



December 15, 2022

Maureen Toms, Deputy Director, Policy Planning
Contra Costa County

RE: COMMENTS ON NOVEMBER 2022 DRAFT COUNTY HOUSING ELEMENT

Dear Ms. Toms,

350 Contra Costa Action, a non-profit organization based in Contra Costa County, is focused on getting local governments to take quick and bold actions to address the climate crisis. Housing policies are important because dense housing located near commerce and transit results in much lower energy and water usage as compared to sprawl development. And preserving open space, including vital ecological resources, is also important for climate health.

We offer the following comments and suggestions for consideration:

6.1 Introduction, B. Goals:

- A) To address both global warming and community health and safety, a prime housing goal ought to be phasing out natural gas use / phasing in electric heating systems.
- B) Item 2. on page 6-7: Rather than as stated "Preserve the existing affordable housing stock ...", consider "Expand the amount of affordable housing". More to the point, it should not be policy to always preserve old buildings that may not meet modern structural and other code requirements. And in areas close to commercial and transit resources, replacing low density older housing with modern higher density housing should be encouraged. However, in such cases, it is vital that existing rental tenants will be equivalently, if not better, housed.
- C) Item 9. on page 6-7: While we are very much in favor of energy-efficient buildings, the state energy requirements for new buildings are already sufficiently stringent; there is not much additional energy efficiency that can be mandated within the bounds of economic efficacy. Instead, for new residential buildings, we suggest that the County concentrate on the following:
 - ◆ Improved enforcement of the building energy code (i.e. at plan review and site inspection)
 - ◆ Providing infrastructure for the coming shift to electric private vehicles.

6.4 Housing Resources, E. Opportunities for Energy Conservation and Reducing Greenhouse Gas Emissions:

- A) Regarding the state’s building energy standards (Title 24 Part 6), as described on page 6-182:
1. The text says that the energy standards govern “new development”. That term may be ambiguous. The energy standards govern new buildings, building additions, and certain alterations to existing buildings.
 2. The energy standards do not require adoption of an “energy budget”. That term is a reference to the Performance compliance approach. Any building project can optionally comply with the Prescriptive compliance approach.
 3. Several of the measures listed as methods to meet the energy code are in fact not methods that receive compliance credit, even if they are beneficial from an energy efficiency standpoint. Perhaps it would be more appropriate to simply note that such design features as windows, insulation, mechanical efficiency, and solar systems affect compliance with the energy code.
- B) Item 3, PACE (page 6-185): It ought to be noted that the PACE program has seen implementation and equity issues among some vendors and customers of this program. Use of the PACE program needs to be done with adequate oversight. See California’s DFPI webpage for more information, at <https://dfpi.ca.gov/pace-program-administrators/pace/> .
- C) Item 5. Local Opportunities to Further Reduce Energy Use and GHG Emissions (page 6-186):
1. The report should include replacing natural gas heating systems with electric heating systems in the existing residential building stock. The County is starting to do some planning around this, but the Housing Element ought to clearly note that this is an essential step to phasing out the fossil fuel use that creates GHG emissions.
 2. The County has decided to require EV chargers at new multi-family (MF) buildings at a modestly greater quantity than dictated by CalGreen. However, from a practical/cost standpoint, the County ought to require that all new MF projects install electrical systems capable of expanding EV charging to the number of dwelling units, as it becomes necessary to meet demand.
 3. The report should note that adding EV charging infrastructure at existing multi-family projects will encourage the migration from fossil fuel powered vehicles to EVs. Retrofit programs could evaluate costs and practicality of providing charging for every dwelling, versus providing a modest number of chargers in unassigned parking spaces.

Goal HE-2 Increase Housing Supply:

- A) HE-P2.1 (page 6-199): We fully support more housing in close proximity to public transportation and services. In this regard, the Housing Element ought to call for high density housing in central nodes and along transit corridors, by upzoning allowable housing densities in these areas.
- B) HE-P2.6 (page 6-200): RE: providing a variety of housing types, there should be no single family zoning. Single family homes are more expensive to build than multi-family homes, and are wasteful of land, energy and water. Single family zoning was designed as a tool of segregation. Instead of single family zoning, the County should encourage a wide variety of multi-family building types, ranging from townhomes with private yards to high-rise buildings, both all residential and mixed-use, both rental and owner-occupied.

- C) HE-P2.8 (page 6-204): RE: providing for buildings with up to 10 new dwellings without CEQA when near transit (per SB10): The County ought to adopt provisions to enable this. This is a very modest measure, and should not require study.

Goal HE-4 Improve Housing Affordability:

- A) To reduce constructions costs for new housing, the County should do the following:
1. Increase residential and mixed-use allowed zoning densities at central nodes and along arterial streets.
 2. Remove minimum parking requirements at properties in/close to central nodes and along arterial streets. Parking is expensive to provide. Less provided parking lowers the cost of housing, and frees up valuable space that may better be put to more housing. In addition to all of the traditional alternatives to private auto ownership, “ride sharing” and similar services are expected to become more popular, especially as such services transition to electric self-driving vehicles.
 3. Multifamily minimum parking requirements should never exceed one space per dwelling unit.
- B) The County should work with other local jurisdictions to push the state to provide more robust financial support and financing mechanisms for low income housing: new construction, conversions from other uses, and rehabilitation of properties not adequately maintained. Such financial resources could be used to not only help non-profit low-income housing developers, but possibly to finance government-built housing.

Goal HE-6 Mitigate Potential Governmental Constraints to Housing ... Affordability: The County’s building code should be reviewed to make sure that there are no unreasonable impediments to using less expensive construction methods, such as modular and mass plywood.

Goal HE-8 Promote Energy-Efficient Retrofits of Existing Dwellings and Exceeding Building Code Requirements in New Construction:

- A) Regarding energy efficiency at existing buildings, see comment at 6.4 C) Item 5 on page 2 of this letter.
- B) Regarding energy requirements for new buildings, see comment at 6.1 C) near the top of page 1 of this letter.
- C) HE-P8.2 Indoor air quality: The report ought to note that replacing gas cooking appliances and room gas space heaters with electric systems is an important method to reduce indoor air quality problems.

Please feel free to contact us should you have any questions about our housing planning suggestions for Walnut Creek.

Gary Farber garyf8642@gmail.com and Lisa Jackson 67jacksonl@gmail.com
for 350 Contra Costa Action

From: [Ainsley Martin](#)
To: [Will Nelson](#)
Subject: RE: Alamo meeting last night/Envision 2040
Date: Wednesday, December 7, 2022 7:48:52 AM

Hello Mr Nelson-

My name is Ainsley Martin, I am a neighbor in West Alamo near the parcel of land that is designated for high density use on Danville Blvd.

I had asked the question why was the housing concentrated along Danville Blvd/why the high density designation at that area and your answer was (summing it up)

-it needs to be because the original spots off Stone Valley (you mentioned 2-one off Bolla and another) were disregarded because from the previous neighbor meeting it was the census to concentrate the new housing somewhere else

-The owners of that property would like to sell and see it become high density housing and they approached the county with this offer.

To address/question the first part of your answer, when the original plan came out and impacted the neighborhoods off Stone Valley there was push back and the solution was to listen to those neighborhoods and move the housing to another neighborhood. Of course you would have complaints and push back, which you are now having with the new plan that only impacts the neighborhood of West Alamo/Danville Blvd. Why no compromise? Why not lower density spread over multiple areas instead of high density in one area. If the original proposal had been what it is now, all on Danville Blvd, and the complaint was made then that us neighbors were unhappy with that-would it have then been spread out to these other areas that have now been disregarded? Am I making sense here? Are we basically getting strong armed into these high density housing because it was the second choice?

I do understand that these need to go somewhere, it is the HIGH density that I have issue with. To keep in harmony with the neighborhood these new housing needs to be lower density. If you can take the 100 plus planned on that one parcel and divide it up with some of the other sites that were originally planned and keep them low density you would have less push back from all neighbors.

I hope you take the time to read this. I understand it may be a little rambling but I would love to have a chance to have a conversation with you about this. I really feel you only took one part of Alamo's population, the East Side, and pacified that area without regard to the neighborhoods you are now impacting.

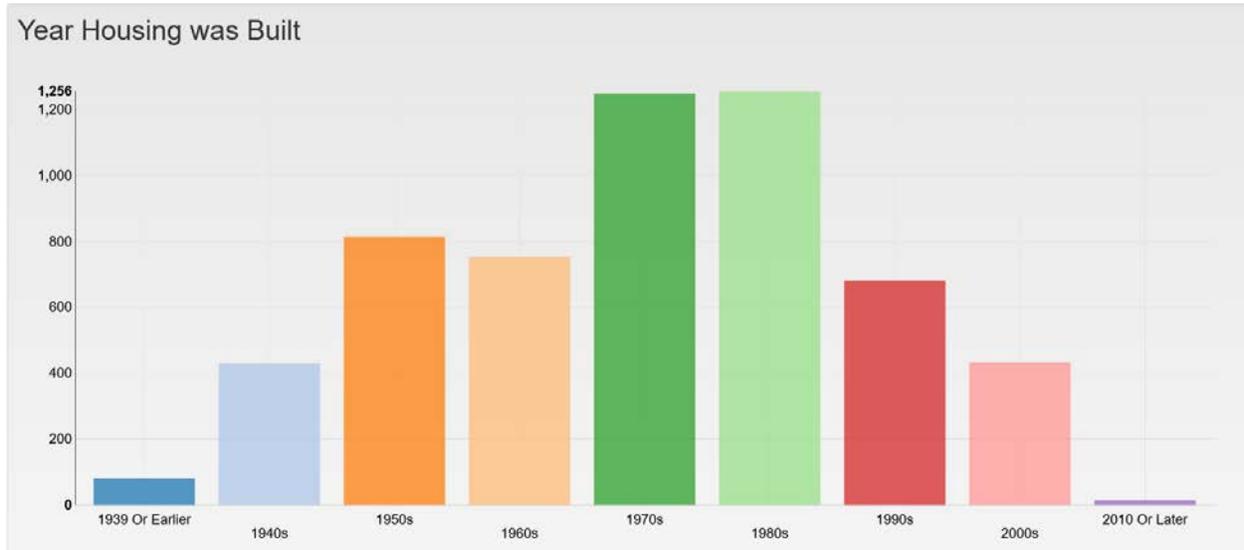
Please reach out to me at 925-817-7940 or email: ainsleymartindds@gmail.com

Thank you
Ainsley Martin

Additional Information provided by AIA for Contra Costa County Files

Housing

During AIA's involvement as an Alamo community organization from 1955- 2022, 4373 housing units or 81% of the total housing units were developed. During the period of 1980's to present 2370 housing units or 44% of the total housing units were developed. <https://www.unitedstateszipcodes.org/94507/>



1960's 754 Homes

1970's 1249 Homes

1980's 1256 Homes

1990's 681 Homes

2000's 433 Homes

Current Homes number 5378 Units of which Town Homes, Condominiums and Apartments are approximately 10%.

Minority Representation

New residents moving to Alamo are a cross section of all nationalities interested in a family friendly and safe environment. Overall, we see evidence of this every day and particularly at the Alamo Farmer's Market on Sundays. Alamo residents, as families, are 65.9% of the community's population.

Although historically, a number of Alamo residents are white, this existing group is typically within retirement ages and has no children in the school system.

These new residents moving into Alamo tend to be with families, so the percentages of minority school enrollment moves into their favor.

School enrollment supports this growth trajectory, with minority student enrollment for 2022 showing:

Alamo Elementary School 41%

<https://www.usnews.com/education/k12/california/alamo-elementary-239358>

Stone Valley Middle School 32%,

<https://www.usnews.com/education/k12/california/stone-valley-middle-268811>

Monte Vista High School 46%

<https://www.usnews.com/education/best-high-schools/california/districts/san-ramon-valley-unified-school-district/monte-vista-high-school-3355>

Current

There is no evidence of racial profiling or discrimination in housing in our Alamo Community.

Alamo Residents are highly educated with 74.47% having Bachelors, Masters or Doctorate College degrees and with an average income per household of \$250,000+.

Today's Alamo has very little remaining property to develop, so residents are naturally concerned about what extra housing will mean in terms of infrastructure limitations, traffic congestion and pressure on existing services, such as education, police and fire.

Also, the vast majority of Alamo's non-hillside land is divided into lots of around half an acre. This makes it difficult to assemble parcels of sufficient size for typical multifamily development.

In addition, State law already provides for division of lots into two for two to four units without rezoning, should the owners wish to do so."

From: [Michael Gibson](#)
To: [Cameron Collins](#); [Will Nelson](#)
Subject: AIA Recommendations re: the Recently Released CCC Housing Element & General Plan Land Use Map
Date: Friday, December 2, 2022 12:02:46 PM
Attachments: [AIA Comments Gen Plan & Housing Element 22-12-01.pdf](#)
[Map of Alamo Sites Inventory Properties - Draft HE.pdf](#)
[Table of Alamo Sites Inventory Sites.pdf](#)
[Housing Element Unit Calculations - Draft HE.pdf](#)
[Basemap AlamoCastleDiablo Proposed 22-11-28.pdf](#)
[General Plan Residential Unit Tabulation - Alamo 22-11-28.pdf](#)
[Alamo Castle Hill Draft Profile 11-13-2019.pdf](#)

Dear MAC & Mac Land Use Subcommittee members (by bcc) –

Attached on behalf of AIA for your consideration prior to your respective meetings are AIA's recommendations on the recently released County Housing Element Sites Inventory and General Plan Land Use Map for Alamo/Castle Hill/Diablo, together with some reference information on these documents. The draft Housing Element and General Plan Land Use Map were just released on November 17 and 28, respectively, so the recommendations, albeit nearly final, should still be considered in draft.

In addition to Cameron, we are sending this to Will Nelson, who will be at your December 6 meeting, so he has a chance to review and respond to them if desired.

Michael Gibson
Alamo Improvement Association

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(925) 939-9975 tel
(925) 683-5905 mobile

**AIA COMMENTS ON
THE UPDATES OF THE COUNTY HOUSING ELEMENT & GENERAL PLAN
(REVISED DECEMBER 1, 2022)**

RECOMMENDED CHANGES TO THE HOUSING ELEMENT SITES INVENTORY:

- Recommend against including in the Sites Inventory 1541 Ridgewood Rd. (corner of Danville Blvd.), 1524 Alamo Way (corner of Danville Blvd.), and 2962 Miranda Avenue (Mauzy School property) – ***Represents a reduction of 36 Above Moderate and 10 Very Low units.***
- Recommend reduction in the density of 3236 & 3240 Stone Valley Rd. West from 75 to 30 du/acre by redesignating from Mixed-Use Medium to Mixed Use Low General Plan Designation (rather than by a policy in the Alamo Community Profile). – ***Represents a reduction of 70 Above Moderate and 11 Moderate units, with 47 Above Moderate and 8 Moderate units remaining.***
- Recommend keeping in Sites Inventory all other presently included sites at their currently proposed densities and unit allocations – ***Represents 72 Above Moderate, 48 Low, and 49 Very Low units.***
- Recommend for inclusion in the Sites Inventory the 14.05-acre (11.93 net acre) Alamo Plaza property with an MUL – Mixed-Use Low General Plan designation at 30 du/net acre max., rather than a policy to reduce the density some amount below the 75 du/net acre max density of the proposed MUM – Mixed-Use Medium designation. – ***Allocate 95 Above Moderate, 25 Moderate, 15 Low and 10 Very Low units to this property in the Sites Inventory, for a total of 145. This could be accommodated on 5.58 gross acres (4.83 net acres) in the northwest corner area of this 14.05-acre property.***
- ***Total Sites Inventory new units as recommended would be 214 Above Moderate, 33 Moderate, 48 Low and 64 Very Low units for a total of 359 units. This is a decrease of 11 Above Moderate, an increase of 14 Moderate and an increase of 5 Low units, for a total increase of 8 units from the Sites Inventory of the November 17, 2022 Draft Housing Element.***

