growth Management Element.
- 4-2. If it cannot be demonstrated prior to project approval that levels of service will be met per Policy 4-1, development will be temporarily deferred until the standards can be met or assured. Projects which do not, or will not, meet the standards shall be scheduled for hearing before the appropriate hearing body with a staff recommendation for denial, on the grounds that the project is inconsistent with the goals, policies, and objectives of the Growth Management Element of the County General Plan.
- 4-3. Table 4-1 shows the performance standards which shall apply to development projects. In the event that a signalized intersection on a Basic Route exceeds the applicable level of service standard, the County may approve projects if the County can establish appropriate mitigation measures, or determine that the intersection or portion of roadway is subject to a finding of special circumstances, or is a Route of Regional Significance, consistent with those findings and/or action plans adopted by the Contra Costa Transportation Authority pursuant to Measure C - 1988. Mitigation measures specified in the action plans shall be applied to all projects which would create significant impacts on such regional routes, as defined by the Authority in consultation with local agencies and as permitted by law. For the purpose of reporting to the Contra Costa Transportation Authority in compliance with the Growth Management Program, a list of intersections that will be reported on Basic Routes will be prepared and maintained by the Conservation and Development Department.
- 4-4. The County shall institute an ongoing growth management program process, as generally depicted in Figure 4-1.

#### 4. Growth Management Program

- 4-5. For the purpose of applying the Traffic Level of Service standards consistent with Measure C - 1988 only, unincorporated areas subject to the growth management standards of this Element shall be characterized as Central Business District, Urban, Suburban, Semi-rural and Rural as depicted in Figure 4-2.
- 4-6. Conformity with the growth management standards will be analyzed for all development projects such as, subdivision maps, or land use permits. A general plan amendment is a long range planning tool and is not to be considered a development project or a project approval under the growth management program.

#### **Traffic**

LOS Standards will be considered to be met if:

- o measurement of actual conditions at the intersection indicates that operations are equivalent to or better than those specified in the standard; or
- o the County has included projects in its adopted capital improvements program which, when constructed, will result in operations equal to or better than the standard.

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**TABLE 4-1  
GROWTH MANAGEMENT  
PERFORMANCE STANDARDS**

#### **Traffic Levels of Service Keyed to Land Use Type**

Rural Areas:	Peak Hour Level of Service of low C (Volume/Capacity Ratio= .70-.74)
Semi-Rural Areas:	Peak Hour Level of Service of high C (Volume/Capacity Ratio= .74-.79)
Suburban Areas:	Peak Hour Level of Service of low D (Volume/Capacity Ratio= .80-.84)
Urban Areas:	Peak Hour Level of Service of high D (Volume/Capacity Ratio= .85-.89)
Central Business:	Peak Hour Level of Service of low E Districts (CBD):(Volume/Capacity Ratio= .90-.94)

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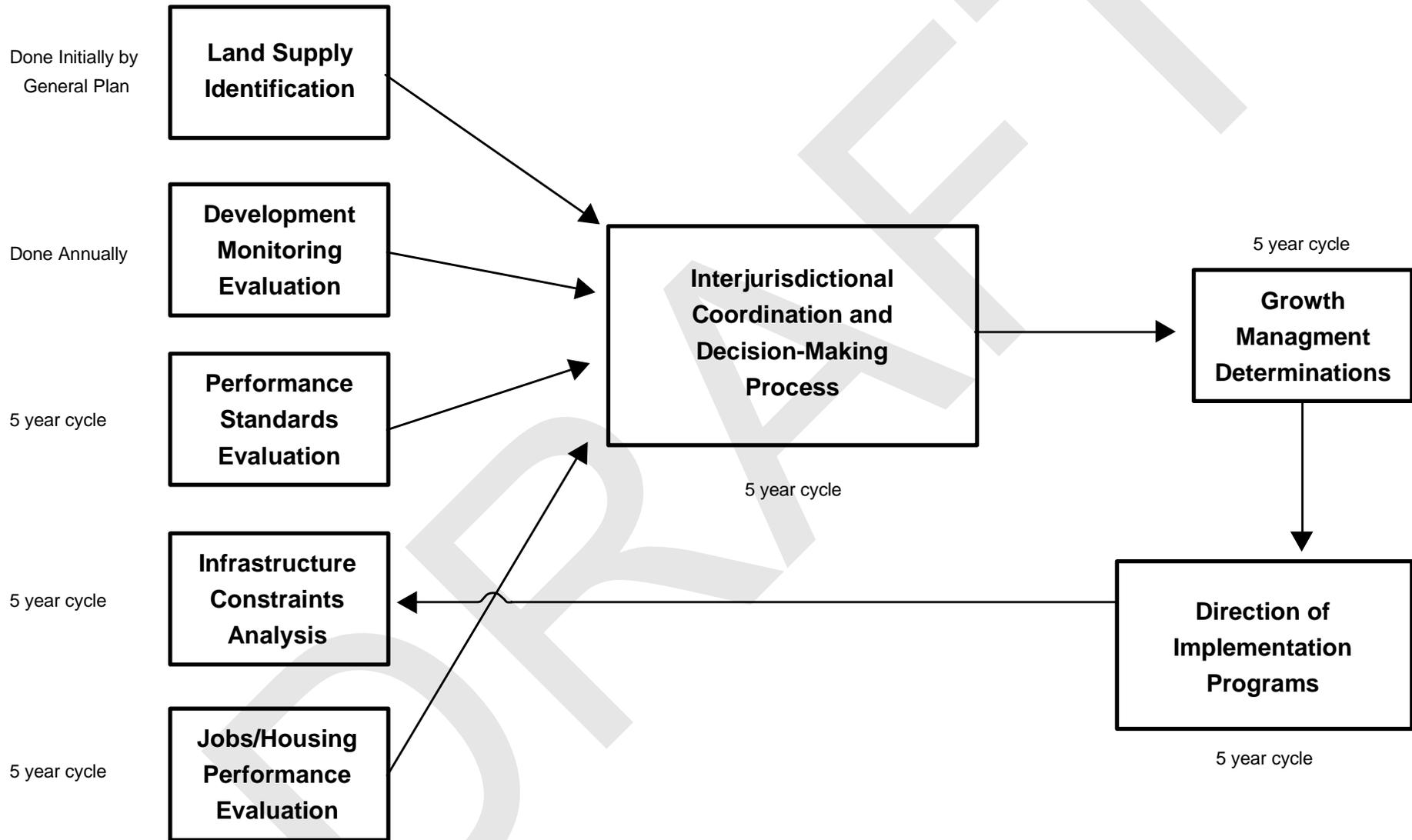
Note: These terms are used solely with reference to the Growth Management Element performance standards.

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#### **Water**

The County, pursuant to its police power and as the proper governmental entity responsible for directly regulating land use density or intensity, property development and the subdivision of property within the unincorporated areas of the County, shall require new development to demonstrate that adequate water quantity and quality can be provided. At the project approval stage, (subdivision map, land use permit, etc.), the County may consult with the appropriate water agency. The County, based on information furnished or available to it from consultations with the appropriate water agency, the applicant or other sources, should determine whether (1) capacity exists within the water system if a development project is built within a set period of time, or (2) capacity will be provided by a funded program or other mechanism. Project approvals conditioned on (1) or (2) above, will lapse according to their terms if not satisfied by verification that capacity exists to serve the specific project ("will serve letters"), actual hook-ups or comparable evidence of adequate water quantity and quality availability.