RECOMMENDED CHANGES TO DRAFT GENERAL PLAN

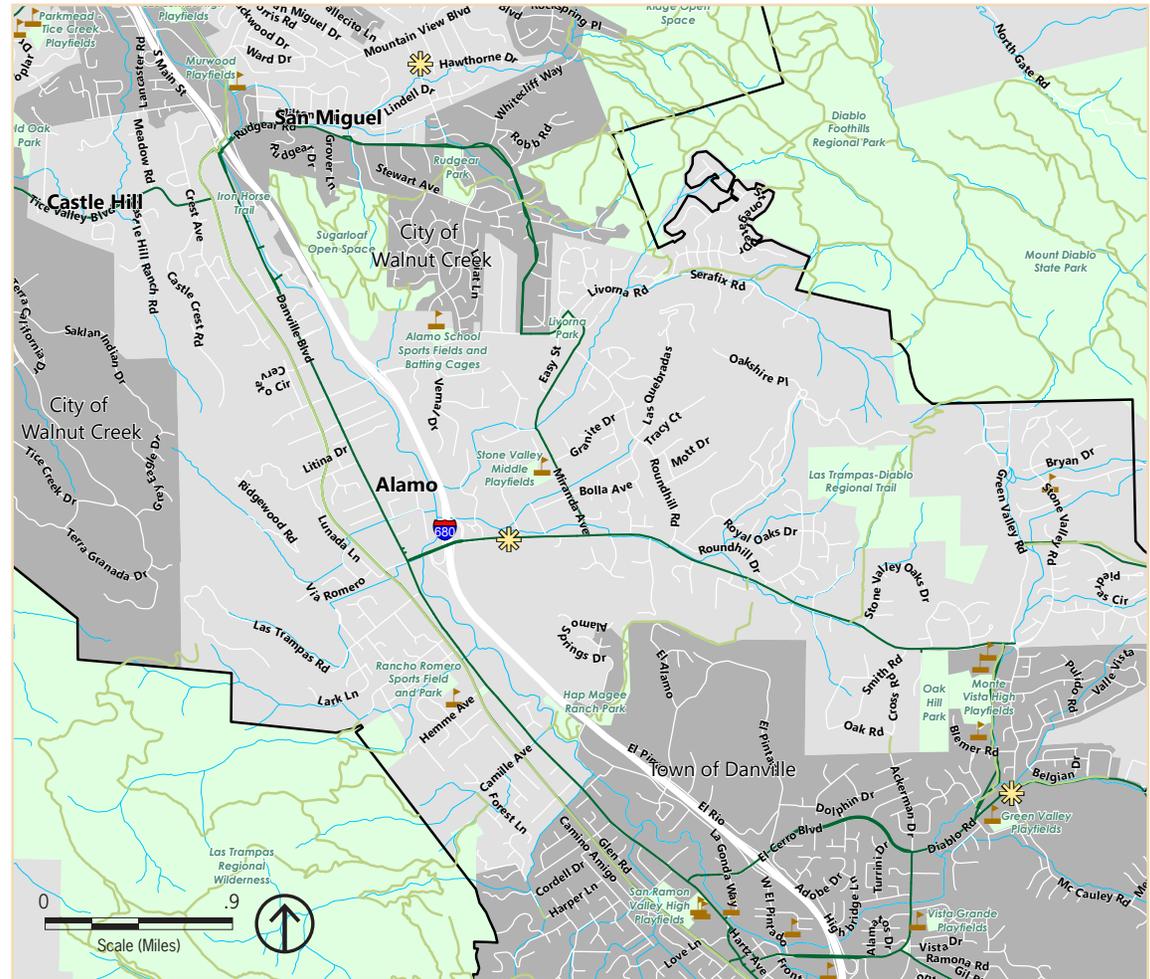
- ***The two recommended changes below to the November 28, 2022 General Plan Land Use Map for Alamo, Castle Hill and Diablo would reduce the maximum allowable number of new units in addition to existing by 1,550, from 2,969 at currently proposed maximum net densities to 1,419 at the recommended maximum net densities.***

- Return 1541 Ridgewood Rd. (corner of Danville Blvd.) and 1524 Alamo Way (corner of Danville Blvd.) from RM (Residential Medium – 7 to 17 du/net acre) to RL (Residential Low – 1-3 du/net acre) – ***Represents a reduction of 30 units between the maximum proposed allowable and maximum existing allowable units for these properties.***
- Change areas in Alamo designated for MUM (Mixed Use Medium, 30-75 du/net acre) to MUL (Mixed Use Low, 0-30 du/net acre) – ***Represents a reduction of 1,550 units between the maximum proposed allowable maximum existing allowable units for these properties.***
- Add a policy that building roof heights in the mixed-use and commercial designations in Alamo are to be no higher than 35 feet above grade and architectural features such as chimneys and parapets be no higher than 40 feet above grade, with the exception of qualifying density bonus projects.
- Add a policy that all uses shall provide off-street parking consistent with independently recognized parking ratios and standards, except in cases where off-street parking requirements are explicitly preempted by the State.
- Add a policy that, when rezoning in Alamo, the appropriate zoning for single-family detached residential development in the RL (Residential Low) General Plan designation shall be P-1 at maximum 2 units per net acre, R-20, R 40, R-65 and R-100, or their equivalents in any revised version of the County’s zoning ordinance.
- Add a policy that the lands shown as residential on the Land Use Map adjacent to the portion of Danville Boulevard. between Del Amigo Road and Rudgear Road shall be restricted to residential uses. New nonresidential uses under land use permits shall be prohibited except for places of religious worship and home occupations qualifying under the County’s ordinances for a ministerial land use permit.
- Add a policy that development and redevelopment in the Mix-Use-designated areas of central Alamo should emphasize pedestrian orientation, safety and amenity and connection to the Iron Horse Trail.
- Add a policy that development or redevelopment in the Mixed-Use-designated areas of central Alamo should provide ample civic space for gathering, entertainment and social interaction.

ALAMO AND CASTLE HILL | CONTEXT

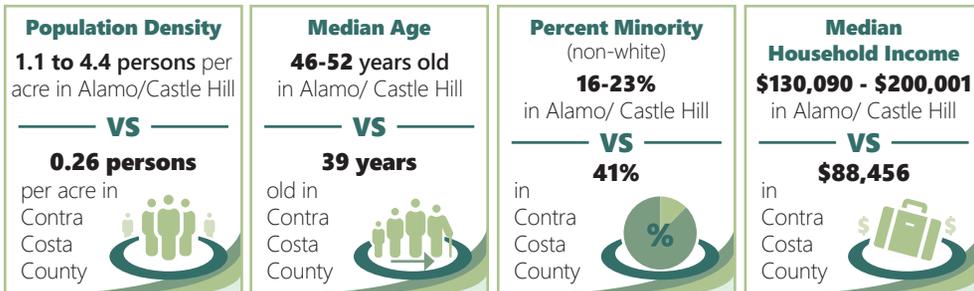
Alamo and Castle Hill are located between Walnut Creek and Danville and renowned for their comfortable residential neighborhoods, wooded hillsides, excellent schools, well-maintained parks, and strong sense of community. A portion of Castle Hill is within the Sphere of Influence of the City of Walnut Creek. Alamo and Castle Hill are mostly comprised of single-family ranch-style homes on relatively large lots. However, Alamo also includes multi-family housing along Danville Boulevard and estates on large rural tracts.

Alamo and Castle Hill originated as communities of ranches and orchards in the late 19th century. The area remained rural until after World War II, when new freeways made it more accessible. Developments like the Round Hill Country Club (1960) helped establish the community's image as a desirable place to live. Major thoroughfares in the area are Danville Boulevard, which runs north-south along the west side of Interstate 680, and Stone Valley Road, which runs east from Danville Boulevard toward Diablo. Alamo's major commercial center is located around the intersection of these two streets and includes several shopping centers, office buildings, civic uses, and housing. Local planning priorities continue to be preserving Alamo's and Castle Hill's character, maintaining the scale of the housing stock, preserving mature trees, and managing traffic and safety on local roadways.



Source: Contra Costa County, 2018; PlaceWorks, 2019.

WHO LIVES IN ALAMO AND CASTLE HILL?



ALAMO AND CASTLE HILL | CONTEXT (CONTINUED)

Natural Hazards

-  Drought
-  Extreme Heat
-  Flooding
-  Human Health Hazards
-  Landslides and Debris Flows
-  Seismic Hazards
-  Severe Storms
-  Wildfire

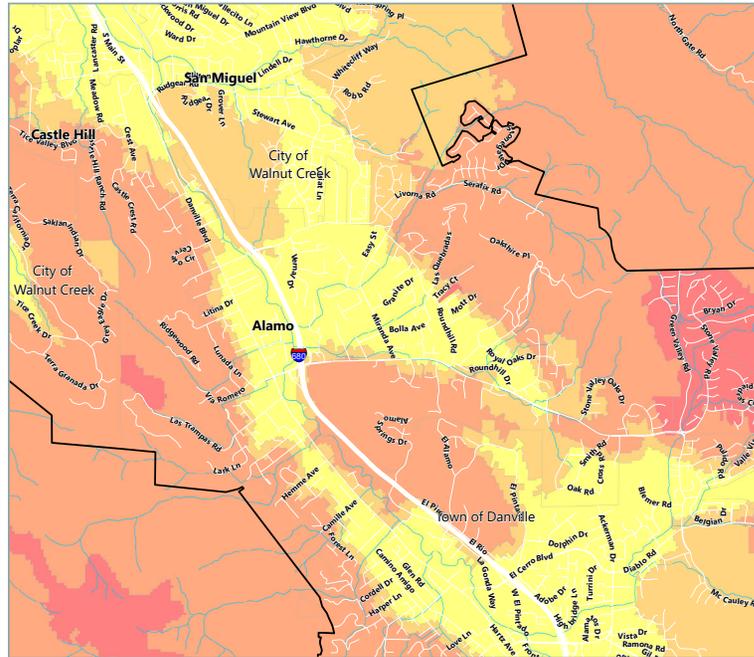
Major Vulnerabilities

Seniors, especially seniors living alone, and cost-burdened households are vulnerable to air quality, extreme heat, flooding, landslides, seismic hazards, and wildfire.

Persons without access to lifelines and persons living on single access roads are vulnerable to wildfire, landslides, and flooding.

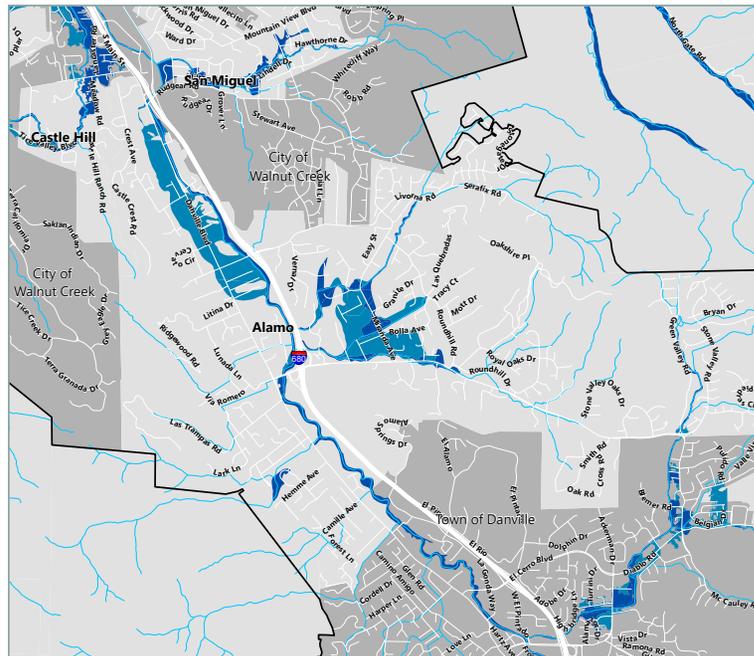
Energy delivery, solid waste removal, and water and wastewater services are vulnerable to landslides, flooding, seismic hazards, and wildfire.

Woodland and riparian woodland areas are vulnerable to agricultural pests and diseases, drought, and wildfire.



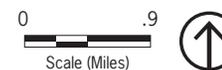
WILDFIRE HAZARD SEVERITY ZONES

-  Urban Limit Line
- Wildfire Severity Zones
 -  Urban Unzoned
 -  Moderate
 -  High
 -  Very High
 -  Creeks



FLOOD ZONES

-  Urban Limit Line
-  Incorporated City
-  Unincorporated Areas
- Flood Hazard Zones
 -  100-Year Flood Zone
 -  500-Year Flood Zone
 -  Creeks



ALAMO AND CASTLE HILL | GUIDANCE

PLANNED LAND USE

Land use designations for Alamo and Castle Hill are shown on the land use map. This area is largely surrounded by land designated for open space and agricultural use. Alamo and Castle Hill are almost entirely developed with single-family homes situated on lots approximately ½ acre or larger. Some of the larger lots located toward the edge of the developed areas, at the transition to rural lands, are used for agriculture.

Alamo contains one small area designated for commercial uses located along Danville Boulevard at Stone Valley Road. This well-established commercial center serves many of the residents' daily needs. The only multi-family development in the area is located east of the commercial center, adjacent to Interstate 680. A number of public and semi-public uses, such as schools and religious institutions, also exist in the area.



GUIDING PRINCIPLES

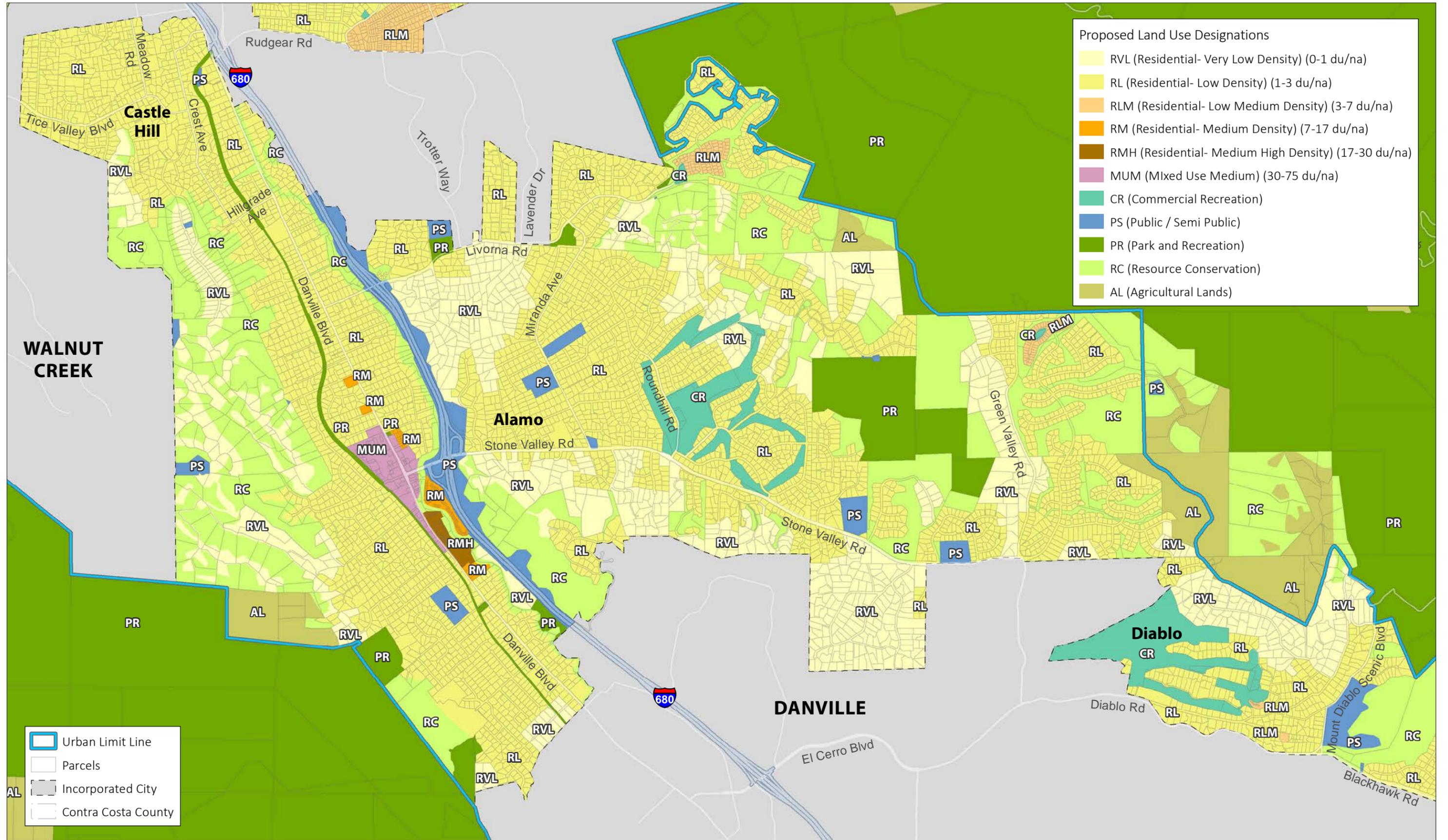
1. Alamo and Castle Hill residents value their semi-rural lifestyle and community. The safe, quiet, and bucolic small-town characteristics should be maintained.
2. Residents identify their undeveloped surroundings as one of most valuable assets of this area. Preservation of the natural setting and wildlife habitat should be prioritized.
3. The community's predominantly single-family character should be preserved. (3-116)
4. New development should be consistent with the community's semi-rural character in terms of architectural style, massing, scale, and colors. (3-124)
5. Because Alamo and Castle Hill are proximate to large swaths of wooded hills, grasslands, and pipelines carrying volatile materials, they are at risk of exposure to hazardous materials and potentially severe fires. The communities should be protected from these hazards through proper planning and emergency response.

POLICIES

1. Prioritize preservation of irreplaceable natural features (e.g., mature stands of oak trees and riparian corridors) and wildlife habitat.
2. Support development of varied housing types, including attached single-family residences, townhouses, duplexes, and accessory dwelling units (ADUs), to diversify the housing stock and better serve residents of all ages. (3-116)
3. Consider subtle density increases that do not alter the physical character of the area.
4. Encourage commercial uses to be neighborhood-scale and serve the needs of the community. Discourage large-scale commercial uses catering to a more regional customer base because they would be inconsistent with the community's character. (3-117, 3-123)
5. Commercial land use designations are generally restricted to the existing business district along Danville Boulevard. Consider proposals to redesignate land outside of this area for commercial uses only if they demonstrate a clear community benefit. (3-118)
6. Maintain Danville Boulevard and Stone Valley Road as two-lane roadways outside of Alamo's business district.
7. Prohibit new traffic signals east of Interstate 680 unless necessary to ensure public safety.
8. Encourage community-wide pedestrian and bicycle mobility and use of public transportation in Alamo and Castle Hill.

ACTIONS

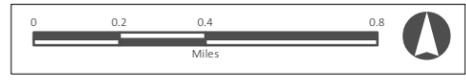
1. Coordinate with public safety and health agencies to create a comprehensive emergency response plan, including evacuation routes and emergency shelter locations, for Alamo and Castle Hill residents.
2. Improve pedestrian and bicycle safety and mobility through infrastructure enhancements. Specifically, close sidewalk and bike lanes gaps, install lighted crosswalks where appropriate, and improve connections to local and regional trails like the Iron Horse Trail.
3. Work with local transit agencies to improve the frequency and quality of public transportation in Alamo and Castle Hill.



Proposed Land Use Designations

- RVL (Residential- Very Low Density) (0-1 du/na)
- RL (Residential- Low Density) (1-3 du/na)
- RLM (Residential- Low Medium Density) (3-7 du/na)
- RM (Residential- Medium Density) (7-17 du/na)
- RMH (Residential- Medium High Density) (17-30 du/na)
- MUM (Mixed Use Medium) (30-75 du/na)
- CR (Commercial Recreation)
- PS (Public / Semi Public)
- PR (Park and Recreation)
- RC (Resource Conservation)
- AL (Agricultural Lands)

- Urban Limit Line
- Parcels
- Incorporated City
- Contra Costa County



(du/na) : dwelling unit per net acre

DRAFT Proposed Land Use Designations

Source: Public Comments Page 11/28/2022



Change Areas				Current Plan						Draft New Plan									
Area No.	Area Description	Gross Acreage	Existing Units	Land Use Designation	Net Acreage	Min. Density (du/net ac)	Max. Density (du/net ac)	Min. Units	Max. Units	Land Use Designation	Net Acreage	Min. Density (du/net ac)	Max. Density (du/net ac)	Min. Units	Max. Units				
1	1501 St. Alphonsus	3.790	0	SL	2.843	1	2.9	2	8	MUM	3.032	30	75	91	227				
2	Alamo Plaza, Chevron, Office Building	19.887	0	CO	15.910	0	0	0	0	MUM	15.910	30	75	477	1193				
3	Oak Tree Plaza	1.031	0	CO	0.825	0	0	0	0	MUM	0.825	30	75	25	62				
4	11 Orchard Court	0.294	0	OF	0.235	0	0	0	0	MUM	0.235	30	75	7	18				
5	Stone Vally Ctr, Vet, Shell	4.553	0	CO	3.642	0	0	0	0	MUM	3.642	30	75	109	273				
6	Orchard Ln + 3 Jackson Lots + 3 Orchard Ct Lots	2.213	16	SH	2.213	5	7.2	11	16	RM	1.660	7	17	12	28				
7	W. Side of Danville Blvd. Stone Valley West to Las Trampas	7.491	0	CO	5.993	0	0	0	0	MUM	5.993	30	75	180	449				
8	W. Side Danville Blvd, S. of Las Trampas to 1469	1.114	0	CO	0.891	0	0	0	0	MUM	0.891	30	75	27	67				
9	W. Side Danville Blvd, 1451 to South Ave.	2.131	0	OF	1.705	0	0	0	0	MUM	1.705	30	75	51	128				
10	E. Side Danville Blvd, Stone Valley to Alamo Square	0.925	1	CO	0.740	0	0	0	0	MUM	0.740	30	75	22	56				
11	E. Side if Danville Blvd. Alamo Square to Car Lot	1.810	0	CO	1.448	0	0	0	0	MUM	1.448	30	75	43	109				
12	E. Side if Danville Blvd. 1470 to Alamo Oak Village Condo	6.987	82	MM	5.240	12	20.9	62	109	RMH	5.240	17	30	89	157				
13	1350 Danville Blvd. (Creekside Church) + 1282 Danville Blvd.	6.283	1	SL	4.712	1	2.9	4	13	RMH	4.712	17	30	80	141				
14	1262, 1264, 1268, 1270, 1272 Danville Blvd	4.130	5	SL	3.098	1	2.9	3	8	RM	3.098	7	17	22	53				
15	Alamo Bridge	13.049	87	ML	9.787	7.3	11.9	71	116	RM	9.787	7	17	69	166				
16	Danville Blvd North of Downtown	2.820	2	SL	2.115	1	2.9	2	6	RM	2.115	7	17	15	36				
Totals			194							155	276							1319	3163

Current Plan			
Land Use Designation	Min Density	Max Density	% Net to Gross Acreage
SV	0.2	0.9	75%
SL	1.0	2.9	75%
SH	5.0	7.2	75%
ML	7.3	11.9	75%
MM	12.0	20.9	75%
CO	0.0	0.0	80%
OF	0.0	0.0	80%
Draft New Plan			
Land Use Designation	Min Density	Max Density	% Net to Gross Acreage
RVL	0.0	1.0	75%
RL	1.0	3.0	75%
RLM	3.0	7.0	75%
RM	7.0	17.0	75%
RMH	17.0	30.0	75%
MUM	30.0	75.0	80%

Min. & Max. Allowable New Units in Change Areas in Addtion to Existing

-39 82

1125 2969

11/28/2022

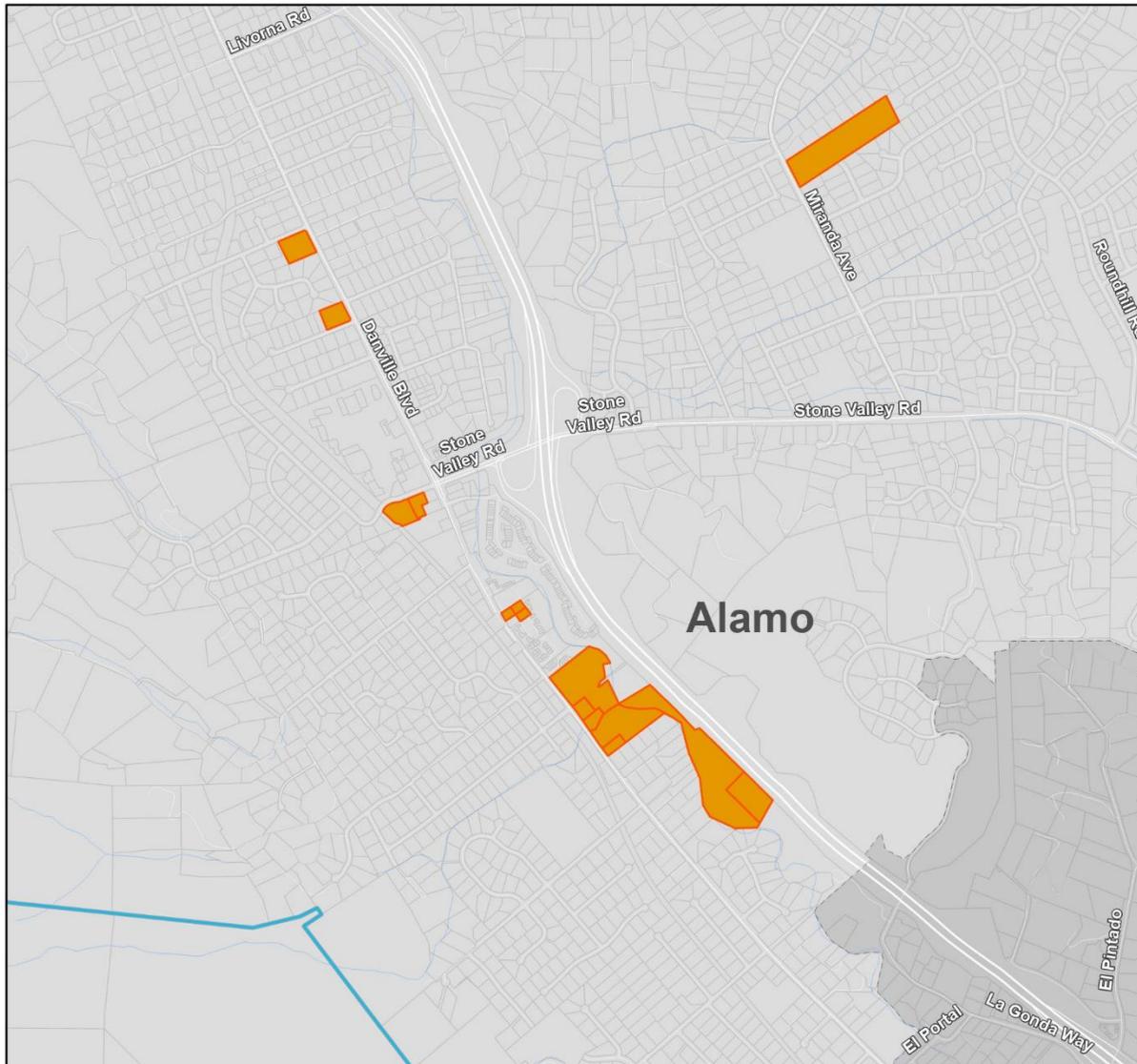
** Maximum density is defined by the proposed zoning

Draft Housing Element Sites Inventory Parcels (15 Sites)
 (Subject to Change Until the Final Housing Element is Certified by the State)

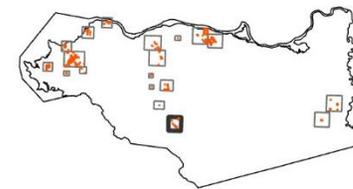
APN	Address	Current No. Units	Current Max Density (du/net acre)	Proposed Max Density (du/net acre)	Gross Acreage	Net Acreage at 75% of Gross (85% for Commercially Designated Parcels)	County Estimated No. of Units by Income Affordability				Total County-Estimated Units	Max. Units Using Density Over Net Acreage	Additional Units Beyond Existing Using County Estimate	Additional Units Beyond Existing Using Density Over Net Acreage
							Very Low	Low	Moderate	Above-Moderate				
191062022	1521 Ridgewood Rd (corner of Danville Blvd)	1	2.9	17	1.64	1.23				21	21	21	20	20
191080001	1524 Alamo Way (Corner of Danville Blvd)	1	2.9	17	1.18	0.89				15	15	15	14	14
191093043	3240 Stone Valley Rd West	0	0	75	1.50	1.28			13	82	95	96	95	96
191093044	3236 Stone Valley Rd West	0	0	75	0.65	0.55			6	35	41	41	41	41
193070021	2964 Miranda Ave. (Mauzy School)	0	2.9	3	7.78	5.84	10				10	18	10	18
197010013	50 Casa Maria Ct	4	20.9	30	0.23	0.17	3	2			5	5	1	1
197010014	40 Casa Maria Ct	4	20.9	30	0.24	0.18	3	3			6	5	2	1
197010016	20 Casa Maria Ct	4	20.9	30	0.24	0.18	3	3			6	5	2	1
197030001	1278 Danville Blvd	1	2.9	17	0.57	0.43				7	7	7	6	6
197030026	1350 Danville Blvd (Creekside Church)	0	2.9	30	5.68	4.26	30	30			60	128	60	128
197030027	1282 Danville Blvd (Owned by Creekside Church)	1	2.9	30	0.61	0.46	10	10			20	14	19	13
197040011	1262 Danville Blvd	1	2.9	17	0.49	0.37				7	7	6	6	5
197040012	1264, 1268, 1270, 1272 Danville Blvd	4	2.9	17	3.64	2.73				48	48	46	44	42
197050025	No Address (Portion of Old YMCA Site)	0	0.9	1	9.89	7.42				8	8	7	8	7
197050026	No Address (Portion of Old YMCA Site)	0	0.9	1	2.50	1.88				2	2	2	2	2
TOTALS							59	48	19	225	351	416	330	395

HOUSING ELEMENT
COUNTY OF CONTRA COSTA

Sites Inventory:
Alamo



- City Limits
- Urban Limit Line
- Housing Element Sites
- Incorporated City
- Unincorporated



0 0.25 0.5 1 Miles

Table B: Candidate Sites Identified to be Rezoned to Accommodate Shortfall Housing Need

Jurisdiction Name	Site Address/Intersection	5 Digit ZIP Code	Assessor Parcel Number	Very Low-Income	Low-Income	Moderate-Income	Above Moderate-Income	Type of Shortfall	Parcel Size (Acres)	Current General Plan Designation	Current Zoning	Proposed General Plan (GP) Designation	Proposed Zoning	Minimum Density Allowed	Maximum Density Allowed	Total Capacity	Vacant/ Nonvacant
CONTRA COSTA COUNTY			172120012	17	17			Shortfall of Sites	0.34	Multiple-Family Residential - High Density	Single Family Residential	RVH	M-125	70	125	34	Non-Vacant
CONTRA COSTA COUNTY			172120013	17	18			Shortfall of Sites	0.34	Multiple-Family Residential - High Density	Single Family Residential	RVH	M-125	70	125	35	Non-Vacant
CONTRA COSTA COUNTY			172120025	17	17			Shortfall of Sites	0.33	Multiple-Family Residential - High Density	Single Family Residential	RVH	M-125	70	125	34	Non-Vacant
CONTRA COSTA COUNTY			172120027	18	19			Shortfall of Sites	0.36	Multiple-Family Residential - High Density	Single Family Residential	RVH	M-125	70	125	37	Non-Vacant
CONTRA COSTA COUNTY			172120028	19	19			Shortfall of Sites	0.37	Multiple-Family Residential - High Density	Single Family Residential	RVH	M-125	70	125	38	Non-Vacant
CONTRA COSTA COUNTY			172120051	17	17			Shortfall of Sites	0.34	Multiple-Family Residential - High Density	Single Family Residential	RVH	M-125	70	125	34	Non-Vacant
CONTRA COSTA COUNTY			172120052	17	18			Shortfall of Sites	0.35	Multiple-Family Residential - High Density	Single Family Residential	RVH	M-125	70	125	35	Non-Vacant
CONTRA COSTA COUNTY			172150012				154	Shortfall of Sites	13.47	Single Family Residential	A-2	RM	M-30	7	17	154	Non-Vacant
CONTRA COSTA COUNTY			191062022				21	Shortfall of Sites	1.64	Single-Family Residential - Low Density	Single Family Residential	RM	M-30	7	17	21	Non-Vacant
CONTRA COSTA COUNTY			191080001				15	Shortfall of Sites	1.18	Single-Family Residential - Low Density	Single Family Residential	RM	M-30	7	17	15	Non-Vacant
CONTRA COSTA COUNTY			191093043			13	82	Shortfall of Sites	1.50	Commercial	Retail Business	MU*	M-125	30	75	95	Non-Vacant
CONTRA COSTA COUNTY			191093044			6	35	Shortfall of Sites	0.65	Commercial	Retail Business	MU*	M-125	30	75	41	Non-Vacant
CONTRA COSTA COUNTY			193070021	10	0			Shortfall of Sites	7.74	Public and Semi-Public	R-20	PS	M-60	30	60	10	Non-Vacant
CONTRA COSTA COUNTY			197010013	3	2			Shortfall of Sites	0.23	Multiple-Family Residential - Medium Density	Multiple Family Residential	RMH	M-30	17	30	5	Non-Vacant
CONTRA COSTA COUNTY			197010014	3	3			Shortfall of Sites	0.24	Multiple-Family Residential - Medium Density	Multiple Family Residential	RMH	M-30	17	30	6	Non-Vacant
CONTRA COSTA COUNTY			197010016	3	3			Shortfall of Sites	0.24	Multiple-Family Residential - Medium Density	Multiple Family Residential	RMH	M-30	17	30	6	Non-Vacant
CONTRA COSTA COUNTY			197030001				7	Shortfall of Sites	0.61	Single-Family Residential - Low Density	Single Family Residential	RM	M-30	7	17	7	Non-Vacant
CONTRA COSTA COUNTY			197030026	30	30			Shortfall of Sites	5.68	Single-Family Residential - Low Density	Single-Family Residential - High Density	RMH	M-30	17	30	60	Non-Vacant
CONTRA COSTA COUNTY			197030027	10	10			Shortfall of Sites	0.61	Single-Family Residential - Low Density	Single-Family Residential - High Density	RMH	M-30	17	30	20	Non-Vacant
CONTRA COSTA COUNTY			197040011				7	Shortfall of Sites	0.55	Single-Family Residential - Low Density	Single Family Residential	RM	M-30	7	17	7	Non-Vacant
CONTRA COSTA COUNTY			197040012				48	Shortfall of Sites	3.64	Single-Family Residential - Low Density	Single Family Residential	RM	M-30	7	17	48	Non-Vacant
CONTRA COSTA COUNTY			354072003				1	Shortfall of Sites	0.16	Commercial	Retail Business	MU*	M-30	0	30	1	Vacant
CONTRA COSTA COUNTY			354094009				1	Shortfall of Sites	0.09	Commercial	Retail Business	MU*	M-30	0	30	1	Vacant
CONTRA COSTA COUNTY			354173009			2		Shortfall of Sites	0.12	Single-Family Residential - High Density	Single Family Residential	RMH	M-30	17	30	2	Vacant
CONTRA COSTA COUNTY			354173010			2		Shortfall of Sites	0.12	Single-Family Residential - High Density	Single Family Residential	RMH	M-30	17	30	2	Vacant
CONTRA COSTA COUNTY			354177007			2		Shortfall of Sites	0.12	Single-Family Residential - High Density	Single Family Residential	RMH	M-30	17	30	2	Vacant
CONTRA COSTA COUNTY			357042016			8		Shortfall of Sites	0.14	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	8	Vacant
CONTRA COSTA COUNTY			357052002			8		Shortfall of Sites	0.14	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	8	Vacant
CONTRA COSTA COUNTY			357081003			15		Shortfall of Sites	0.26	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	15	Vacant
CONTRA COSTA COUNTY			357101002			7		Shortfall of Sites	0.13	Commercial	Area Wide Planned Unit	MU*	M-125	30	75	7	Vacant
CONTRA COSTA COUNTY			357111010			9		Shortfall of Sites	0.16	Commercial	Area Wide Planned Unit	MU*	M-125	30	75	9	Vacant
CONTRA COSTA COUNTY			357120002	20	21			Shortfall of Sites	0.65	Commercial	Area Wide Planned Unit	MU*	M-125	30	75	41	Non-Vacant
CONTRA COSTA COUNTY			357120003	25	25			Shortfall of Sites	0.79	Commercial	Area Wide Planned Unit	MU*	M-125	30	75	50	Non-Vacant
CONTRA COSTA COUNTY			357140010			7		Shortfall of Sites	0.12	Parker Avenue Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	7	Vacant
CONTRA COSTA COUNTY			357140016			6		Shortfall of Sites	0.12	Parker Avenue Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	6	Vacant
CONTRA COSTA COUNTY			357140045			2		Shortfall of Sites	0.07	Parker Avenue Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	2	Vacant
CONTRA COSTA COUNTY			357161001	6	7			Shortfall of Sites	0.22	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	13	Vacant
CONTRA COSTA COUNTY			357161002	5	5			Shortfall of Sites	0.17	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	10	Vacant
CONTRA COSTA COUNTY			357161013	28	29			Shortfall of Sites	0.90	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	57	Vacant
CONTRA COSTA COUNTY			357161006			3		Shortfall of Sites	0.11	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	3	Vacant
CONTRA COSTA COUNTY			357171002			3		Shortfall of Sites	0.10	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	3	Vacant
CONTRA COSTA COUNTY			357171008	7	7			Shortfall of Sites	0.23	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	14	Non-Vacant
CONTRA COSTA COUNTY			357171019	3	4			Shortfall of Sites	0.11	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	7	Non-Vacant
CONTRA COSTA COUNTY			357171020	1	1			Shortfall of Sites	0.04	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	2	Vacant
CONTRA COSTA COUNTY			357171010	13	13			Shortfall of Sites	0.42	Downtown/Waterfront Rodeo Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	26	Vacant
CONTRA COSTA COUNTY			357194001				10	Shortfall of Sites	0.74	Single-Family Residential - High Density	Area Wide Planned Unit	RM	M-30	7	17	10	Vacant
CONTRA COSTA COUNTY			357196012				2	Shortfall of Sites	0.15	Multiple-Family Residential - Low Density	Area Wide Planned Unit	RM	M-30	7	17	2	Vacant
CONTRA COSTA COUNTY			357371013				2	Shortfall of Sites	0.17	Single-Family Residential - High Density	Area Wide Planned Unit	RM	M-30	7	17	2	Vacant
CONTRA COSTA COUNTY			380120066				9	Shortfall of Sites	0.63	Single-Family Residential - High Density	Single Family Residential	RM	M-30	7	17	9	Vacant
CONTRA COSTA COUNTY			380194010			23		Shortfall of Sites	0.39	Multiple-Family Residential - High Density	Multiple Family Residential	MU*	M-125	30	75	23	Vacant
CONTRA COSTA COUNTY			380220066		1	2	21	Shortfall of Sites	0.75	Multiple-Family Residential - High Density	Multiple Family Residential	MU*	M-125	30	75	24	Vacant
CONTRA COSTA COUNTY			403020009	35	35			Shortfall of Sites	2.77	Public and Semi-Public	Area Wide Planned Unit	RMH	M-30	17	30	70	Vacant
CONTRA COSTA COUNTY			403020013	8	7			Shortfall of Sites	0.59	Public and Semi-Public	Area Wide Planned Unit	RMH	M-30	17	30	15	Vacant
CONTRA COSTA COUNTY			403482043	58	58			Shortfall of Sites	4.55	Public and Semi-Public	Single Family Residential	RMH	M-30	17	30	116	Vacant
CONTRA COSTA COUNTY			403030005			767		Shortfall of Sites	12.79	Montalvin Manor Mixed Use	Area Wide Planned Unit	MU*	M-125	30	75	767	Vacant
CONTRA COSTA COUNTY			403211024	40	41	26		Shortfall of Sites	1.69	Commercial	Area Wide Planned Unit	MU*	M-125	30	75	107	Vacant
CONTRA COSTA COUNTY			403211026	27	27	18		Shortfall of Sites	1.14	Commercial	Area Wide Planned Unit	MU*	M-125	30	75	72	Vacant
CONTRA COSTA COUNTY			403211027	87	87	57		Shortfall of Sites	3.63	Commercial	Area Wide Planned Unit	MU*	M-125	30	75	231	Non-Vacant
CONTRA COSTA COUNTY			405203018	9	9			Shortfall of Sites	0.73	Multiple-Family Residential - High Density	Retail Business	RMH	M-30	17	30	18	Vacant
CONTRA COSTA COUNTY			408160016	1	0			Shortfall of Sites	0.16	Single-Family Residential - High Density	Area Wide Planned Unit	RMH	M-30	17	30	1	Vacant
CONTRA COSTA COUNTY			409011012			1		Shortfall of Sites	0.06	Single-Family Residential - High Density	Area Wide Planned Unit	RMH	M-30	17	30	1	Vacant
CONTRA COSTA COUNTY			409021007			2		Shortfall of Sites	0.12	Single-Family Residential - High Density	Area Wide Planned Unit	RMH	M-30	17	30	2	Vacant
CONTRA COSTA COUNTY			409021008			1		Shortfall of Sites	0.06	Single-Family Residential - High Density	Area Wide Planned Unit	RMH	M-30	17	30	1	Vacant
CONTRA COSTA COUNTY			409021010			1		Shortfall of Sites	0.06	Single-Family Residential - High Density	Area Wide Planned Unit	RMH	M-30	17	30	1	Vacant
CONTRA COSTA COUNTY			409021027			1		Shortfall of Sites	0.06	Single-Family Residential - High Density	Area Wide Planned Unit	RMH	M-30	17	30	1	Vacant