Figure 4.1 Flow Chart of Growth Management Process





## **4. Growth Management Program**

### **Sanitary Sewer**

The County, pursuant to its police power and as the proper governmental entity responsible for directly regulating land use density or intensity, property development and the subdivision of property within the unincorporated areas of the County, shall require new development to demonstrate that adequate sanitary sewer quantity and quality can be provided. At the project approval stage, (subdivision map, land use permit, etc.), the County may consult with the appropriate sewer agency. The County, based on information furnished or available to it from consultations with the appropriate sewer agency, the applicant or other sources, should determine whether (1) capacity exists within the sewer system if the development project is built within a set period of time, or (2) capacity will be provided by a funded program or other mechanism. Project approvals conditioned on (1) or (2) above, will lapse according to their terms if not satisfied by verification that capacity exists to serve the specific project ("will serve letters"), actual hook-ups or comparable evidence of adequate sewage collection and wastewater treatment capacity availability.

### **Fire Protection**

Fire stations shall be located within one and one-half miles of developments in urban, suburban and central business district areas. Automatic fire sprinkler systems may be used to satisfy this standard.

### **Public Protection**

A Sheriff facility standard of 155 square feet of station area and support facilities per 1,000 population shall be maintained within the unincorporated area of the County.

### **Parks and Recreation**

Neighborhood parks: 3 acres required per 1,000 population.

### **Flood Control and Drainage**

Require major new development to finance the full costs of drainage improvements necessary to accommodate peak flows due to the project. Limit development within the 100 year flood plain until a flood management plan has been adopted and implementation is assured. For mainland areas along rivers and bays, it must be demonstrated that adequate protection exists through levee protection or change of elevation prior to development. Development shall not be allowed in flood prone areas designated by the Federal Emergency Management Agency until a risk assessment and other technical studies have been performed.

## **IMPLEMENTATION MEASURES**

- 4-a Incorporate the performance standards outlined in Policy 4-3 into the review of development projects.
- 4-b Work cooperatively with the 19 cities and the Contra Costa Transportation Authority through each of the Regional Transportation Planning Committees to define action plans for mitigating the impacts of development on Routes of Regional Significance.
- 4-c Require traffic impact analysis for any project which is estimated to generate 100 or more AM or PM peak-hour trips based upon the trip generation rates as presented in the Institute of Traffic Engineers (ITE) Trip Generation, 6th edition, 1997, or the most current published edition.

#### 4. Growth Management Program

- 4-d Require that during the review of development proposals, the traffic impact analysis shall determine whether a project could cause a signalized intersection or freeway ramp to exceed the applicable standard and shall identify mitigations/fees such that the intersection or ramp will operate in conformance with applicable standards. Development proposals shall be required to comply with conditions of approval detailing identified mitigation measures and/or fees. In no event shall Local Road Improvement and Maintenance Funds replace development mitigation fee requirements, pursuant to Measure C-88.
- 4-e Establish through application to the Contra Costa Transportation Authority, and in conjunction with the regional committees, a list of Routes of Regional Significance and Intersections proposed for Findings of Special Circumstances. Proposed projects affecting these routes and/or intersections will require alternate mitigation as specified in Action Plans to be adopted by the Transportation Authority, but in this respect only, shall not be subject to LOS Performance Standards. Map 4-3 shows the Routes of Regional Significance as adopted by the Transportation Authority in 2004. The County will assist in developing or updating Action Plans for these routes (and for other roads if the Transportation Authority revises the Routes of Regional Significance in the future.)
- 4-f In the event that any Basic Route does not meet adopted standards the County shall consider amendments to either its General Plan Land Use Element, Zoning, Capital Improvement program or other relevant plans or policies in order to attain the standards. If this is not feasible for the reasons specified in the Transportation Authority's "Implementation Guide: Traffic Level of Service Standards and Programs for Routes of Regional Significance" application for findings of special circumstances shall be made to the Transportation Authority. Such application shall include alternative proposed standards and mitigation measures.
- 4-g Capital projects sponsored by the County and necessary to maintain and improve traffic operations will be specified in a five year Capital Improvement Program (CIP). Funding sources for such projects, as well as intended project phasing, if any, shall be generally identified in the CIP.
- 4-h The County will participate in the Contra Costa Transportation Authority Conflict Resolution Process as needed to resolve disputes related to the development and implementation of Action Plans and other programs described in the Transportation Authority's Model Growth Management Element.
- 4-i The County will implement specified local actions in a timely manner, consistent with adopted action plans.
- 4-j As part of its program to attain Traffic Service levels, the County shall continue to implement its Transportation Demand Management Ordinance.
- 4-k No development project (subdivision map, land use permit, etc.) shall be approved unless findings of consistency have been made with respect to Policy 4-3.
- 4-l The County will adopt a development mitigation program to ensure that new development pays its fair share of the cost of providing police, fire, parks, water, sewer and flood control facilities.



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- 4-m The County will only approve projects after finding that one or more of the following conditions are met:
- (a) Assuming participation in adopted mitigation programs, performance standards will be maintained following project occupancy;
  - (b) Because of the characteristics of the development project, specific mitigation measures are needed to ensure the maintenance of standards, and these will be required as conditions of project approval; or,
  - (c) Capital improvements planned by the service provider will assure maintenance of standards.
- 4-n Capital Projects sponsored by the County and necessary to maintain levels of performance shall be identified in the five year Capital Improvement Plan (CIP). Funding sources for the complete cost of the improvements, and phasing, if any, shall also be identified.
- 4-o All new development shall contribute to, or participate in, the improvement of the parks, fire, police, sewer, water and flood control systems in reasonable proportion to the demand impacts and burdens generated by project occupants and users.
- 4-p The County shall develop and carry out a growth management/monitoring program as generally indicated in Figure 4-1, as follows:
- (a) a land supply and development monitoring process;
  - (b) periodic review of performance standards and monitoring of infrastructure constraints;
  - (c) interagency coordination and decision-making to provide information for the first two tasks and successfully implement the overall growth management program;
  - (d) a jobs/housing performance evaluation to determine their relative balance within each sub-region of the County; and
  - (e) growth management determinations, a process which identifies growth areas capable and incapable of meeting performance standards, and directs resources to overcoming any constraints.

These components are described in detail below.

##### **Adoption of Performance Standards**

The first step in the growth management program process is completed upon the adoption of performance standards for public facilities and services in this Growth Management Element. Figure 4-1 shows the flow chart of the growth management process.

##### **Land Supply/Development Monitoring Analysis**

The second step in the growth management process, an analysis of land supply and development monitoring, will commence at the beginning of each calendar year. Annual status reports on the implementation of the General Plan and its Growth Management Element will be submitted to the Board of Supervisors and City Councils in June. This status report will fulfill the requirements of Government Code 65400 (b) in the State planning and zoning laws, which requires that every city and county must prepare an annual report to the City Council or Board of Supervisors and the State which summarizes the status of the General Plan and the progress that has been made in its implementation. The subsequent steps in the process, commencing with the performance standards evaluation, will occur on a five-year cycle.

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The land supply and development monitoring process is a two-part component designed as the basis for the periodic re-examination of lands available in the County for urban development. The availability of developable lands is then contrasted against the actual rate of growth which has been measured over the most recent period. In essence, this component is a land supply and demand tracking process. This process is designed to work in tandem with the other four components (performance standards/infrastructure constraints analysis, interjurisdictional coordination, jobs/housing balance analysis, and growth management determinations) in order to obtain an updated, working perspective of the current capacity of the County to accommodate growth.

The land supply and development monitoring process is prepared in an objective fashion by staff, using a set methodology defined and agreed to by the jurisdictions involved (the County, the 19 cities, the Local Agency Formation Commission (LAFCO) and the individual service providers). The re-examination of the land supply (initially set by the General Plan Review Program) will occur on an annual basis, in concert with the State Population Certification program which is already conducted by the County and each city planning department.

Using a standard format and methodology should provide a high degree of confidence in the process and the established annual schedule should alert the development interests, city agencies, and special districts as to when their contribution will be critical. At the beginning of each annual cycle, formal notification will be given to each of the cities informing them that the land supply and development monitoring process is being initiated and requesting their active participation and cooperation.

The Land Use Information System (LUIS), developed in 1987, and the more recent Geographic Information System, provides the foundation for tracking overall land supply, land absorption, and changing land uses in the County. The specific questions that must be answered during this process with the use of the updated LUIS data system are:

- o how many acres of vacant land in the County, specified by land use type, are identified as available for development?
- o what changes have occurred in these numbers since the previous evaluation?
- o how many acres of underutilized or previously developed land are available for redevelopment?
- o how many acres of land County-wide have been identified as unavailable for development based upon environmental, health and safety, public resource, or other conditions? The County Conservation and Development Department staff will prepare a report which examines the absorption rate (i.e. approved development projects) and the General Plan Amendment requests that have been received. The report on the status of development areas will rely upon residential and commercial/industrial building permit and other project approval information from the cities. This permit approval and General Plan Amendment application information will then be compared to the expected rate of residential and job growth projected for the jurisdiction over the planning period by the respective General Plans. The annual report will be forwarded to decision-making bodies for use in reviewing further General Plan Amendments which would alter the land supply component.

#### **Performance Standards Evaluation and Infrastructure Constraints Analysis**

While the second component of the growth management program (land supply and development monitoring) will be prepared on an annual basis, the final four components will generally be performed only once every five years. Although these final four

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components of the Growth Management Program will be comprehensively and formally evaluated every five years, circumstances may necessitate evaluating and modifying the standards during the annual review of the land supply and development component of this Growth Management Program. If circumstances so necessitate, the Board of Supervisors should consider all information before it, including the Land Supply/Development Monitoring Analysis, fiscal constraints, and other information obtained through consultation with the Contra Costa Transportation Authority, before modifying the standards. The data and analysis generated in the annual land supply and development monitoring reports will be aggregated for use in the tasks outlined in the following processes.

The intent of this third component of the growth management program, performance standards and infrastructure capacity evaluation, is to re-examine minimum allowable performance standards for development projects set in the General Plan, and to determine the remaining available capacities of certain infrastructure facilities.

The growth management program for the Contra Costa County General Plan mandates the establishment of infrastructure performance standards for several different services or facilities, including circulation (traffic), sanitary sewage, flood control and drainage, water supply, police and fire protection and emergency services, and parks and recreation. These standards and policies attempt to define a quality of life by setting benchmark indicators of the minimum levels of service required for specific urban services.

Every five years the performance standards would be reviewed by staff and the service providers by examining prior experience and ability to serve. In addition, service districts may be provided an opportunity to explain why certain standards are not being met and to explore measures to be taken to alleviate the situation. This information would then be used to evaluate whether the standards for the current review period were appropriate.

The second major task to be completed during this phase of the growth management program is an evaluation of the remaining infrastructure capacity in various areas of the County. Part of this evaluation will determine where and why certain existing urbanized areas are not being adequately served. The assumption is that adequate infrastructure capacities can be engineered and built to serve virtually any amount and location of urban growth within the ULL, but that opportunities exist to plan for cost-effective and efficient growth in areas particularly within the ULL, where underutilized infrastructure capacities already exist or where the extension of services is relatively unconstrained compared to other areas.

The basic data requirements of this portion of the process include:

- o a determination of the remaining capacity for each facility or service provider based upon the defined performance standards, and identification of the geographic areas that could be served by the capacity;
- o an itemization of funded infrastructure improvement projects, their location and expected date of completion, and the service area or population they are designed to serve;
- o identification of urbanized areas with inadequate service, as defined by the adopted performance standards;
- o an itemization of the major capital improvements not now funded but needed to bring existing areas into compliance with the performance standards;
- o itemization of major capital improvements necessary to serve anticipated future development at the adopted service level, and the cost of these improvements;
- o identification of major physical, economic and/or environmental constraints to the provision of service or facilities in a given area; and

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- o identification of possible sources of funding for the improvements.

The object of the data gathering is to illustrate where future growth can and cannot occur without major investment in new or improved infrastructure systems, and to identify the level and source of financing required. Additionally, the exercise will allow the preparation of estimates of future required capacity based upon the performance standards. One outcome of this process will be to provide up-to-date information concerning where future growth is expected to occur, thus assisting in capital facilities planning efforts.

To ensure that high density "leapfrog" growth does not occur, as a matter of policy, this growth management program mandates that new urban and central business district levels of development shall not be approved unless the development is within the ULL and near existing or committed urban or central business district levels of development.

#### **Jobs/Housing Performance Evaluation**

The purpose of this step is to provide a basis for assessing the jobs/housing balance within each section of the County for the current five year review cycle, to assist the jurisdictions in the sub-regions in determining preferred locations for residential and employment growth, and to assist in focusing the direction of implementation programs.

The jobs/housing balance evaluation is based upon the County's Land Use Information System data base, augmented by the information provided in the development monitoring evaluation. The evaluation considers growth in housing units and employment and housing and employment availability, relative affordability and commute patterns, and to the extent that the data are available, price of the units and wage levels of the jobs added.

The jobs/housing performance evaluation will be used to identify areas where jobs or housing should be stimulated and encouraged. It would also be used to provide information about areas in which infrastructure deficiencies need to be corrected in order to facilitate a better jobs/housing balance.

#### **Interjurisdictional Coordination and Decision-Making**

The growth management program outlined here will not succeed without the cooperation and active participation of the County, the Local Agency Formation Commission, the 19 cities, and the service providers. These agencies and cities may view cooperation with the County's growth management program as a threat to their local authority over land use or other growth issues. The County's efforts to achieve cooperation must be aimed at persuading the cities and agencies that the growth management program will ultimately enhance their ability to meet their own General Plan goals. In addition, the County will participate in the cooperative planning process established by the Transportation Authority for the purpose of reducing the cumulative regional traffic impacts of development.