From: [Michael Gibson](#)
To: [Cameron Collins](#); [Will Nelson](#)
Subject: RE: AIA Recommendations re: the Recently Released CCC Housing Element & General Plan Land Use Map
Date: Friday, December 2, 2022 12:20:24 PM

Dear MAC & Mac Land Use Subcommittee members (by bcc) –

I neglected to mention in my email below that staff confirmed at the December 30 County Planning Commission study session that the Mauzy School property (2964 Miranda Avenue) is proposed to remain in its current Public/Semi-Public General Plan designation and R-20 zoning, contrary to the indication in the draft Housing Element Sites inventory that shows that property to be rezoned to M-60 (60 du/net acre maximum).

Michael Gibson
Alamo Improvement Association
magibson@att.net
(925) 939-9975 tel
(925) 683-5905 mobile

From: Michael Gibson <magibson@att.net>
Sent: Friday, December 2, 2022 11:57 AM
To: Cameron Collins <cameron.collins@bos.cccounty.us>; Will Nelson <Will.Nelson@dcd.cccounty.us>
Subject: AIA Recommendations re: the Recently Released CCC Housing Element & General Plan Land Use Map

Dear MAC & Mac Land Use Subcommittee members (by bcc) –

Attached on behalf of AIA for your consideration prior to your respective meetings are AIA's recommendations on the recently released County Housing Element Sites Inventory and General Plan Land Use Map for Alamo/Castle Hill/Diablo, together with some reference information on these documents. The draft Housing Element and General Plan Land Use Map were just released on November 17 and 28, respectively, so the recommendations, albeit nearly final, should still be considered in draft.

In addition to Cameron, we are sending this to Will Nelson, who will be at your December 6 meeting, so he has a chance to review and respond to them if desired.

Michael Gibson
Alamo Improvement Association
magibson@att.net
(925) 939-9975 tel
(925) 683-5905 mobile

December 17, 2022

By Email to “Maureen.Toms@dcd.cccounty.us”

Maureen Toms
Department of Conservation & Development
Community Development Division
30 Muir Road
Martinez, CA 94553

**Re: Revised Comments of the Alamo Improvement Association on the Draft
County Housing Element Sites Inventory**

Dear Ms. Toms:

The Alamo Improvement Association has further considered its December 1, 2022 recommendations on the November 17, 2022 Draft of the County’s Housing Element Sites inventory in light of information from the County staff presentation to the Alamo MAC and resident comments we have seen since then. Our comments on recommended parcel and density modifications are summarized below and displayed in the enclosed table.

Our concerns with the County’s November 17, 2022 Sites Inventory are several. We appreciate the changes in this version of the Sites Inventory versus the original version released in July 2022. They have improved the plan in that the land use changes are more compact to the downtown area. However, the plan still contains abrupt differences in density between proposed uses and adjacent existing uses. This puts pressure on nearby areas for further land use transition. We recommend that these “edge conditions” be moderated by reducing the density at these locations so that potential development is closer in nature to adjacent areas.

The draft General Plan map shows land use designations in the downtown area and south along Danville Blvd. that would allow a very large number of residential units, yet none of these areas are included in the Sites Inventory except for two parcels on Stone Valley Road West designated in the General Plan Land Use Map as Mixed-Use Medium. These two parcels are included in the Sites Inventory at 75 du/acre, despite the assurance made to the Alamo MAC that the Mixed-Use Medium areas in Alamo would be limited by means of a General Plan policy to a significantly lower density than the maximum 75 du/acre density of that land use designation. AIA believes that 30 du/acre is the highest appropriate scale and density for Alamo’s downtown. Staff mentioned 40 du/acre during the MAC presentation.

Staff has indicated that including the Alamo Plaza property in the Sites Inventory would not be credible because it is a “thriving shopping center”. Yet a significant portion of the center is vacant. A portion of the property (particularly the northwestern portion of the property) could be redeveloped for housing while still maintaining all of the important services Alamo Plaza provides. If the County does not believe this to be the case, why is the property shown for Mixed-Use Medium on the General Plan Land Use Map? AIA believes that Alamo Plaza should be included at 30 du/acre, but that only a minority of the allowable units be allocated in the Sites Inventory, reflecting the concept of partial redevelopment of the property.

AIA’s recommended changes to the November 17, 2022, Sites Inventory are as follows:

- Remove 2964 Miranda Ave. (the Mauzy School property) from the Sites Inventory. There appears to be some question as to whether the school is requesting to build housing on its property for teachers and staff. The school can always seek to do so under normal procedures without having to be included in the Sites Inventory.
- Reduce the density from maximum 17 to maximum 7 du/acre for 1541 Ridgewood Rd. (corner of Danville Blvd.), 1524 Alamo Way (corner of Danville Blvd.), 1262 Danville Blvd. and a parcel containing 1264, 1268, 1270 and 1272 Danville Blvd.
- Reduce the density from maximum 75 to maximum 30 du/acre for 3240 and 3236 Stone Valley Rd. West.
- Add the Alamo Plaza property to the Sites Inventory at 30 du/acre and allocate about 40% of the maximum allowable units over all four affordability categories.
- Maintain all other properties in the current draft Sites Inventory at their presently proposed densities and unit allocations.

As shown in the enclosed table, these recommended changes would produce a number of units equivalent to the current draft Sites Inventory, but with a broader distribution of affordability and with more stable “edge conditions”. AIA requests that these changes be made prior to submission of the draft Housing Element to California

HCD and, if not possible, at the earliest opportunity for public review of the Housing Element. Thank you for the opportunity to comment on this very important document.

Sincerely,



Roger Smith
President

Cc:	Supervisor Candace Andersen	(by email)
	John Kopchik, DCD	(“)
	Will Nelson, DCD	(“)
	Cameron Collins	(“)
	Alamo MAC members	(by bcc email)
	AIA Board & Planning Committee members	(by email)
	AIA File	(“)

Unit Calculations for The Draft CC County Housing Element Notice of Preparation & Sites Inventory Dated November 17, 2022

Draft Housing Element Sites Inventory Parcels (15 Sites)

(Revised December 17, 2022 and Subject to Change Until the Final Housing Element is Certified by the State)

APN	Address	Current No. Units	Current Max Density (du/net acre)	County-Proposed Max Density (du/net acre)	AIA-Recommended Max Density (du/net acre)	Gross Acreage	Net Acreage at 75% of Gross (85% for Commercially Designated Parcels)	County-Allocated No. of Units by Income Affordability				Total County-Allocated Units	Max. Units Using County's Density Over Net Acreage	AIA-Recommended No. of Units by Income Affordability				Total AIA-Recommended Units	Max. Units Using AIA's Density Over Net Acreage
								Very Low	Low	Moderate	Above Moderate			Very Low	Low	Moderate	Above Moderate		
191062022	1521 Ridgewood Rd (corner of Danville Blvd)	1	2.9	17	7	1.64	1.23				21	21	21				9	9	9
191080001	1524 Alamo Way (Corner of Danville Blvd)	1	2.9	17	7	1.18	0.89				15	15	15				6	6	6
191093043	3240 Stone Valley Rd West	0	0	75	30	1.50	1.28			13	82	95	96			5	33	38	38
191093044	3236 Stone Valley Rd West	0	0	75	30	0.65	0.55			6	35	41	41			2	15	17	17
Various	Alamo Plaza	0	0	0	30	14.05	11.94					0	0	10	20	60	60	150	358
193070021	2964 Miranda Ave. (Mauzy School)	0	2.9	3	3	7.78	5.84	10				10	18					0	18
197010013	50 Casa Maria Ct	4	20.9	30	30	0.23	0.17	3	2			5	5	3	2			5	5
197010014	40 Casa Maria Ct	4	20.9	30	30	0.24	0.18	3	3			6	5	3	3			6	5
197010016	20 Casa Maria Ct	4	20.9	30	30	0.24	0.18	3	3			6	5	3	3			6	5
197030001	1278 Danville Blvd	1	2.9	17	7	0.57	0.43				7	7	7				3	3	3
197030026	1350 Danville Blvd (Creekside Church)	0	2.9	30	30	5.68	4.26	30	30			60	128	30	30			60	128
197030027	1282 Danville Blvd (Owned by Creekside Church)	1	2.9	30	30	0.61	0.46	10	10			20	14	10	10			20	14
197040011	1262 Danville Blvd	1	2.9	17	7	0.49	0.37				7	7	6				3	3	3
197040012	1264, 1268, 1270, 1272 Danville Blvd	4	2.9	17	7	3.64	2.73				48	48	46				19	19	19
197050025	No Address (Portion of Old YMCA Site)	0	0.9	1	1	9.89	7.42				8	8	7				8	8	7
197050026	No Address (Portion of Old YMCA Site)	0	0.9	1	1	2.50	1.88				2	2	2				2	2	2
TOTALS								59	48	19	225	351	416	59	68	67	158	352	637

From: [Anne Davis](#)
To: [Will Nelson](#)
Subject: Alamo expansion
Date: Thursday, December 15, 2022 12:15:30 PM

>

>

>

>

>> On Dec 15, 2022, at 12:01 PM, Anne Davis <brancapeer@gmail.com> wrote:

>>

>> Dear Mr Nelson

>>

>> As a resident of Alamo that moved to this area due to the suburban and small town feeling it had, I am saddened with the news of the planned expansion. I want to completely voice my opposition to this egregious plan and demand that CCC reconsider this plan.

>>

>> Unlike other towns to the North and South of Alamo along the 680/24 corridor, Alamo is a residential community with a small commercial center serviced by one single 2-lane road ...Danville Blvd) connecting the residential sections to its commercial center

>>

>> I don't want Alamo to become just another overcrowded town and the county should be interested in preserving the unique character of one of the few remaining residential towns in the county.

>>

>> Expanding density along Danville Blvd will make a nightmare for all the residents getting their children to/from school (Rancho Romero and San Ramon Valley High School) which is already a dangerous situation with cars trying to get around school traffic , children walking/crossing at the same time.

>>

>> The schools in our community are already at maximum student to teacher ratios.

>>

>> With all of our tree lined streets, expanding up to as many as 700 new high density housing as well as thousands more residents into this very small area , will cause pollution with all the extra vehicles trapped in traffic as we're not close to public transportation. (Except buses that will be stuck as well).

>>

>> If there was a major fire/ earthquake or any emergency it would be an incredibly dangerous situation for people trying to evacuate or for public safety services to reach their destination.

>>

>> There are many alternatives for housing in CCC where housing is less dense, jobs are more plentiful, and adequate infrastructure already exists where there are large commercial centers and where character of the community can be expanded rather than changed.

>>

>> Please listen to my concerns!

>>

>> Anne-Sofie Davis

>> Alamo.

>>

>> Sent from my iPhone

>

From: campeterik@icloud.com
To: [Supervisor Candace Andersen](#); [Supervisor Mitchoff](#); [Will Nelson](#); president@alamo.ca.org
Subject: Vision 2040 General Plan Update--Danville Blvd, Alamo
Date: Thursday, December 15, 2022 8:47:06 PM

Dear Representatives of Alamo,

I have become aware of a proposed plan by the county to re-zone portions of Alamo for hundreds of high density multi-dwelling units in a low density, tree-lined residential section along Danville Blvd. I understand that this plan is in response to the State requiring each county to build more affordable housing.

Each of you in your respective roles, either at the local or county level, have been entrusted by the residents of Alamo to make decisions that will *improve*, and *not harm*, Alamo. Some of you even work on behalf of the Alamo *IMPROVEMENT* Association. Yet, I have not heard the county or the AIA provide a single reason why infusing 100s of units and 1000s of residents in this small area will *improve* Alamo. To the contrary, not one of the many neighbors with whom I have discussed this proposed plan believe that it will *improve* Alamo, and I have heard many valid reasons how this will actually *harm* Alamo.

Contra Costa County has only a few remaining communities that have not been overrun and overcrowded with commercial and multi-dwelling residential units. Alamo is unique in its quieter streets and modest commercial spaces that create an environment worthy of preserving. Alamo does not want to become another San Ramon, Lafayette or Walnut Creek. There are very few Alamo's left in CCC, and each of you should do everything you can to avoid plans that would destroy that uniqueness and character.