Interjurisdictional cooperation would not require all of the cities and agencies to adopt the same goals, policies and implementation measures as will be included in the County's General Plan and growth management program. However, it would be desirable for the County to request that the cities and agencies adopt resolutions that specifically recognize and accept the growth management program and its premise.

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A key commitment by the jurisdictions involves the dedication of a relatively small, but adequate, level of staff time to assist the County in gathering the required data for the necessary planning studies. Additional commitments must be made on the part of policy makers and staff to review the annual land supply and development monitoring reports, consider them when making important planning decisions, and to actively participate in the growth management determination process every five years.

##### **Growth Management Determinations**

Building upon the preceding components of the growth management program, the final aspect of the process involves using the reports that have been generated to make the important decisions about where future growth in the County should be encouraged in order to minimize infrastructure costs and to enhance the overall level of "quality of life." The process for making these determinations is as important as the determinations themselves. The process can help to achieve consensus among cities and the County (in consultation with service providers) as to appropriate amounts and locations of new residential, commercial and industrial growth in the County. The growth management determination process should include the following steps, several of which are based upon information developed in the previous components of the program:

- o indicate on a County General Plan map the current city boundary lines, Spheres of Influence, the Urban Limit Line and current service areas for all of the major utilities/facilities;
- o add to the base map information regarding improvements or extensions to service systems that have been completed since the last review period or improvements itemized in capital improvement programs, as well as constructed and approved development projects and adopted General Plan Amendments;
- o identify lands that have been determined to be undevelopable;
- o identify on the map the geographic areas with infrastructure constraints and the locations of development projects that have been unable to meet performance standards;
- o review the annual land supply and development monitoring reports in conjunction with the performance standards and infrastructure constraints analysis reports to determine whether an adequate supply of vacant land is designated for urban use in the County and city General Plans, on both a Countywide and subregional basis, to allow the anticipated amount of urban development during the remainder of the twenty year period. This urban development must be subject to the 65/35 Land Preservation Standard. (See Section 3, Land Use Element.)
- o Determine whether adjustment to the urban limit line is needed in order to provide sufficient land to accommodate anticipated needs.

Growth management determinations shall be made in consultation with the Transportation Authority. In addition, it is anticipated that these growth management determinations will be made in a series of joint meetings conducted on a subregional basis with representatives of the cities. The Local Agency Formation Commission (LAFCO) and the service districts should also be consulted. Staff will present the base map and accompanying reports to the County and City Planning Commissions, LAFCO and service district boards, with a request that the agencies review the recommendations and make formal comments. After this review period is complete and appropriate changes, if needed, have been made, the map and reports will be recirculated to all of the jurisdictions in the County. The final action will be to request that the cities, LAFCO

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### **Definitions of Terms**

The following definitions apply to the geographic terms used with respect to the Growth Management Element only. The level of service designations for unincorporated County areas are shown in Figure 4-2.

**Rural.** Rural areas are defined as generally those parts of the County that are designated in the General Plan for agricultural, open space or very low density residential uses, and which are characterized by medium to very large parcel sizes (10 acres to several thousand acres). These areas have very low population densities, usually no more than 1 person per acre or 500 people per square mile.

**Suburban.** Suburban areas are defined as generally those parts of the County that are designated in the General Plan for low and medium density single family homes; low density multiple family residences; low density neighborhood- and community-oriented commercial/industrial uses; and other accompanying uses. Individual structures in suburban areas are generally less than 3 stories in height and residential lots vary from about one fifth of an acre (8,000 or 9,000 square feet) up to 2 or 3 acres. Population densities in suburban areas fall within a wide range, from about 1,000 to 7,500 persons per square mile (1.5 to 12.0 people per acre).

**Urban.** Urban areas are defined as generally those parts of the County that are designated in the General Plan primarily for multiple family housing, with smaller areas designated for high density single family homes; low to moderate density commercial/industrial uses; and many other accompanying uses. Urban areas usually include clusters of residential buildings (apartments and condominiums) up to three or four stories in height and single family homes on relatively small lots. Many commercial strips along major arterial road are considered urban areas.

Examples of urban areas in Contra Costa County are the older neighborhoods in Richmond, El Cerrito, Pittsburg, and Antioch and the downtown commercial districts in smaller cities such as Martinez, Danville, and Lafayette. Population densities in urban areas are usually at least 7,500 persons per square mile (12.0 people per acre). Employment densities in commercial areas may range up to about 15 jobs per acre.

**Central Business District/Major Commercial Center.** Central business districts or major commercial centers are defined as those areas designated in the General Plan for high density commercial and residential uses. They consist of either the downtown area of a major city in Contra Costa County (Concord, Walnut Creek, and Richmond) or a large business/office complex (such as Bishop Ranch or the Pleasant Hill BART station area). These areas are characterized by large concentrations of jobs and consist of clusters of buildings four stories or more in height. CBD's or major commercial centers generally have employment densities.

### **Contra Costa Transportation Authority Model Growth Management Element Correspondence Table**

Table 4-2 demonstrates how the policies contained in the County General Plan are consistent with (correspond to) the policies in the Contra Costa Transportation Authority Model Growth Management Element. These policies must be consistent for the County to qualify for Measure J transportation sales tax revenue.

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**TABLE 4-2  
CORRESPONDENCE TABLE BETWEEN  
MEASURE J - MODEL GROWTH MANAGEMENT ELEMENT (MGME)  
AND  
COUNTY GENERAL PLAN GROWTH MANAGEMENT POLICIES AND PROGRAMS**

Contra Costa residents extended the Measure C (1988) transportation sales tax and growth management program when they approved Measure J in 2004. Measure J changes the specific requirements for the growth management program from those set in Measure C, eliminating two requirements, adding one and clarifying or refining others. County growth management policies and programs developed to comply with Measure C are not inherently in conflict with Measure J growth management requirements as is demonstrated by this correspondence table. The one growth management requirement added by Measure J, a voter-approved urban limit line, was already part of the County General Plan in 1991. In response to a Measure J refinement to the Measure C Housing Options requirement, the General Plan was amended in 2008 to include adoption of policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments. The Measure J Model Growth Management Element requires local jurisdictions to provide a correspondence table that clearly identifies which sections of the Plan constitute each required Element. The County growth management policies and programs described in this table restate text in the County General Plan in the format required by the Measure J Model Growth Management Element.

<i>MODEL GROWTH MANAGEMENT ELEMENT (MGME)<sup>1</sup> FINAL – RELEASED ON 06-08-07</i>	<b>CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS</b>
<b>1. INTRODUCTION</b>	
<b>1.1 Purpose</b>	
The purpose of this Growth Management Element (GME) to the General Plan is to establish the goals, policies and implementation programs that are intended to manage and mitigate the impacts of future growth and development within [the local jurisdiction]. This element is also intended to comply with the requirements of the Measure J Growth Management Program (GMP).	<p><u><i>Planned Levels of Development; The Urban Limit Line and Land Uses (Land Use Element §3.6, pg. #3-8)</i></u></p> <p><u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u></p> <p><u><i>Introduction (Housing Element §6.1, pg. #6-1)</i></u></p>
<b>1.2 Background<sup>2</sup></b>	
<p>The Measure J GMP, adopted by the voters of Contra Costa in November 2004, requires each local jurisdiction to meet the six following requirements:</p> <ul style="list-style-type: none"> <li>• Adopt a development mitigation program;</li> <li>• Address Housing Options;</li> <li>• Participate in an Ongoing Cooperative, Multi-Jurisdictional Planning Process;</li> </ul>	<p><u><i>Public Participation through Voting Process (Introduction §1.3, pg. #1-2 through 1-3)</i></u></p> <p><u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u></p>

<sup>1</sup> Local Growth Management Elements must substantially comply with the intent of this model element, but need not reflect its exact language or organization. Applicable policies that are contained in other elements of the jurisdiction’s General Plan should also be referenced here within the Growth Management Element.

<sup>2</sup> Contra Costa Transportation Authority, Ordinance 06-02 Amending and Restating the Measure C Transportation Expenditure Plan to Make Non-substantive Changes and insert Specific Provisions Moved from Ordinance 88-01.

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<ul style="list-style-type: none"> <li>• Adopt an Urban Limit Line (ULL);</li> <li>• Develop a five-year capital improvement program; and</li> <li>• Adopt a Transportation Systems Management (TSM) Ordinance or Resolution.</li> </ul> <p>Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth Management Program approved by the voters in 1988.</p> <p>Both programs include a ½ percent transportation and retail transactions and use tax intended to address existing major regional transportation problems. The Growth Management component is intended to assure that future residential business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</p> <p>Compliance with the GMP is linked to receipt of Local Street Maintenance and Improvement Funds and Transportation for Livable Community funds from the Transportation Authority. The Growth Management Program defined by the original Ordinance 88-01 continues in effect along with its linkage to Local Street maintenance and improvement funds through March 31, 2009. Beginning on April 1, 2009, the Measure J GMP requirements take effect. Measure J eliminates the previous Measure C requirements for local performance standards and level-of-service standards for non-regional routes. Measure J also adds the requirement for adoption of a voter-approved ULL.</p>	
<p><b>1.3 Intent</b></p>	
<p>By adopting and implementing this Element, the jurisdiction intends to establish a comprehensive, long-range program that will match the demands for multi-modal transportation facilities and services generated by new development with plans, capital improvement programs and development mitigation programs. The Urban Limit Line is intended to promote compact urban development patterns and restrict the extension of infrastructure into areas where urban development is not planned.</p>	<p><u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u></p>

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MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<b>1.4 Authority</b>	
<p>The GME is adopted pursuant to the authority granted to local jurisdictions by Section 65303 of the Government Code of the State of California which states:</p> <p><i>The general plan may include any other elements or address any other subjects which, in the judgment of the legislative body, relate to the physical development of the county or city.</i> The GME also is consistent with the requirements of Contra Costa’s Transportation Sales Tax Expenditure Plan (Measure J), approved by Contra Costa County voters in 2004, and as amended by the Contra Costa Transportation Authority.</p>	<p><u><i>Introduction (Growth Management Element §4.1, pg. #4-1)</i></u></p>
<b>1.5 Relation to Other General Plan Elements</b>	
<p><i>[Refer to other elements.]</i></p>	<p><u><i>Relationship to Other General Plan Elements (Land Use Element §3.2, pg. #3-2)</i></u></p> <p><u><i>Relationship to Other General Plan Elements (Growth Management Element §4.2, pg. #4-2)</i></u></p> <p><u><i>Relationship to Other Elements (Transportation and Circulation Element §5.2, pg. #5-1 through 5-2)</i></u></p> <p><u><i>Relationship to the General Plan (Housing Element §6.1E Table 6-1, pg. #6-6 through 6-7)</i></u></p>
<b>1.6 Organization of Element</b>	
<p>The GME establishes goals, and policies in Section 2 and sets forth corresponding implementation programs in Section 3. All sections are numbered sequentially, with the first number referring to the section and the second number to the subsection.</p>	<p><u><i>1.7 Definition of Maps, Goals, Policies, and Implementation Measures (Introduction pg. 1-5 through 1-7)</i></u></p>
<b>2. GOALS AND POLICIES</b>	
<b>2.1 Introduction</b>	
<p>The introductory text should:</p> <p><i>(1) Describe the relationship of the goals and policies in the GME to the other elements of the General Plan, especially the policies in the Circulation and Land Use element;</i></p> <p><i>(2) Define terms such as Action Plans, Routes of Regional Significance and Urban Limit Line, or refer to definitions in other parts of the Plan; and</i></p>	<p><u><i>(1) Relationship to Other General Plan Elements</i></u></p> <p><u><i>(Land Use Element §3.2, pg. #3-2)</i></u></p> <p><u><i>(See Relationship to Other General Plan Elements (Growth Management Element §4.2, pg. #4-2) under 1.5 Relation to Other General Plan Elements in the MGME)</i></u></p> <p><u><i>Relationship to Other Elements (Transportation and Circulation Element §5.2, pgs. 5-1 through 5-2)</i></u></p> <p><u><i>(2) Land Use Definitions (The Text of Measure C-1988 and Measure C-1990 §1.11, pg. #1-16)</i></u></p>

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MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<p>(3) Present a general discussion of how the jurisdiction will comply with Measure J. Text may also be included that discusses the roles of other agencies in the attainment of standards, or other factors that relate to the success of the programs included in the Section.</p>	<p><u>(3) 4.1 Introduction (Growth Management Element, pg. #4-1)</u> <u>Growth Management Program (Housing Element §6.3, pg. #6-49 through 6-51)</u></p>
<p><b>2.2 Goals (Examples based on Measure J)</b></p>	
<ul style="list-style-type: none"> <li>• Assure that new residential, business and commercial growth pays for the facilities required to meet the demands resulting from that growth.</li> <li>• Support cooperative transportation and land use planning in Contra Costa County.</li> <li>• Support land use patterns that make more efficient use of the transportation system, consistent with the General Plans of local jurisdictions.</li> <li>• Support infill and redevelopment in existing urban and brownfield areas.</li> </ul>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. 3-32 and pg. 3-33 Goal 3-K)</u> <u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. 4-4)</u>  (See Table 6-1, Goal 6 and 7 under 1.5 Relation to Other General Plan Elements in the MGME)</p>
<p><b>2.3 Policies</b></p>	
<p>The local jurisdiction intends to comply with the Measure J GMP. The following policies are intended to implement Measure J and achieve the goals of this element:</p> <p><b>2.3.1 Development Mitigation Program:</b> Adopt and maintain in place a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth.</p> <p><b>2.3.1.1 Local Mitigation Program:</b> The local jurisdiction shall adopt a local program to mitigate development impacts on non-regional routes and other facilities. Revenue provided from this program shall not be used to replace private developer funding of any required improvements that have or would have been committed to any project.</p> <p><b>2.3.1.2 Regional Mitigation Program:</b> The local jurisdiction shall participate in a regional development mitigation program to establish</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-34 through 3-37)</u> <u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-4 through 4-8)</u> <u>Roadways and Transit Policies (Transportation and Circulation Element §5.6, pg. #5-15 and 5-16)</u> <u>Housing Goals and Policies (Housing Element §6.6, pg. #6-89 through 6-91 – only certain policies cited)</u>  (See Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21 under 2.3 Policies in the MGME)  (See Policies 3-5 through 3-7, 4-1 through 4-4, and 5-4 and 5-21 under 2.3 Policies in the MGME)  (See Policies 4-3 and 4-4 under 2.3 Policies in the MGME)</p>