The approach to meeting the State's demands should not be how do we equally damage every community in CCC but rather to look to areas such as Dublin that already have infrastructure and open spaces near large commercial centers to absorb such housing development. The goal should be to *expand* rather than *irreversibly damage* a community to meet the new housing requirements. You do not want your tenure in your position to be marked by being the one responsible for choking off another quaint community in CCC.

My hope is that each of you will take seriously your responsibility to act in the best interests of the people you represent and revise the plan to exclude re-zoning of Danville Blvd.

I would be delighted to discuss this matter.

Brad Davis

650-922-5786

From: [Brian McKeon](#)
To: [Will Nelson](#)
Subject: Alamo 2040
Date: Thursday, December 1, 2022 7:10:54 AM

I wanted to send you a note on the proposed rezoning for the Mauzy School in Alamo. My wife and I moved to Alamo 2 years ago for the safety and community that the town provides. In the two years we have lived here, we have absolutely felt that but have noticed issues with traffic and general safety walking streets with no sidewalks. We live on Bolla Ave, and our street is currently used as a cut throw for people looking to get on Stone Valley Road and to Stone Valley Middle school. I am incredibly concerned that the additional of additional housing to our neighborhood will do nothing but put more cars on the road, increase drivers using neighborhood streets as “cut throughs”. We have young children and are incredibly concerned for their safety should this plan go through.

Additionally, as the brother of someone with special needs, it breaks my heart to think about taking away the services that Mauzy provides from those who need it most. In a state that attempts to look out for those in the minority, I would really hope that those who need help most are truly being considered here rather than politicians who need to add a stat to their record showing they have accomplished something during their terms.

I truly hope that voices of those who live in Alamo are heard and appreciated. I am happy to talk through my general concerns at any time. Please feel free to call me at the number provided below.

Thank you,

Brian McKeon, ARe
TigerRisk Partners | mobile: +1 415.265.7523 | bmckeon@tigerrisk.com

From: [Bruce Wiskel](#)
To: [Will Nelson](#)
Subject: We strongly Appose the present Contra Costa County present plans to increase population in our Area of Alamo.
Date: Monday, December 19, 2022 4:55:37 PM

Please be advised that we strongly oppose the present plans to increase low and very low income housing in Alamo. Crime is already increasing and this move will increase crime and decrease our personal safety.

We also oppose the development as it will reduce our present property values.

Bruce and Darlene Wiskel,

Las Trampas Road, Alamo, CA

From: [Caroline](#)
To: [Supervisor Candace Andersen](#); [Will Nelson](#); [Daniel Barrios](#); [John Kopchik](#)
Subject: Mauzy School property expansion proposal
Date: Wednesday, November 30, 2022 9:37:21 AM

For decades governmental agencies at the state and local level have “planned” for an Alamo that looks pretty much like it does today. The water, sanitary and other public utilities didn’t build their pipes, poles, wires and switching equipment for such high-density residential development and large increase in the number of residents.

The sheriff, roads department, fire department, parks departments and school districts based their capital budgets and hiring upon the assumption (set forth in the County’s own General Plan) that Alamo would remain semi-rural, with low-rise single-family structures, low police response requirements, and minimum public infrastructure, schools would be severely impacted, and our downtown’s road system would simply be overwhelmed.

Alamo’s downtown operates from a single street, Danville Blvd. If even half the potential number of units allowed by the GP designations (1,600 units) were developed, it doesn’t require a computer to know that it would produce a large concentration of trips and require significant enlargement of Danville Blvd. It would be the opposite of what is trying to be done in our downtown now, which is to slow the traffic, reduce the scale and make it safer and more pedestrian-friendly

Best,
Caroline Kennedy
925-984-4370

From: [Catherine Wahrlich](#)
To: [Will Nelson](#)
Subject: Re-zoning plans
Date: Thursday, December 15, 2022 10:02:07 AM

Mr. Nelson,

My husband and I are strongly opposed to Contra Costa County's plans to re-zone the section of land on the east side of Danville Blvd between the creek and Danville Blvd. allowing developers to build 3-4 story low-income apartment housing. This plan will introduce 351 (potentially up to as many as 700 new high-density housing units) as well as thousands more residents into this very small area. This is a terrible plan that negatively impacts our community and surrounding communities.

This is a residential community with a small commercial center serviced by one single 2-lane road (Danville Blvd). We are a small community. Alamo is unique and historic. You should be interested in preserving its unique character. We do not want to become another overcrowded town along the 680/24 corridor. Danville Blvd. is already congested. Overflow from a clogged 680 freeway spills over on to Danville Blvd. making it almost impossible for residents to exit their streets. This is a huge concern. A bigger concern is how neighborhoods in our area will be dramatically impacted should there be an accident on 680 that results in a toxic spill causing 680 traffic to be diverted on to Danville Blvd. The residents in the neighborhoods will be stuck!!!! This has happened before. It was not a good situation then and will be an even bigger problem, if you go forward with your plan to over populate our community.

Tracy and Catherine Wahrlich
290 South Avenue
Alamo, Ca
925-683-7730

From: [Catherine Tsai](#)
To: [Will Nelson](#)
Subject: Draft housing Element
Date: Wednesday, November 30, 2022 12:22:08 AM

Mr. Nelson,

Good evening. I'm writing to you regarding the County's Draft Housing Element. Eight years ago, my husband, Wilson, and I moved to Alamo from Concord, Ca. Since then we have lived directly next to one of the newly proposed properties for rezoning; the Mauzy School Lot located on Miranda Ave in Alamo. Our daughter even attended the California Early Start program at Mauzy School.

First, I recognize that much time and energy has been put into the proposed plan. Also, that the state officials are trying to address the housing need in California. Lastly, that the county will miss out on state funds if a plan is not approved in a timely manner.

That being said, the plan is set up for long-term failure by not addressing issues that current and new residents will face with this rush to fill as many lots with as many people as fast as possible. Also, the county's plan seems to disregard current, tax-paying residents of Alamo, whom the county is supposed to represent and protect.

I do hope your proposal will be adjusted to address the following topics that are vital to this county and this plan's success in the long run. Well after parcels are rezoned and additional residents packed in. Please see the following:

1. **Parking** - new building development needs to provide adequate parking. Alamo does not have a BART station nearby. Nor does it have a robust downtown area ripe with job opportunities to allow walking commutes. This means people who move to this area will most likely have vehicles and will need somewhere to park them. The streets in Alamo are narrow, two lane roads. On street parking is not feasible especially with the number of additional vehicles being thrown into this small town by doubling the number of housing units. During the last meeting this concern was brought up. The county's response was to laugh and say the county is not required to provide parking.

2. **Traffic** - traffic is already insane and will only get worse with all the additional vehicles and commuters. A round about does not fix this problem. Traffic is particularly horrible by the Mauzy Lot during school pick up and drop off times, as well as when there are accidents on the highway. It is not unusual to get stuck on Miranda Ave for 20 mins just trying to go 2 blocks to my house. I already have to time when I come and go in my vehicle so I don't get caught in the Monte Vista High School, Alamo Elementary, and Stone Valley Middle School traffic. I can only imagine what it will be like with the rezoning allowing between 200-400 additional living units right across from the middle school.

3. **Massive Buildings** - New housing should fit within the existing neighborhood's aesthetics. As you can imagine we were shocked to learn that the county would like to rezone the Mauzy parcel to M60. This sounds like the potential for a massive five story apartment building in the middle of a neighborhood with only one and two story homes. Like most other homeowners, I moved into Alamo because I loved the suburban feel of the neighborhood. If I wanted to live next to an apartment building or sky rises I would have moved to a city with a

large downtown. With the potential of a 50 foot building being placed in my backyard, I now regret moving to Alamo. My home will be in the shadow of a very large building that stands far above all the surrounding homes. It will stick out like a sore thumb and look hideous compared to its surroundings. It will bring down property values for the surrounding homeowners.

4. Current Residents - address the needs of current Alamo residents who have been paying property taxes for years. This plan only negatively impacts current residents of Alamo. The plan focuses solely on meeting the needs of hypothetical residents and state requirements.

Alamo residents have spent a considerable amount of money on taxes, as well as heavily investing in our property's value. For many of us our homes are our biggest investment and their value will be utilized when we retire and inevitably fall ill. The county should prioritize current residents and how to minimize all these negative impacts while still achieving the state requirements. How could you possibly represent us, yet turn your back on us?

To conclude, I'm deeply concerned that the Housing Element plan for Alamo is detrimental for all existing and future residents. I'm left scratching my head and wondering...

How can this small town possibly handle the number of units being proposed with the rezoning?

Why doesn't the county limit rezoning in the small town of Alamo to something more manageable, and spread some of these proposed units throughout several larger towns like Danville, Diablo, San Ramon, and Walnut Creek?

Why is my local representative refusing to represent me and my interests?

How can a plan be proposed while blatantly ignoring all its negative effects?

Thank you for accepting my feedback. I will be attending the virtual meeting tomorrow evening and will work on rallying neighbors to voice their disappointment in your plan's treatment of Alamo residents. Please feel free to contact me with any questions and concerns.

Best regards,

Catherine Tsai
(925) 852-1667

From: c.l.bisson@comcast.net
To: [Supervisor Candace Andersen](#); [Will Nelson](#); [Daniel Barrios](#)
Subject: Alamo land use
Date: Saturday, December 17, 2022 11:43:14 PM

I am very concerned about the Alamo Draft Land Use Map shown in Envision 2040.

We understand that 80 properties are being designated for higher density rezoning with potential housing units numbering in the 1,000's.

While we understand that housing is an important issue impacting every community, the larger number of units proposed for Alamo far exceeds our community's ability to support them.

Not only the downtown, but parcels north on Danville Blvd., show land use densities that will completely change Alamo. Three Church sites are being changed and will significantly impact the areas around them.

For fifty years, governmental agencies at the state and local level have "planned" for an Alamo that looks pretty much like it does today.

The water, sanitary and other public utilities didn't build their pipes, poles, wires and switching equipment for such high-density residential development and twice the number of residents.

The sheriff, roads department, fire department, parks departments and school districts based their capital budgets and hiring upon the assumption (set forth in the County's own General Plan) that Alamo would remain semi-rural, with low-rise single-family structures, low police response requirements, and minimum public infrastructure.

If a community decides that it wishes to grow (e.g., Walnut Creek decided in the 1970's that medium rise office development should occur around the Bart station), it adopts a plan to accommodate that growth by up-sizing utilities, widening roads, increasing public safety budgets, and examining public safety risks like seismic, wildfire or pipeline hazards.

The changes from R-20 to RM at the New Life Church located far from downtown and any services, as well as surrounded by R-20 properties is completely unacceptable. The traffic created by these proposed increases in living units and population will cause dangerous traffic conditions, safety problems as all evacuations along the West Side must be done via Danville Blvd. and are being done without concerns for fire, police, school, water and emergency evacuation support.

I have lived in Alamo since 1968, and witnessed the growth of this town and believe that this housing project will negatively impact the lives of our community. Alamo is basically a single family bedroom

community with no need for multi residential units.

Name: Charles L. Bisson

Address: 55 Los Alamos Ct

[Email: c.l.bisson@comcast.net](mailto:c.l.bisson@comcast.net)

Phone: 510-301-5594

From: [Chris](#)
To: [Maureen Toms](#)
Subject: Envision 2040
Date: Monday, November 28, 2022 10:35:44 AM

Hello Ms. Toms,

I am writing to you to voice my opposition to allowing 142 units on 3 parcels of land in Alamo. My family and I moved to Alamo (and paid premium mortgages and taxes) to enjoy the open space and lack of congestion. Adding these housing units is a big step in the wrong direction.

The frequent reasoning I hear for this proposed change is that the Bay Area needs more affordable housing. My response to that is twofold:

1) Does every town or city **have** to offer affordable housing? Why can't there be expensive places to live...what is wrong with that? Other cities used to be very pleasant areas to live in and raise families, but the city councils made the decision to offer affordable housing (Antioch, Pittsburgh, Emeryville) & now they are burdened with high crime, homelessness, and poverty. It never ends well for those who made the community a nice place to live in the beginning. No thought is given to the hard working families that create good schools, safe neighborhoods, and strong businesses. They simply get punished for making good decisions.

2) Politicians in the Bay Area need to stop incentivizing poor behavior. Prop 47 reduced traditional felonies to misdemeanors (shoplifting, receiving stolen property, grand theft, forgery, fraud, writing bad checks). Stolen property under \$950 is also now a misdemeanor...even if you steal \$949 every day, it never jumps to a felony. 30% of our entire country's welfare participants now live in CA. We have 12% of the nation's total population but 49% of the its homeless population. San Francisco has the highest rate of property crime in the country. For the first time in our state's history, we have a lower census year-over-year because so many people are leaving. We must STOP doing the same things over and over and over again and expecting different results. This includes offering "affordable housing" in the nice neighborhoods.

As a state, we need to stop lowering our standards and expectations of people. It only ends with good people leaving and the state is left in ruins.

Thank you,
Chris & Vanessa Hoffmann
1479 Sunnybrook Road
Alamo, CA 94507
310-462-1745

From: [Shu](#)
To: [Will Nelson](#)
Subject: Stop Re-Zoning and Urban Sprawl
Date: Wednesday, November 30, 2022 8:07:11 AM

All dense housing should be located in urban centers with good public transportation access and jobs nearby such as Walnut Creek, Pleasant Hill and Concord.

Proximity to public transportation and health care services is vital to lower income folks - especially with inflation, cost of fuel, cost of vehicles, commuting and food shopping.

Rezoning to infill urban areas is the smartest, most cost-effective and most environmentally friendly way to increase housing especially low-income housing.

Environmental protection of rural and natural areas as well as existing open space should supersede developers wishes - please stop paving and constructing over open ground.

Please put a stop to re-zoning of rural areas, especially unincorporated portions of Contra Costa County.

Please let me know if you feel differently.

Sincerely,
Chris Shumate P.E.

From: debbiesmith937@yahoo.com
To: [Will Nelson](#)
Subject: Comments on the Envision 2040
Date: Sunday, December 4, 2022 8:40:48 AM

Will Nelson:

I was informed there were changes made to the Alamo Draft Land Use Map shown in Envision 2040. I am very concerned about these changes.

I do understand that housing is an important issue. However, the proposed higher density housing for Alamo exceeds our current ability to support them.

The YMCA parcels, in particular, support a fragile ecosystem of wildlife habitat along the creek. My hope is that particular attention is paid to avoid environmental devastation to this site.

This natural area of the creek is one of the few remaining sites in Alamo left with access to year-round water for Alamo's wildlife. Much of the wildlife from the surrounding hills use this section of the creek for water in the summer. It is common to see deer, foxes, coyotes, turkey, raccoons, skunks, bobtail wildcats and an occasional mountain lion sipping water from this area of the creek. Much wildlife remain at this site through the summers, existing undisturbed. Many use the banks of the creek to birth and raise their offspring. This section of the creek water is also home to otters, fish, crawdads, and many other water bound creatures. Cautious development of this site should include close monitoring of all construction to avoid devastation of the environment and ecosystem along this natural creek bed.

The other proposed areas of planned increased population density for Alamo place tremendous burden on Alamo's infrastructure. The area's

water, sanitary and other public utilities were not built to accommodate such higher density housing and population. This areas current infrastructure is already faltering with the plethora of additional low density extremely large homes the county has approved for this area. Water pipes bursting, sewage backing up, black outs are all occurring at increased rates.

This area was not built with roads designed to accommodate the proposed higher density population.

The increased traffic created by the proposed higher density population will increase the already dangerous traffic conditions along this southern Alamo area of Danville Blvd. The Rancho Romero school traffic is incredibly hazardous. Long lines of cars occupy the road and bike/pedestrian lane in both mornings and afternoons in this area. As well, traffic is frequently at a standstill on this section of Danville Blvd during commute traffic hours. If the freeway is congested, traffic diverts down this southern section of Danville Blvd in Alamo. It is nearly impossible for fire, police or ambulance to access this area during these times. This would surely worsen with the proposed higher density population.

Public safety should be a priority for all currently here, and for all to come.

Before Alamo "grows" to accommodate higher density housing, these critical infrastructure items need addressed and remedied. The budget to pay for the necessary changes to our critical infrastructure, increased police workload, and increased fire rescue needs to be in place.

Likewise, preserving natural wildlife habitat should be a priority. There are many proposed sites that do not endanger our natural habitat.

Please help us assure that Alamo's PUBLIC SAFETY will be a priority for all who are here and for all those to come.

Sincerely,

Deborah Smith
32 Sandra Ct.
Alamo, Ca 94507
605-850-1424

From: [Donna Sanderson](#)
To: [Will Nelson](#)
Date: Saturday, December 3, 2022 11:10:42 AM

I/we ask County Staff and our District Supervisor, Candice Andersen, to address the lack of consultation with our Alamo community in preparing the Envision 2040 General Plan as it applies to Alamo, CA, and that the State's Housing Requirements (and Penalties for failure to meet requirements) be made public.

I/we ask that any rezoning for Alamo be moderate and reasonable, not maximized, be limited to the downtown area, and not extended along Danville Blvd. or Stone Valley Blvd.

Further, common sense needs to guide these efforts in recognizing our Alamo Community's history and unique features that need to be retained.

We are adamantly opposed to many hundreds, even thousands, of residential units or midrise buildings in our downtown and isolated, high-density development that imposes on our Danville Blvd. neighbors and threatens the tree-shaded beauty of our Boulevard.

Signature Sent from my iPhone

From: dougbowring@gmail.com
To: [Will Nelson](#)
Subject: 12/1/22 Contra Costa County Element Plan
Date: Friday, December 16, 2022 7:40:40 AM

Mr. Nelson,

I am a resident of Alamo and have been for almost 30 years. We moved to Alamo for a specific reason - the semi-rural environment was the kind of pace where my wife and I wanted to raise our family. It has been a wonderful place, just as we expected when we arrived.

Over the years, actions to incorporate Alamo have been initiated, but I was always opposed to this because I believe incorporation eventually leads to overbuilding. Now I have learned of the actions proposed to severely increase density in Alamo and other unincorporated areas in California. This action is not supported by the residents of Alamo as it will change the quality of life in our town forever, ruin our property values, and drive many of us out. This action must be overturned.

I am in complete opposition to increasing density in Alamo. I am happy to discuss further if my input can assist in changing this proposed action.

Thank you

Douglas Bowring

From: [Douglas Uchikura](#)
To: [Will Nelson](#)
Subject: Contra Costa Housing Element Plan
Date: Friday, December 16, 2022 1:31:16 PM

Dear Mr. Nelson:

It seems the Contra Costa Housing Element Plan includes some substantial housing projects along the segment of Danville Blvd. that traverses Alamo. As you may already know, that section of Danville Blvd. is already significantly impacted by traffic. Getting from Las Trampas onto Danville Blvd. is often difficult. Also, the traffic is extremely dense whenever there is a problem on 680 and Danville Blvd. becomes, in effect, the fifth lane of the freeway.

Please avoid making this situation any worse by building homes along the Alamo/Danville segment of Danville Blvd. This is not “NIMBY” opposition; this is practical opposition to having any construction that would only exacerbate pre-existing traffic/safety issues.

Thank you for your consideration.

Take care.

Douglas Uchikura

Alamo, CA



Will Nelson
 Principal Planner
 Contra Costa County - Department of Conservation and Development
 30 Muir Road
 Martinez, CA 94553

Honorable Board of Supervisors, and esteemed Planning Commissioners,

We appreciate the work and progress made in the Housing Element update. Thank you for taking the time to consider our comments. The County did a good job of collecting feedback from every community. While we think the County can and must go further, the County is planning for more housing than it ever has, in the face of intense political pressure, and we appreciate the proposals to rezone high-opportunity areas, such as those for Cherry Lane, Kingston Place, and at Mauzy School. We also thank you for acknowledging SB 330 relocation and return rules.

We appreciate the work to get the county into compliance with all of the new state laws, and, we have a few comments that can strengthen the work to produce more resilient and vibrant communities.

Summary

- Programs should contain **clear goals**, and should be **stronger with respect to solar, VMT, climate mitigation, and ventilation.**

- The County is **including sites that are infeasible** or undesirable, including one site in **wetlands** on "the wrong side of the tracks," as well as double counting RHNA units on some parcels.
- Sites Inventory **disproportionately plans housing in lower income communities** with higher levels of pollution and nonwhite residents, which do not share schools/hospitals/parks with higher resource communities. We suggest several tests, programs, and sites to help Further Fair Housing.

Program and Actions

1. **Strengthen Program and action language and set clear, measurable goals with dates.** In HCD's multiple determination letters to other jurisdictions it was noted this type of language was deemed insufficient. "Programs containing unclear language (e.g., "consider"; "review", "conduct a study to assess" "create a plan", "evaluate impacts" etc.) should be amended to include specific and measurable actions that will lead to actual housing outcomes",¹ and should instead be replaced with language that relates to actual concrete goals, for example, the production of low-income housing, or reduction of housing costs below some target number.
 - a. Example: By X year, require the planting of street trees throughout the County to define and enhance the character of the street and the adjacent development.
OR Plant X number of street trees (~25% increase) in the sidewalk tree wells to complete the street tree network by 2040. See the [Resilience Playbook](#) for more information.
2. **Add stronger language to reduce VMT.** Policies that support VMT reduction include lowering parking minimum requirements, switching to parking maximums, promoting bike and pedestrian travel.
3. The County should add a program to **permit ministerial approval of fourplexes** in single family zones, within the same building envelope used for single family home approvals.
4. The County has historically not been in compliance with the requirements of Assembly Bill 2188 (Muratsuchi, 2014). In particular, AB2188 requires the County to "substantially

¹ From HCD's determination letter to Lafayette, <https://eastbayforeveryone.org/wp-content/uploads/2022/09/2022-09-30-lafayette-hcd-determination.pdf>

conform” its permitting process for small **residential rooftop solar energy systems** with the California Solar Permitting Guidebook (CSPG). The CSPG in turn requires “a maximum timeframe of 1-3 days in which to review (qualifying) permit(s)”. In violation of this requirement, Contra Costa County’s municipal code (Section 718-12.004), and actual permitting practices, improperly involve a lengthy completeness process. We look forward to the County complying with the newly-passed SB379, which requires implementation of real-time issuance of such permits no later than September 30, 2023.

5. **Create a public data and milestone portal** to track Housing Element progress for accountability and clear interim update report dates to the Board of Supervisors.
6. Pilot a **reduction of fees for subsidized affordable housing**, and/or tiny/smaller units that are designed to be affordable. Most connection fees and other fees for development are based on unit count, which drives up costs for smaller units close to those of single family homes.
7. In addition to piloting fee reductions and removals, the County should set funding goals and **aggressively pursue additional funding sources for Community Land Trusts**, affordable housing, and social housing organizations through ballot measures, enhanced infrastructure districts, or any other tool available.
8. **HE-P8.2:** Should include: Develop and execute plans for retrofitting existing buildings to all electric energy use, reducing health risks from methane/natural gas, to be accomplished by 2035.
 - a. Be proactive in regional program activity work including promoting solar in retrofits and supporting solar in all new residential development, per CA state law.
 - b. Extend the residential buildings solar mandate to multi-family buildings higher than 3 stories.
 - c. Provide incentives for new and existing residences to install battery storage by aggressively promoting existing rebates and incentives and seeking funding to augment and expand financial incentives for battery installation.
9. **HE-A8.2:** Please strengthen the language here by itemizing the climate actions and outcomes sought through the County’s interim climate action plan.
10. Many of the County's existing (and proposed; site 79) apartment buildings and schools are located close to freeways or refineries, which have higher levels of PM 2.5 pollution which in turn leads to higher levels of stress, asthma, obesity, and lower cognition. **Add a program to subsidize MERV 13 air filter installation**, and room-size air purifier

installation in existing apartments and schools in polluted areas, and do an education program about the benefits of ventilation and how to keep air clean. A study in Texas indicated mold remediation and ventilation investments improved student test scores by 3-4%.²

11. Racially Concentrated Areas of Affluence (RCAs) have seen a number of proposals to tear down an existing single family house and build a bigger house on the same property (recently, 132 Leona Court, 56 Sandra Court, 971 Danville Boulevard). The County could meet with applicants that are proposing these developments and ensure the developers are familiar with the options for adding additional units (ADU's, JADU's, SB 9 lot split) to these applications, as well as state law which requires stricter criteria for denial of "housing development projects" of more than one unit.

Constraints

1. We found only one bullet point about bike amenities. Please add higher standards for capacity bike parking to accommodate e-bikes, cargo bikes, and trikes in new developments to encourage biking for everyday needs. We also encourage starting a program to help older buildings renovate to add these amenities.
2. Current parking standards for the County require 2.25 spaces per 2 bedroom apartment and 1.75 spaces per one bedroom apartment. Parking spaces cost \$50-90k per space and as a result make housing that much less affordable. Especially combined with a 35 foot height limit, parking minimums require digging underground which is expensive and reduces the viability of ground floor retail. On the smaller lots in North Richmond, parking minimums will make projects completely infeasible.

In public comment, the County heard plenty of complaints about increased traffic – this traffic will only be made worse³ if every new 2-bedroom apartment comes with 2.25 cars. The County's parking standards are significantly higher than nearby communities (Lafayette requires only 1.2 spaces per one-bedroom, while Walnut Creek is committing to a reduction in its parking minimums). In addition to traffic, more cars means more pollution from rubber tire particulates and disc brakes, which in many areas of the

² Stafford, "Indoor air quality and academic performance," 2015, *Journal of Environmental Economics and Management*.

³ There is substantial research that the amenity of free off-street parking results in households purchasing more cars than if they did not have the space(s).

County is already exceeding safe thresholds.

Consider lowering parking minimums to 1 space per unit or consistent with state law.

Developers can always choose to exceed this amount of parking if they wish.

3. The element does not discuss the impact of community groups located in Racially Concentrated Areas of Affluence who oppose denser housing and the subsequent impact on land use, which has changed little in any of these areas in the past 30 years.
 - The Alamo Improvement Association was founded in 1955, when many homes in Alamo (which today is 82% White with median household income \$187,000) contained legally binding racial covenant language, and nine years *before* 65% of Californians voted to permit landlords and home sellers to racially discriminate against renters and buyers (Prop 14 of 1964). This group has historically opposed denser development in Alamo which contributed to the town hardly adding any new homes between 1980 and the present day. In August 2022 and November 2022, the AIA mailed a copy of the updated sites inventory to every resident of Alamo, pointing in particular to the parcels that were to be rezoned.
 - The Diablo Historic Preservation Committee attempted to exempt Diablo, another RCAA, from SB 9 duplex zoning rules through its status as a historic district. This proposal was indiscriminate and would have banned duplexes on Diablo parcels without any historic qualities whatsoever. At a Historic Landmarks Advisory Committee meeting, a Diablo resident and committee member stated his motivation for supporting the historic preservation measure was more about traffic and fire safety, which are not historic impacts.
 - a. The original BART plans proposed heavy rail along the I-680 corridor linking Walnut Creek to Pleasanton.⁴ The element should discuss the history of opposition to public transit along the 680 corridor and subsequent impacts on housing densities and frequency of public transit in Racially Concentrated Areas of Affluence including southern Walnut Creek, Alamo, Diablo, and Blackhawk.
4. The Land Use Control section on development standards states multi-family buildings are limited to 35 feet except in P-1 zones with Planning Commission approval. It also states the lot coverage “is typically limited to 25 percent.” The combination of a 3 story height limit & 25% lot coverage would place these standards out of compliance with SB 478 for 3-10 unit projects; the County should adjust standards to ensure consistency with SB

⁴See e.g. <https://i.redd.it/oug113nafa601.png>

478, and those new standards should also apply to developments >10 units. Please amend as appropriate to ensure densities can be achieved.

5. We're concerned about the size of setbacks required for multifamily development. The draft document does not describe the setbacks for the M-75 or M-125 zones. However, no multifamily setbacks are currently shorter than 20 feet and the M-29 setback is 25 feet.

Parcel 172040034 is in a High Resource area but is only 65 feet deep. With a 25 foot front setback and a 20 foot rear setback, this leaves only about 20 feet for the building envelope. This will make it difficult to develop this parcel.

Reduced front setbacks can decrease pedestrian travel times and increase the viability of ground floor retail. Reduced setbacks can also increase shade available on sidewalks, which is important when temperatures reach 100 degrees in the summer.

6. The discussion of constraints lacks an analysis of the County's compliance with the Permit Streamlining Act and CEQA laws and regulations. State law generally regulates housing approval in three interlocking phases - completeness, CEQA, and finally approval. As failure to follow these streamlining laws delays housing and denies developers the legal rights the state legislature intended the developers to have, any violations of these streamlining laws are an unreasonable constraint. Please amend the Housing Element to include an analysis of compliance with all PSA and CEQA laws including PSA completeness law, CEQA laws including PRC 21080.1, 21080.2, and 21151.5, and PSA approval law. If the County is not operating in compliance, the Housing Element should be amended to include program(s) for compliance with PSA and CEQA laws. The Housing Element should also explicitly acknowledge that PRC 21080.1 & 21080.2 require the issuance of CEQA-exemption determinations within 30 days of completeness, and that said determinations serve to trigger the PSA's 60-day deadline for approval of CEQA-exempt housing. This is an essential aspect of streamlining zoning-compliant urban infill.

Site Inventory

The County only provided APN parcel numbers in the sites inventory, which made it difficult to group parcels in the sites inventory by e.g. CDP, zip code, or site number, and make assertions, without manually retrieving each site from the County's parcel database and annotating them.

The County also does not provide information in the table about which parcel(s) correspond to numbered sites in the inventory.

Please add zip code, CDP designations, and numbered site information to Table A and Table B for site inventory.

Double counting on existing parcels

For parcels with existing housing, the County can only count the *additional* units toward its RHNA target; if a parcel has 11 homes and a developer proposes tearing them down to build 29, the County could count a net of 18 toward its RHNA allocation. It seems that the County is double counting in some instances:

- Site 18 claims a realistic capacity of 17 homes, on a site with 12 existing homes. Thus, site 18 can only contribute 5 homes towards RHNA, not the 17 homes listed in Table B.

Housing Authority Sites - apparent failure to qualify under 65583.1(c)(3)

- The Housing Element lists many sites owned by the Contra Costa County Housing Authority that presently include existing houses. The Housing Element appears not to be subtracting the count of existing homes on these properties from the claimed RHNA credit. These sites include at least Sites 14, 15, 29, 30, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 63, 65, 66, 67, 68, 69, 70, 71, 72, 73 74, 75, 76, and 77.
- The only apparent mechanism by which existing homes could be counted towards VLI/LI RHNA is via Gov. Code 65583.1(c). However, Gov. Code 65583.1(c) has numerous requirements not addressed by the Housing Element, including funding commitments. The Housing Element should be amended to clearly establish the legal basis for counting the existing homes, or should instead withdraw the sites if the requirements cannot be met.
 - It is noted that Gov. Code 65583.1(c)(3) precludes use of 65583.1(c) by any jurisdiction that failed to meet its share of the regional need for very-low and low-income households during the immediately prior planning period. As Contra Costa County appears not to have met both its VLI and LI RHNA minimums in the immediately prior planning period (CCC is subject to SB-35 for example), it appears that (c)(3) has been triggered and use of 65583.1(c) is barred by Contra Costa County in the present planning period.

Sites that should be removed

1. Site 78 is, quite literally, "on the wrong side of the tracks." There are no amenities in walking distance and none planned. It is close to the Shell Catalyst heavy industry facility which is a source of air pollution. The site is currently wetlands which perform an important defense against flooding. This site should be removed from the Housing Element and the General Plan update.
2. Site 18 is home to 12 existing units. It will not pencil to replace them with 17 units deed-restricted to lower incomes, much less 30 parking spaces and relocation and return for existing tenants. To support redevelopment as well as relocation and return, these parcels should be given a higher density.
3. Sites 1, 2, 4, 5, 16, 17, 18, 19, 20, 24, 28, 31, 32, 33, 49, 50, 79, 80, 82, 85, 87, 88: These sites have active uses (on at least a portion of their area) and the Housing Element doesn't provide adequate evidence of intent from the owner(s) to cease such use and redevelop. The in-use areas of these sites should be removed if no strong evidence of intent to redevelop can be provided. For any sites relying on assemblage, evidence should be from all relevant owners with active uses. For sites with the same owner of adjacent parcels, evidence from that owner should indicate which parcel(s) are intended for development. The mere claim that sites are underutilized, even severely, is not sufficient evidence of likelihood of redevelopment, particularly given the low property tax rates paid by longtime property owners. To the extent housing is projected on existing off-street parking portions of parcels, it should be validated that the parking is not legally required for the parcels' existing use and that the users of the parking do not represent an impediment to removal of the parking.
4. Sites 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 88, 89, and 91: The Housing Element includes a claim that there is developer interest & an owner willing to sell OR includes a claim that the owner is interested in redevelopment. However, the actual evidence is not provided. Please provide the actual evidence.
5. Sites 23 and 42: Has the West Contra Costa Unified School District expressed interest in development? Please provide evidence.
6. Site 79 is listed as "vacant" but the description states it includes a Church Parking lot. Please revise to "non-vacant" and include appropriate evidence. The Housing Element's statement that "*A County Supervisor is interested in seeing this site developed with housing*" does not qualify as evidence of likelihood of redevelopment per HCD guidance.

7. Site 35: The Housing Element claims this site is vacant, but the included satellite imagery appears to show at least some commercial activity. Please clarify.
8. Sites 62 and 64: Each is a Housing Authority site with 1 home intended for very-low income RHNA. We do not believe single home VLI development is likely. Please provide evidence of a successful similar development.

Sites that need additional documentation

1. Parcel 184342008 - this parcel is described in the County's property tax database as "unbuildable" which is maybe due to the lack of street access. Does the County have a plan to enable access to this parcel?
2. Parcels 172040025, 172040026, 172040034, 172040036: These are owned by the County but they were not included in the April 2022 Notice of Surplus Land. The County should document how it plans to develop these parcels for dense housing, or document its plan to comply with the Surplus Land Act.

Sites we recommend rezoning for additional density

We believe these sites should be rezoned for 30 DUA as part of the Housing Element or the General Plan. It is possible that some of these sites are already included in the General Plan update; if so, we apologize.

If these sites have no development intent before 2031, but would result in a General Plan rezoning, they could still be included with some credit toward the Sites Inventory, but they must be at a significantly lower ratio to be realistic estimates. For example, if it is plausible that one out of fifteen "very unlikely" sites' owners is convinced to build by a new offer during the planning cycle, then each site could be counted toward the RHNA at 1/15th of its capacity.

1. *Single family zones* - Single family parcels should support the construction of a fourplex, especially when (e.g. in Alamo or Diablo) they are currently receiving many proposals to build one 5,000 square foot house. If a 5000 square foot house for one family is legal to build, it should also be legal to build four 1250 square foot homes.
2. Parking lot adjacent to Monte Vista High in Alamo, owned by SRVUSD, has about 4 vacant acres, 10 including the existing parking. SRVUSD could develop teacher housing on this lot, or sell it to fund ongoing operations, or issue a 99 year ground lease to fund ongoing operations.