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MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<p>fees, exactions, assessments or other mitigation measures to fund regional or subregional transportation improvements needed to mitigate the impacts of planned or forecast development on the regional transportation system.</p>	
<p><b>2.3.2 Address Housing Options:</b> Demonstrate reasonable progress in provide housing opportunities for all income levels and demonstrate reasonable progress in meeting housing goals.</p> <p><b>2.3.2.1 Periodic Reports.</b> Prepare periodic reports to the Contra Costa Transportation Authority to demonstrate reasonable progress in providing housing opportunities for all income levels.</p> <p><b>2.3.2.2 Impacts on Transportation.</b> Consider the impacts that the local jurisdiction’s land use development policies have on the local, regional, and countywide transportation system, including the level of transportation capacity that can reasonably be provided.</p> <p><b>2.3.2.3 Incorporation into Development Approval Process.</b> Incorporate policies and standards into the development approval process that support transit, bicycle and pedestrian access in new developments.</p>	<p>(See <i>Housing Element: §6.6 – Housing Plan (pg. #6-88 through 6-92 – only certain policies cited)</i> under 2.3 Policies in the MGME)</p> <p><u>Housing Plan (Housing Element Appendix B, pg. #6-1B, Table B-1, “Program Implementation Status”)</u> (<i>Periodic Reports are provided to CCTA via the Biennial Compliance Checklist</i>)</p> <p>(See <i>Policies 4-3</i> under 2.3 Policies in the MGME)</p> <p>(See <i>Policies 4-1 and 5-21</i> under 2.3 Policies in the MGME)</p>
<p><b>2.3.3 Participate in On-Going Multi-Jurisdictional Planning:</b> Participation in an on-going multi-jurisdictional planning process with other jurisdictions and agencies, the RTPC, and the Contra Costa Transportation Authority to create a balanced, safe, and efficient transportation system and to manage the impacts of growth.</p> <p><b>2.3.3.1 Action Plans.</b> Work with the RTPC to develop and update Action Plans for Routes of Regional Significance. For the network of designated Routes of Regional Significance, set Multimodal Transportation Service Objectives (MTSOs) for those routes, and identify actions for achieving the MTSOs. The Action Plans also include a process for monitoring and review of the traffic impacts of proposed new developments.</p>	<p>(See <i>Policies 4-4 and 5-1</i> under 2.3 Policies in the MGME)</p> <p>(see previous)</p>

#### 4. Growth Management Program

MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<p><b>2.3.3.2 Travel Demand Model.</b> Apply the Authority’s travel demand forecasting model and <i>Technical Procedures</i> to the analysis of General Plan Amendments (GPAs) and developments exceeding specified thresholds for their effect on the regional transportation system, including the Action Plan MTSOs.</p> <p><b>2.3.3.3 Interagency Consultation.</b> Circulate traffic impact analyses to affected jurisdictions and to the RTPC for review and comment.</p> <p><b>2.3.3.4 Mitigation Program.</b> Work with the appropriate RTPCs to develop the mitigation program outlined in Section 2.3.1.2 above.</p> <p><b>2.3.3.5 Countywide Transportation Plan.</b> Participate in the preparation of the Authority’s Countywide Comprehensive Transportation Plan and the ongoing countywide transportation planning process.</p> <p><b>Travel Model Support.</b> Help maintain the Authority’s travel demand modeling system by providing information on proposed land use developments and transportation projects, including those projects that the jurisdiction has adopted as part of its five-year CIP.</p>	<p>(None)</p> <p>(See <i>Policies 4-4</i> under 2.3 Policies in the MGME)</p> <p>(See <i>Policy 4-3</i> under 2.3 Policies in the MGME)</p> <p>(None)</p> <p>(See 2.3.3 Participate in On-Going Multi-Jurisdictional Planning and 2.3.3.2 Travel Demand Model in the MGME)</p>
<p><b>2.3.4 Adopt an Urban Limit Line (ULL):</b> The local jurisdiction shall adopt a ULL that has been approved by the majority of the voters within the local jurisdiction. The ULL may be either a MAC-ULL, a County ULL, or a Local Voter ULL as defined in the Principles of Agreement (Attachment A) to the Measure J GMP (as amended).</p>	<p><u><i>Land Use Goals, Policies and Implementation Measures §3.8, pg. #3-34, Policies 3-5, 3-10 and 3-11</i></u></p>
<p><b>2.3.4.1 Applicability.</b> A complying ULL shall be in place through March 31, 2034, which is the end of the Measure J sales tax extension</p>	<p>(See 2.3.4 Adopt an Urban Limit Line in the MGME)</p>
<p><b>2.3.4.2 Policies.</b> The ULL includes the following policy provisions: <i>[List applicable policies here]</i></p>	<p>(See 2.3.4 Adopt an Urban Limit Line in the MGME)</p>
<p><b>2.3.5 Develop a Five-Year Capital Improvement Program (CIP).</b> Annually or biennially, prepare and maintain a capital improvement program that outlines the capital projects needed to implement the goals, policies, and programs of this General Plan for the next five years. The CIP shall include approved projects and an analysis of the costs of the proposed projects as well as a financial plan for providing the improvements.</p>	<p>(See <i>Policies 3-7 and 4-1</i> under 2.3 Policies in the MGME)</p>

#### 4. Growth Management Program

MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<p><b>2.3.6 Adopt a Transportation Systems Management (TSM) Ordinance or Resolution:</b> To promote carpools, vanpools, and park and ride lots, the local jurisdiction shall maintain in place an ordinance or resolution that conforms to the model TSM ordinance or resolution that the Authority has drafted and adopted.</p>	<p>(See Policy 5-24 under 2.3 Policies in the MGME)</p>
<p><b>3. IMPLEMENTATION PROGRAMS</b></p>	
<p><b>3.1 Development Mitigation Program.</b></p>	
<p>The jurisdiction will adopt and implement a development mitigation program to ensure that new growth is paying its share of the costs associated with that growth. This program shall consist of both a local program to mitigate impacts on local streets and other facilities and a regional program to fund regional and subregional transportation projects, consistent with the Countywide Comprehensive Transportation Plan.</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #4-9)</u></p> <p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, Measure 4-g)</u></p>
<p><b>3.1.1 Local Mitigation Program – Required Mitigation or Fees.</b> The jurisdiction will require development projects to provide local mitigation or fees as established for proposed new development.</p>	<p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-11, Measure 4-m and 4-n)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-17, Measure 5-e)</u></p>
<p><b>3.1.2 Regional Mitigation Program – Required Fees and Exemptions.</b> The jurisdiction will require development projects to pay regional development mitigation fees established by the RTPC in accordance with the RTPC’s adopted program. [List specific RTMP requirements here]</p>	<p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-8 and 4-9, Measures 4-b and 4-d)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-17, Measure 5-f)</u></p>
<p><b>3.1.3</b> Analyze the impacts of land use policies and future development on the transportation system by evaluating General Plan Amendments and requiring preparation of traffic impact reports for projects that generate in excess of a specified traffic threshold.</p>	<p><u>The General Plan Amendment Process (Introduction §1.10, pg. #1-9)</u></p> <p><u>Goal, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-8 and 4-9, Measures 4-c through 4-e)</u></p> <p><u>Contra Costa County Guidelines for Administering the California Environmental Quality Act (2010), Appendix M</u></p>
<p><b>3.1.4 Use of Measure J Funds.</b> Measure J transportation improvement funds, including the 18% Local Street Maintenance and Improvement Funds, may be used for any eligible transportation purpose. In no case, however, will those funds replace private developer funding for transportation projects determined to be required for new growth to mitigate the impacts it creates.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, 4-d)</u></p>
<p><b>3.2 Address Housing Options.</b></p>	
<p>To achieve reasonable progress in providing housing opportunities for all income levels, the local jurisdiction will: [List specific implementation programs here, or reference programs located in the Housing Element]</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-39, Measures 3-ab)</u></p> <p><u>Housing Plan (Housing Element Appendix B, pg. #6-1B, Table B-1, “Program</u></p>

#### 4. Growth Management Program

MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
	<u>Implementation Status”) (Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</u>
<p><b>3.2.1</b> Prepare a biennial report on the implementation of actions outlined in the local jurisdictions Housing Element, for submittal to CCTA as part of the biennial GMP Compliance Checklist. The report will demonstrate reasonable progress using one of the following three options:</p>	<p><u>Housing Plan (Housing Element Appendix B, pg. #6-1B, Table B-1, “Program Implementation Status”) (Periodic Reports are provided to CCTA via the Biennial Compliance Checklist)</u></p>
<p><b>3.2.1.1</b> Comparing the number of housing units approved, constructed or occupied within the jurisdiction over the preceding five years with the number of units needed on average each year to meet the housing objectives established in the jurisdictions Housing Element; or</p> <p><b>3.2.1.2</b> Illustrating how the jurisdiction has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems which provide opportunities for, and do not unduly constrain, housing development; or</p> <p><b>3.2.1.3</b> Illustrating how a jurisdiction’s General Plan and zoning regulations facilitate the improvement and development of sufficient housing to meet those objectives.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pgs. #4-11 through 4-12, “Land Supply/Development Monitoring Analysis”)</u></p> <p>(See 3.2.1.1 in the MGME)</p> <p>(See 3.2.1.1 in the MGME)</p>
<p><b>3.2.2</b> As part of the development review process, support the accommodation of transit, bicycle, and pedestrian access for new development. [List specific procedures]</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-39 through 3-40, Measures 3-a1 through 3-ao)</u></p> <p><u>Goals Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, Measure 4-j)</u></p> <p><u>Roadway and Transit Implementation Measures (Transportation and Circulation Element §5.6, pg. #5-18 through 5-23 (certain Measures only)</u></p>
<p><b>3.3 Multi-Jurisdictional Transportation Planning.</b></p>	
<p>The jurisdiction will participate in multi-jurisdictional transportation planning by participating in activities of the RTPC including development of Regional Route Action Plans and cooperating in the assessment and mitigation of traffic impacts in neighboring jurisdictions when it is believed that local actions contribute to conditions at such intersections.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element, §4.4 pg. #4-8, Measure 4-b)</u></p>

#### 4. Growth Management Program

MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
<p><b>3.3.1 Action Plans for Routes of Regional Significance.</b> The map/list on page ( ) shows Routes of Regional Significance that have been designated by the local jurisdiction in cooperation with the RTPC and the Contra Costa Transportation Authority. The jurisdiction will participate with both agencies in developing and implementing Action Plans for Routes of Regional Significance.</p>	<p>(See <i>Measure 4-b</i> under 3.3 Multi- Jurisdictional Transportation Planning in the MGME)</p>
<p><b>3.3.2 Travel Demand Modeling.</b> The jurisdiction will apply the Authority’s travel demand model for analysis of General Plan amendments affecting land use or circulation and development projects that generate more than a specified threshold of peak hour trips to determine the effects on the regional transportation system and compliance with the Multimodal Transportation Service Objectives established in the Action Plan applicable to the jurisdiction’s planning area. The jurisdiction also will help maintain the Authority’s travel demand modeling system by providing information on proposed improvements to the transportation system, planned and approved development within the jurisdiction, and long- rang plans relative to ABAG’s projections for households and jobs within the local jurisdiction.</p>	<p><u>Land Use Goals, Policies and Implementation Measures (Land Use Element §3.8, pg. #3-38, Measure 3-o)</u></p>
<p><b>3.3.3 Other Planning and Implementation Programs.</b> The jurisdiction will work with the RTPC and the Contra Costa Transportation Authority to help develop other plans, programs and studies to address transportation and growth management issues.</p>	<p>(None)</p>
<p><b>3.3.4 Conflict Resolution.</b> The jurisdiction will participate in the Contra Costa Transportation Authority’s established conflict resolution process as needed to resolve disputes related to the development and implementation of Actions Plans and other programs described in this Element.</p>	<p><u>Goals, Policies and Implementation Measures (Growth Management Element §4.4, pg. #4-9, Measure 4-h)</u></p>
<p><b>3.4 Urban Limit Line (ULL).</b> The jurisdiction will adopt either a Mutually Agreed-Upon Countywide ULL, a County ULL, or Local Voter ULL consistent with the requirements of the Measure J GMP (as amended by Authority Ordinance 06-04). Urban development is allowed within the line, subject to the policies and standards of the Land Use Element:  The ULL can only be amended by a subsequent vote of the electorate; minor adjustments of less than 30 acres may be approved by a majority vote of the local jurisdiction’s legislative body.</p>	<p><u>Land Use Goals, Policies and Implementation Measures §3.8, pg. #3-38, Measures 3-p through 3-s)</u></p>
<p><b>3.5 Five-Year Capital Improvement Program.</b></p>	
<p>Capital projects sponsored by the local jurisdiction and necessary to maintain and improve traffic operations will be included in the five- year Capital Improvement Program</p>	<p>(See <i>Measure 4-g</i> under 3.1 Development Mitigation Program in the MGME)</p>

#### 4. Growth Management Program

MODEL GROWTH MANAGEMENT ELEMENT (MGME) <sup>1</sup> FINAL – RELEASED ON 06-08-07	CORRESPONDING COUNTY GENERAL PLAN TEXT, GOALS, POLICIES OR PROGRAMS
(CIP). Funding sources for such projects as well as intended project phasing will be generally identified in the CIP.	
<b>3.6 Transportation Systems Management.</b>	
As part of this growth management program, the jurisdiction will adopt and implement [a Transportation Systems Management (TSM) ordinance] or [a TSM Resolution] or [an alternative mitigation program].	(See <i>Measure 4-j</i> under 3.2.2 in the MGME)
<b>GLOSSARY</b>	
	(See Land Use Definitions under 2.1 Introduction in the MGME)