3. 920 Stone Valley Road is a large vacant parcel that could support multifamily development.
4. Athenian School near Diablo, which has existing dormitories and teacher housing and may be interested in adding more.
5. 3180 and 4155 Walnut Blvd. in Walnut Creek are over two acres with a very low existing FAR. These would be an appropriate place for townhomes, which exist on other stretches of Walnut Blvd.
6. Single family home zone near La Casa Via in Walnut Creek.
7. In general, any residential infill parcel which is over 0.5 acres, has under 0.2 FAR, with structures onsite that are more than 40 years old, would be a good candidate for rezoning to townhome level density.
8. St Luke's Lutheran Church in Walnut Creek.
9. Vacant parcel between Ward Dr and Hillview Dr. in Walnut Creek.
10. Parcel 183-110-003 on Murwood Drive.
11. The large, mostly unimproved parcels along Shady Glen Rd. near San Miguel Dr.
12. All of the parcels surrounding Kensington Circus should be rezoned for mixed use with low parking minimums.
13. The commercial parcels along Arlington Ave in Kensington should be rezoned for mixed use with low parking minimums.
14. Unitarian Universalist Church in Kensington.

Fair housing

Contra Costa County's own charts indicate that the County is planning to put a disproportionate amount of the Sites Inventory in areas with:

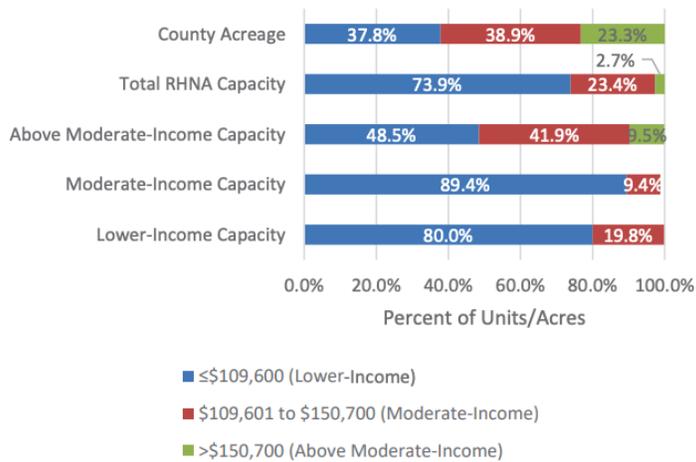
- higher numbers of low-income residents
- worse access to jobs
- more pollution
- more minorities

We reproduce these charts (pages ~100-110) here because they tell the story better than we can. It is possible these numbers look better when you include all parcels being rezoned for the

General Plan,⁵ and if so we would encourage the County to publish both charts for the Housing Element and for all parcels being rezoned in the General Plan.

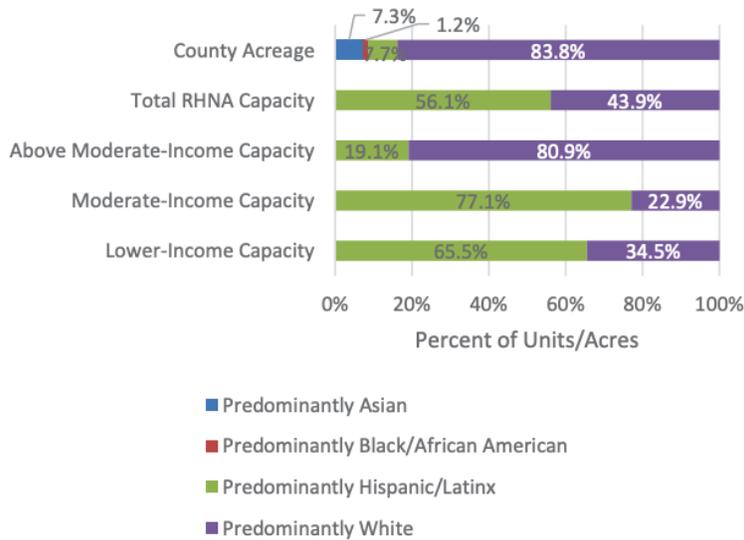
About a quarter of the County's land is home to residents making above \$150,000 per year, but only 2.7% of the Sites Inventory is planned for these areas.

FIGURE 6-17 PERCENTAGE OF UNIT CAPACITY AND COUNTY ACREAGE BY MEDIAN INCOME



⁵ For example, by including the increased capacity available on single family or missing middle parcels under the rezoning program.

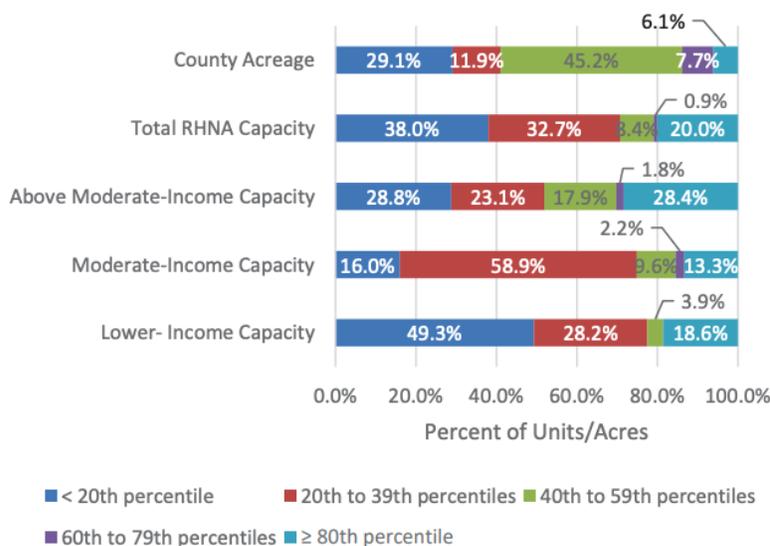
FIGURE 6-19 PERCENTAGE OF UNIT CAPACITY AND COUNTY ACREAGE BY PREDOMINANT POPULATION



Source: US Census, 2019; Contra Costa County Department of Conservation and Development, 2022

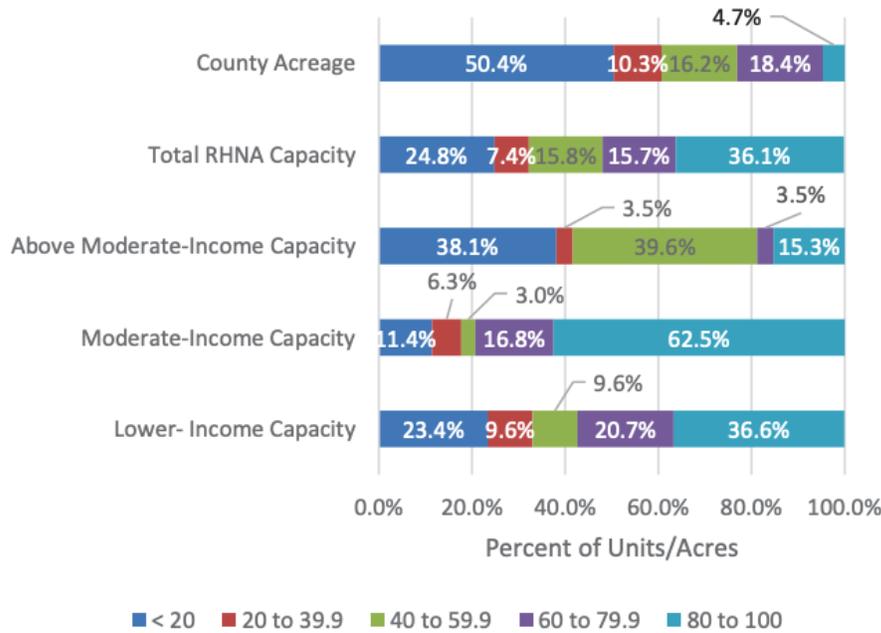
Almost half of the low income housing in the Sites Inventory is in areas that score in the 20th percentile or lower on job proximity.

FIGURE 6-22 PERCENTAGE OF UNIT CAPACITY AND COUNTY ACREAGE BY JOBS PROXIMITY INDEX SCORE



Less than 5% of the County's acreage is in the 80% percentile or higher on the environmental screening model, the most polluted areas in the entire state, but 36% of the total RHNA capacity is planned in these areas.

FIGURE 6-23 PERCENTAGE OF UNIT CAPACITY AND COUNTY ACREAGE BY CALENVIROSCREEN SCORE

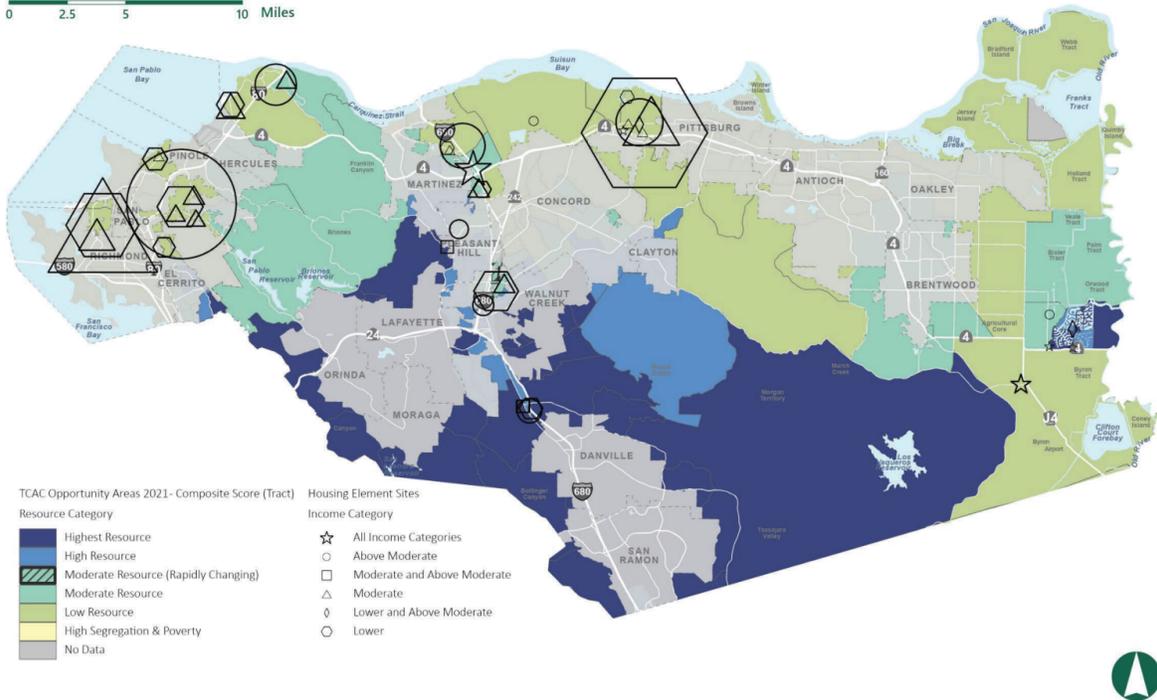


Source: OEHHA, CalEPA, CalEnviroScreen 2021; Contra Costa County Department of Conservation and Development, 2022

Finally, this map shows how little of the sites inventory is planned in areas designated Highest Resource, which are the closest to San Francisco and the furthest from heavy industry. These areas also saw the smallest rezoning of single family home zones, from 2.9 DUA to 3 DUA.

FIGURE 6-2 TCAC RESOURCE AREA DESIGNATIONS, 2021

0 2.5 5 10 Miles



6-56 | Contra Costa County General Plan 2040 – Housing Element

This pattern of disproportionate allocation *may* be acceptable in a city where wealthy and less wealthy residents share the same amenities - schools, parks, hospitals, facilities, transit. In Contra Costa County they do not. Blackhawk is five school districts and 30 miles away from North Richmond.

It may help to flesh out these charts with specific examples.

1. Vine Hill/Mountain View are CDP's with about 7000 people sandwiched between two oil refineries and the 680 freeway. The sites inventory counts more units in Vine Hill and Mountain View (430) than it does in Alamo (16,500 people, \$187,000 AMI), which does not have any nearby refineries.
2. Kensington and East Richmond Heights are two CDP's close to each other in the Berkeley Hills. Kensington is a RCAA, wealthier than East Richmond Heights, closer to BART than East Richmond Heights, and has more area outside of the high severity fire

zone. Kensington has zero sites in the Sites Inventory, while East Richmond Heights has one. Half of single family parcels in Kensington are being downzoned (max intensity going from 7.2 to 7); all single family parcels in East Richmond Heights are being upzoned (max intensity going from 7.2 to 17). While some of this zoning change is meant to reflect existing parcel densities, this means redevelopment is now more feasible on some larger parcels in East Richmond Heights, where it was not previously (e.g. 6095 Ralston Ave), and still not possible on many in Kensington (e.g 48 Anson Way).

3. 255 North Bella Monte Ave. in Bay Point is a vacant half-acre parcel in a single family neighborhood that is about a mile from the Shell Catalyst heavy industry facility. The unemployment rate is high in Bay Point and the schools are not as good as elsewhere in the County. As part of the General Plan update, this parcel is being rezoned from 6 homes permitted⁶ to permitting 15 homes.

Recently, a half acre parcel in Alamo at 132 Leona Court, which is not polluted, abuts a bike trail, and is zoned for Blue Ribbon schools, was purchased for \$2 million. The buyer paid \$2 million to tear down the existing house and build exactly one house in its place, because the zoning on this parcel is not changing (1.45 homes permitted to 1.5 homes permitted).

4. The RHNA numbers assigned to Walnut Creek (5805), Danville (2241), and San Ramon (5111) suggest that if Alamo⁷ was incorporated, its RHNA target would be somewhere around 781-1255 homes.⁸ The County identifies just 351 new homes in Alamo in the Sites Inventory.
5. At a meeting of the Alamo MAC on December 6, 2022, County planning staff suggested that the Alamo mixed use zone in the General Plan may get an overlay lowering the permitted density from 75 DUA to 30 DUA. It is unlikely to us that lower resource areas of the County, or those closer to sources of pollution such as heavy industry, will receive similar overlays.

⁶ 11.9 DUA (5.95 half acre yield rounds up to 6, per County guidelines) under the "ML" zone to 30 DUA under the RMH zone. This is based on the most recent draft land use maps available from envisioncontracosta2040.org; these maps may be out of date.

⁷ We focus on Alamo because it's the largest Racially Concentrated Area of Affluence that has a contiguous downtown and is not in a fire zone.

⁸ Dividing each city's allocation by its current population and then multiplying through to get an estimate for Alamo.

6. A disproportionate number of sites being rezoned for M-125, the County's highest intensity zoning designation, are in lower income, "environmental justice" areas.⁹

Suggestions for Fair Housing

We understand that constraints related to property owners (Alamo Plaza), as well as the difficulty of calculating yield for single family parcels, may make these targets difficult to hit in the Housing Element, and would be satisfied if the County could demonstrate compliance with targets 4 and 5 either in its General Plan, or in the Housing Element.

1. Adjust the minimum DUA for all infill single family parcels throughout the County to 7. We would be open to counting these rezoned parcels toward the RHNA, using an expected yield formula of the County's choice.
2. Create a program to permit ministerial approval of fourplexes on all parcels within the same building envelope/setback rules etc that currently apply to single family homes.
3. If #2 is not feasible, permit ministerial approval of sixplexes - with one unit designated affordable - on all parcels that contain a racial covenant in the CC&R's.¹⁰
4. Mixed use densities in RCAA's/areas under 20 on EnviroScreen should be equal or greater than mixed use densities outside of these areas (ie. no downzone overlay in wealthy areas).
5. In terms of increased capacity available on each parcel, the single family zones in RCAA's should get at least as much new capacity, proportionate to their share of the population, as the single family zones in other areas.
6. See sites suggestions in the Sites Inventory; in general, we think sites in RCAA's that are larger than half an acre, with less than 0.2 FAR, especially along bike trails or close to amenities, are appropriate sites for at least townhome density development.

Finally, we included these suggestions in Programs and Policies as well.

⁹ We could put exact numbers on this if the County could amend table A and table B to include zip code or CDP information.

¹⁰ While no centralized database exists of racial covenants, this would not be necessary, since it would be easy enough to verify at application time that the CC&R's for the parcel in question contain a covenant.

7. Add a program to mitigate air quality issues in existing apartments and schools near freeways or heavy industry by improving indoor ventilation and subsidizing air purifier purchases.
8. Meet with applicants proposing same-density replacement of housing to suggest ways to increase unit count (ADU, JADU, lot split, duplex).

Conclusion

We look forward to continuing to engage with the County and HCD throughout the 6th Cycle RHNA process.

Sincerely,

Victor Flores

Greenbelt Alliance

Benisa Berry

East County Community Leaders Network

Sue Bock

San Ramon Valley Climate Coalition

Kevin Burke

East Bay for Everyone

Marti Roach

350 Contra Costa

Lynda Deschambault

Contra Costa County Climate Leaders
(4CL)

Hayley Currier

Save the Bay

Rev. Sophia DeWitt

East Bay Housing Organization

Tyler Snortum-Phelps

Sustainable Contra Costa

From: [elaine wander](#)
To: [Maureen Toms](#)
Subject: Contra Costa 2023 -2031 Housing Element Draft
Date: Thursday, December 1, 2022 7:44:35 PM

Hello Ms. Toms,

Here are my comments on the Rodeo, Ca. portion of Contra Costa Housing Element Draft,

Parker Ave. has vacant land that is good for development near 3rd and 4th Streets. This should be done only with designating parks and green space to support creating a neighborhood with a positive quality of life. But, that said, should anything be built here until Rodeo has services like FOOD.... There is no GROCERY store here now!!!! No Bank , no Drug store.