**Compliance Checklist**

Reporting Jurisdiction: Contra Costa County

For Fiscal Years 2019-20 and 2020-21

Reporting Period: Calendar Years 2022 & 2023

**Attachment G**



Jurisdiction: Contra Costa County		CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of \$10,000 or more)		
Reporting Period: FY 2019-2020				
Project Type	Project Name	Project Description (Location, Limits)	Measure J Funds Expended (\$)	Reporting Metric (see instructions)
Local Streets and Roads	6U6211 - Alhambra Valley Road - Ferndale Site	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 85,000	Perform a range of activities related to storm damage caused by the winter rain events ranging from debris removal, culvert/road/side repair at many sites.
Local Streets and Roads	6U6215 - Happy Valley Road - Embankment Repair	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 225,000	Complete design for 2021 construction of \$1.7 million project
Local Streets and Roads	6U6202 - Pinehurst Road -- Sinkhole and Culvert Repair	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 100,000	Complete design for 2021 construction of \$0.8 million project
Local Streets and Roads	6U2340 - Sequoia Way Culvert and Roadway Repair	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 275,000	Complete construction of a \$600,000 project
Local Streets and Roads	6R4255 - Vasco Road Safety - Phase 2	Preliminary Engineering and environmental work related to updating cost estimate and associated to get project ready for construction in 2022.	\$ 80,000	Cost estimate and funding plan finalized for 2022 construction of \$21 million project
Local Streets and Roads	6U4095 - Alhambra Valley Road Embankment Repair	Repair roadway infrastructure due to storm damage caused by major rain event.	\$ 135,000	Complete design of \$1.2 million project for 2021 construction
Local Streets and Roads	6R4052 - Kirker Pass NB Truck Lanes Project	Construct a truck climbing lane for approximately 1 mile from the Concord Pavilion in the City of Concord to the North Hess Road intersection and place an HMA overlay for approximately 2 miles	\$ 600,000	Construction of over \$14.5 million of roadway improvements
Local Streets and Roads	6P1030 - 7 Year Capital Road Improvement & Preservation Program	Preparation of a document to present the funded active projects in the County's Road program and show the past expenditures and proposed future revenues and expenditures	\$ 200,000	Document finalized and approved by Board of Supervisors
Other	DCD Staff time	Staff time related to Measure J-related transportation planning activities.	\$ 48,260	N/A
Other	Measure J Growth Management	Compliance with CCTA Growth Management Program, including GMP tracking and maintenance of County GMP checklist, and preparation for Growth Management Element Update	\$ 910,339	N/A
Other	Committee Dues	Dues for various Committees	\$ 44,307	WCCTAC, SWAT, and TRANSPAC
Other	Iron Horse Corridor Active Transportation Study	Opportunities and constraints analysis for further developing the active transportation features within the Iron Horse Corridor.	\$ 172,085	CCTA Transportation for Livable Communities grant program - study completed 7/14/20.



**ANNUAL REPORTING FORM**  
**for MEASURE J LOCAL STREET MAINTENANCE AND IMPROVEMENTS (LSM) FUNDS**  
**(18% LSM FUNDS & 2.09% ADDITIONAL FUNDS)**  
**FOR ELIGIBLE EXPENDITURES DURING FISCAL YEAR 2020-21**

Jurisdiction: CONTRA COSTA COUNTY

If you have any questions regarding this form, please contact Matt Kelly at CCTA, [mkelly@ccta.net](mailto:mkelly@ccta.net).  
 Please return the form to CCTA, along with the LSM Audit Reporting Form spreadsheet, Attn: Jackie Reyes (at address listed below or [jreyes@ccta.net](mailto:jreyes@ccta.net))

	Total for FY 2020-21
<b>Starting Balance as of July 1, 2020</b>	4,446,790
<b>18% + 2.09% Funds Received during FY 2020-21</b> (actual, not accrued)	191,946
<b>LSM Eligible Expenditures</b> (Please describe all expenditures in excess of \$10,000 on the LSM Audit Reporting spreadsheet)	
Local Street and Roads	1,979,757
Growth Management Planning and Compliance	799,129
Transit Capital and Operations	
Trails	
Parking Facilities	
Transportation Demand Management/Transportation Systems Management	
<b>Total LSM Expenditures during FY 2020-21</b>	2,778,886
Funds Remaining	1,859,850
Interest Earned	20,596
<b>Ending Balance as of June 30, 2021</b>	1,880,446

Form prepared by: Victoria Isip

Phone: 925-655-3019

Email: victoria.isip@dcd.cccounty.us

Title: Accountant

Date: 12/3/2021

Jurisdiction: Contra Costa County Reporting Period: FY 2020-2021		CCTA Measure J Local Streets & Roads Maintenance Audit Reporting Form (for expenditures of \$10,000 or more)		
Project Type	Project Name	Project Description (Location, Limits)	Measure J Funds Expended (\$)	Reporting Metric (see instructions)
Local Streets and Roads	6U6211 - Alhambra Valley Road - Ferndale Site	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 235,940	Perform a range of activities related to storm damage caused by the winter rain events ranging from debris removal, culvert/road/side repair at many sites.
Local Streets and Roads	6U6215 - Happy Valley Road - Embankment Repair	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 263,000	Activities related to 2021 construction of \$1.7 million project
Local Streets and Roads	6U6202 - Pinehurst Road - Sinkhole and Culvert Repair	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 243,770	Activities related to 2021 construction of \$0.8 million project
Local Streets and Roads	6U2341 - Carquinez Scenic Drive Embankment Erosion and Guardrail Repair	Repair roadway infrastructure due to storm damage caused by a rain event	\$ 37,684	Repair roadway
Local Streets and Roads	6U6225 - Alhambra Valley Embankment Repair Site 1	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 199,375	Activities related to 2021 construction of a \$1.0 million project
Local Streets and Roads	6U6226 - Bear Creek Road - Road Embankment Repair	Repair roadway infrastructure due to storm damage caused by 2017 rain events.	\$ 241,000	Activities related to 2021 construction of a \$1.5 million project
Local Streets and Roads	6U2185 - County-Wide Surface Treatments	Place a surface treatment on roadway to increase life of pavement	\$ 345,000	Activities related to 2021 construction of a \$2.5 million project
Local Streets and Roads	6U4095 - Alhambra Valley Road Realignment	Repair roadway infrastructure due to storm damage caused by earlier rain event.	\$ 358,989	Activities related to construction of a \$1.52million project
Local Streets and Roads	6P1084 - Parker Avenue Operations and Maintenance of Landscaping	Operation and maintenance of landscaping installed by Parker Avenue Improvement Project	\$ 50,000	Maintain shrubbery and trees installed as part of project
Other	DCD Staff time	Staff time related to Measure J-related transportation planning activities.	\$ 52,336	N/A
Other	Measure C Growth Management	Compliance with CCTA Growth Management Program, including GMP tracking and maintenance of County GMP checklist, and preparation for Growth Management Element Update	\$ 703,768	N/A
Other	Committee Dues	Dues for various Committees	\$ 42,975	WCCTAC, SWAT, and TRANSPAC