The Safeway building should be torn down and live-work space be created with a wonderful grocery store as the centerpiece!!!

There are some very important businesses there now -a dentist ,restaurants , a few others, leave them alone ,use that Safeway space as a great area for developing living and shopping, a real grocery/drug store ,plus small business....

The corner on 7th and Parker (Rodeo Gateway) is Not the right place for any kind of apartment complex at all. The area is zoned for a small business and the single family homes behind and across from it. This should not be changed . This street ,7th St., is the only route for Fire ,Sheriffs and passage to the Rodeo Hills School. The whole corner was designed to accommodate this when the school was built. The street is small to begin with, the lot is small, the land behind it floods, it is very low. We are not allowed any speed bumps for the reason of the street being used for emergency passage . A viable business is there now that employs people,etc... In ten years of course things could change but, again that lot is very small and the existing business size does not interfere with neighborhood congestion, although another type of small business could be better in the future.

We here in Rodeo have been paying our taxes for years to live in a neighborhood zoned for single family houses (32 years for me and longer for others) and want and deserve our quality of life to be respected.

The Safeway building is an ugly empty eyesore and blight on Rodeo. It is the ideal spot for Envision to start on Rodeo's future that includes housing and shopping opportunities . Maybe you could think about the citizens who live here now before adding the future humans who will also have no place to shop. Housing and services are intrinsic and interconnected for Rodeo to thrive!

Thank you for receiving my comments on future housing in Rodeo,

Elaine Wander Leclaire

From: [Elie Draper](#)
To: [Maureen Toms](#)
Subject: Questions about proposed Envision 2040 rezoning
Date: Tuesday, November 29, 2022 12:15:30 PM

Hi Maureen,

I received the recent update from the Alamo Improvement Association and have some questions that I haven't seen addressed throughout the updates.

I am a resident of Alamo, and with my husband have 2 small kids. My concerns and questions are primarily around the traffic, childcare, and schools, and how that will be addressed:

- Danville Blvd gets VERY clogged during school pick up, drop offs, and rush hour as there are frequently accidents on the freeway and people take Danville Blvd instead. How are traffic considerations being addressed with an increase in housing?

- Preschool waiting lists are up to 2 years, and a lot of childcare facilities closed during the pandemic. With already a shortage of childcare options for families with young kids, are any considerations being made for encouraging new facilities to be built to support the influx of families with kids?

- My oldest son will be starting Kindergarten at Rancho next year. One of the main reasons we moved to Alamo was because of the great public schools. I have HIGH concerns for that changing with an increase in housing (which happened in the town we moved from, which is one of the reasons we moved). I am also wondering how the school system will be impacted in general by the increase in housing. Are you working with the district to address this? Will they be able to support more students? Or is there conversation about building additional schools?

Thanks!

Elie Draper
3151 Lunada Ln, Alamo
650-678-4400

From: [Florence Au](#)
To: [Will Nelson](#)
Subject: Housing planned for Alamo
Date: Friday, December 16, 2022 8:20:56 PM

Hi Mr. Nelson,

I am writing today because I am very concerned about the Alamo Draft Land Use Map shown in Envision 2040.

We understand that 80 properties are being designated for higher density rezoning with potential housing units numbering in the 1,000's.

While we understand that housing is an important issue impacting every community, the larger number of units proposed for Alamo far exceeds our community's ability to support them.

Not only the downtown, but parcels north on Danville Blvd., show land use densities that will completely change Alamo.

The water, sanitary and other public utilities didn't build their pipes, poles, wires and switching equipment for such high-density residential development and twice the number of residents.

The changes from R-20 to RM at the New Life Church located far from downtown and any services, as well as surrounded by R-20 properties is completely unacceptable. The traffic created by these proposed increases in living units and population will cause dangerous traffic conditions, safety problems as all evacuations along the West Side must be done via Danville Blvd. and are being done without concerns for fire, police, school, water and emergency evacuation support.

Please recognize that our community would be negatively impacted by this development and we need more thoughtful planning and consideration.

Sincerely,

Florence and Joshua Au

55 Corwin Drive, Alamo CA 94507

flokwo@hotmail.com

From: [Francis Balestrieri](#)
To: [Will Nelson](#)
Subject: Proposed Housing Projects Along Danville Blvd.
Date: Thursday, December 15, 2022 10:03:22 AM

Dear Sir:

It is my understanding that a large housing project of low to very low income dwellings is being proposed between Hemme Road and La Serena/Alamo Shopping Center in Alamo. My wife and I currently live at 4 Corwin Drive in Alamo. The traffic to get to our home each day is tenuous at best. A pre-school on the corner of Danville Blvd. and Hemme Road along with the elementary school there makes ingress and egress through this street to and from our home nearly impossible! In addition, as cars are allowed to park on the Rancho Elementary School side further exacerbates access to our home. Adding a large development in this area will further impact our ability to get to and get out of our home. In the event of a fire or other major disaster, our neighbors living above and around Hemme Road will most likely die for lack of egress.

Danville Blvd. is already impacted as it is used as an alternative corridor when Highway 680 N. requires an alternative to stop and go traffic on the freeway. At certain times of the day when San Ramon High School students exit school, we already have to deal with 'slow or no go' traffic along this corridor. With the addition of multiple dwellings in the proposed area, each home will constitute at least two cars per household, further impacting traffic in an already impacted Danville Blvd.

I am certainly not a city or county planner, but based on the current limited open land I've observed around the Alamo/Danville area, I do not see a viable way to add multiple low income dwellings to this area where it is currently proposed without somehow increasing the width of Danville Blvd., Hemme Road, and surrounding avenues to accommodate the additional families and vehicles. I'm not even going to address the impact that that many families will have on the local school district!

My wife and I moved to Alamo approximately a year and a half ago. I was a big adjustment for us in dealing with traffic congestion and crowded conditions in this area. Adding a large number of low income apartments, condominiums, and other dwelling units just doesn't seem practical.

Let's face it—the geography in the area Contra Costa County is proposing to build these units is simply full. That happens in already overdeveloped areas like this. Therefore, I strongly object to CCC's housing element plan and proposal to build multiple low and very low income housing in the area proposed. By doing so, the quality of life my wife and I struggled all of our lives to achieve will be gone forever.

Sincerely,

Francis M. Balestrieri, homeowner

From: visintin@comcast.net
To: [Will Nelson](#)
Subject: Planning Commission Meeting December 1, 2022
Date: Thursday, December 1, 2022 1:57:18 PM

Hello Mr. Nelson,

I have lived in Discovery Bay since 1989. Thank you for your time at last night's planning commission meeting. Below is what I presented/spoke about at the June 2022, Contra Costa Board of Supervisor's meeting.

"According to Steve Eggert, founder of Anton Development Company, the Anton Development Company strategically identifies prime locations in major centers of employment, technology, school districts and transportation. Was Steve misled. Perhaps Steve should personally visit the Discovery Bay proposed site.

Have County Staff and all Supervisors visited the Discovery Bay proposed site?

How can County staff say it is easy walking distance to a shopping center? What is currently in Discovery Bay is not a shopping center, but a mishmash of everchanging tenants, and closed storefronts. There used to be a pharmacy like CVS and other retail shops. Perhaps County staff and Steve should question why businesses fail. It is a 2-mile walk from the proposed site, along highway 4, to Safeway and CVS, a real shopping center.

How can County staff overlook the busiest intersection in Discovery Bay located at the corners of Discovery Bay Boulevard, Sand Point Road, and Willow Lake Road?

Have County Supervisors been misled? Please do not authorize the GPA process. Please postpone any decision until a CEQA and NEPA study are completed. There used to be a fully functional gas station at the corner of Discovery Bay Boulevard and Sand Point Road. Were the underground tanks removed? Was the site cleaned up? The recent covering of the entire site with 2 to 3 feet of

added, compacted dirt, after 50-years, does not constitute site cleanup. Thank you”

As a concerned Discovery Bay citizen, I am perplexed by the county and developer’s choice of this property. No one, I have spoken to, has ever seen the gas tanks removed from this property. This was also a motor-home waste dumping site. You should be able to obtain county records regarding the building and termination of this gas station and dump site and determine any cleanup activity.

My wife and I led the charge to dissolve the illegal DBPOA that subjugated 1,600 homes. Our research records regarding Discovery Bay go back to when it was dirt and through all the developers. Ken Hofmann got what he wanted at the expense of homeowners and the County, even after his death.

I realize the State subjugates the Counties and the difficulty of decisions regarding Envision Contra Costa 2040. Many years back, my wife was a member developing Fairfield’s Vision 2020 Plan.

Best Regards,

Frank

From: [Hilary Lerner](#)
To: [Will Nelson](#)
Subject: Mauzy lot
Date: Wednesday, November 30, 2022 12:27:01 PM

Please do not allow this lot to change to M60 as this would severely negatively affect the character of both our neighborhood and community and thus negatively affect the county as well. Thank you,
Hilary Jon Lerner, MD

From: [Jackie](#)
To: [Will Nelson](#)
Subject: Opposition of high density housing in west Alamo
Date: Wednesday, December 14, 2022 9:41:31 PM

Hello Mr Nelson-

My name is Jackie Pearson, I am a neighbor in West Alamo near the parcel of land that is designated for high density use on Danville Blvd.

I strongly oppose any high density housing in Alamo, period. I especially oppose high density housing across the street from my home and my children's elementary school.

I understand that under state law, Alamo needs to present future housing options. I do not believe that Alamo is able to support 700+ new living units. Alamo is an old farming community, which still remains unincorporated. We have two lane roads, just one fire station and not even dedicated law enforcement. The traffic is terrible where these the units are being proposed - off of a two lane road, across from an elementary school, preschool and where there is no traffic light. It's a traffic nightmare and a logistical nightmare.

While I have voiced my concerns over this project to Candace Anderson, I think we all thought that the units would be spread out over Alamo. Of course residents on either side of town do not want mid-high density housing to take over their neighborhoods - all it's going to do is take up limited resources and decrease our property values. Why not stick with the lower density spread over multiple areas instead of high density in one area?

High density housing does not belong in Alamo. We moved here to raise a family in a quaint and quiet town with homes spread across large lots- not to have apartment buildings pop up all over the place with renters who have no community. There are plenty of apartments available in neighboring towns, such as Walnut Creek or San Ramon.

The smaller parcels should be reconsidered and lower density units should be the plan for Alamo's future. Lower density will fit best into the neighborhood feel of our small town. Deciding that all of the high density housing should be put on the westside is unfair to our residents. Our opinions were never considered.

Please reach out to me at [707-477-9433](tel:707-477-9433)

Or email: psicjackie@yahoo.com

Thank you
Jackie Pearson

Sent from my iPhone

From: [Jane Wei Skillern](#)
To: [Will Nelson](#); [Maureen Toms](#)
Subject: NO to development at Mauzy School on Miranda Rd.
Date: Wednesday, November 30, 2022 12:28:08 PM

I am writing to express my deep concern about the very high density apartment building planned at the Mauzy complex by the County. This area does not have the infrastructure, i.e., public transportation, utilities, etc to accommodate such dense housing. This is a small town, not a city. Please stop this project ASAP. More and more people are leaving CA for a reason. We know of so many people who have fled CA. If this type of meddling from CA state and local government continues, the state will have eroded the very tax base that they are using to subsidize these policies.

Regards,
Jane Wei

--

Jane Wei-Skillern
Senior Fellow
Center for Social Sector Leadership
Haas UC Berkeley

newnetworkleader.org

From: [Joe Bronner](#)
To: [Maureen Toms](#); [Will Nelson](#)
Subject: Opposition to County General Plan
Date: Saturday, December 17, 2022 9:09:33 AM

Maureen Toms,
Deputy Director, Policy Planning

Will Nelson,
Development Planner

We attended the town hall meeting on September 8 and clearly there was overwhelming opposition to the draft Housing Element and County General Plan. It appears that the revised plans result in more parcels being rezoned, more housing units and higher density in Alamo, rather than less as recommended at the meeting.

The proposed plans threaten the charm of Alamo and the small-town environment that we so much enjoy and appreciate. Increased density, increased traffic, overwhelming of the existing infrastructure and congestion would appear to be the result of the County plans. Danville Blvd is already a mess during commute times with accidents on 680 every week. Likely, there will be new calls to widen Danville Blvd to help relieve the congestion and as you know Alamo strongly resists such a move that would significantly change Alamo.

Many new problems and County costs will come with the proposed higher density. Where will the new parks and open space be located to support the mental health of so many new people all living in little boxes? They will need open space around them. New schools, etc. It is disappointing that County officials won't fight for what is right, and the will of County residents, but instead acquiesce to state mandates. We had not thought much about the statement that non-compliance with state mandates would result in withholding funds provided to the County by the state. How much of a reduction in funding? Maybe it is time to stand against the super majority in Sacramento and say no. Maybe the lost funding can come from other sources.

Friends in San Ramon say that the removal of several Bishop Ranch commercial buildings with plans to build housing in their place makes sense with underutilized commercial space and with the location being very close to a transit center. It would seem that there are better places to build housing rather than along sleepy Danville Blvd in Alamo with inadequate transit and the infrastructure needed to support it.

Joe and Julie Bronner

Joe and Julie Bronner
26-year Alamo Residents

From: [John Prucha](#)
To: [Will Nelson](#)
Subject: Alamo housing project
Date: Friday, December 16, 2022 3:42:41 PM

Will-

We live right behind Rancho Romero school. Traffic is already bad in the area and adding more houses very near by will only make things worse. We simply don't think the infrastructure in place here will be enough to handle anything close to the housing projects that are being considered in our neighborhood.

The Prucha's
Corwin Dr. Alamo

Sent from my iPhone

From: oaknuts@aol.com
To: [Will Nelson](#)
Subject: Alamo
Date: Thursday, December 15, 2022 1:19:30 PM

Dear Mr. Nelson: As a 37 year resident of the west side of Alamo I must voice my opposition to the county plan for Alamo 2040. I have seen the growth over the last three plus decades. Alamo is already losing it's small town charm. Traffic is terrible, crime is increasing. This proposal will bring nothing but negative consequences to us.

I do not understand this plan to increase the population by 50%. To me this seems like a progressive attempt to harm suburban neighborhoods. There is not a need for low income, section 8, affordable or whatever this development is called.

I believe this is politically motivated and designed to harm more affluent areas. This isn't just about the money. Your job is to protect the areas you serve, not bring equity to politically motivated ideology. All the residents in my neighborhood I talk to are concerned about increased crime, traffic and failing infrastructure.

What happens when a fire hits the Las Trampas hills during a summer afternoon rush hour? This is a very narrow valley, one way in and out.

Please at least heed the recommendations of the Alamo Improvement Association.

Thank you for taking the time to read this. John Rubin 30 Corwin Drive

From: oaknuts@aol.com
To: [Will Nelson](#)
Subject: ALAMO 2040
Date: Friday, December 16, 2022 7:59:30 AM

Dear Mr. Nelson: I wrote you yesterday in regards to the county plan for Alamo. One thing I have not heard mentioned. The west side of Alamo, particularly where the proposed developments are being discussed is designated a wild fire area. There are homeowners in Alamo who have had their homeowners insurance canceled. Most carriers will not insure new buyers and homeowners are forced to pay exorbitant rates for second tier insurance. The only company I know that is not canceling homeowners policies is State Farm. It is madness to ignore this fact. Any planning for the development of homes in Alamo must take this into account.

Which of course brings to the next point. Water. Where is it going to come from. If the state and county want to mandate multi family housing for Contra Costa County it needs to be built somewhere else.

I hope you will take these facts into account and make the correct decision.

Thank you again. John Rubin 30 Corwin Drive

From: [Julie Ward](#)
To: [Supervisor Candace Andersen](#); [Will Nelson](#); [Daniel Barrios](#); [John Kopchik](#)
Subject: Alamo Draft Land Use Map
Date: Wednesday, November 30, 2022 9:56:18 AM

I am very concerned about the Alamo Draft Land Use Map shown in Envision 2040.

We understand that 80 properties are being designated for higher density reasoning with potential housing units numbering in the 1,000's.

While we understand that housing is an important issue impacting every community, the larger number of units proposed for Alamo far exceeds our community's ability to support them.

Not only the downtown, but parcels north of Danville Blvd show land use densities that will completely change Alamo. Three church sites are being changed and it would significantly impact the areas around them.

For fifty years, governmental agencies at the state and local level have "planned" for an Alamo that looks similar to what it is today. The water, sanitary and public utilities didn't build their infrastructure for such high-density residential developments with double the residents.

The sheriff, fire and parks department, along with the school districts based their capital budgets and hiring based on the city's General Plan. Alamo was to remain semi-rural with low rise family structures, low police response requirements and minimal public infrastructure.

If the community decides that it wishes to grow, it needs to adopt a plan to accommodate that growth. Alamo would need wider roads, upsized utilities, increased public safety budgets to name a few.

We, as I'm sure many others, chose to move to Alamo because of its "small town" environment, low crime and less traffic congestion. The proposed changes are completely unacceptable.

Julie Ward
449 Crest Avenue
Alamo, CA 94507
7408152272

Sent from my iPhone

From: [Kasheica McKinney](#)
To: [Will Nelson](#)
Subject: Question Regarding Housing Element (I Attended the Alamo MAC Meeting)
Date: Friday, December 9, 2022 9:24:23 AM

Good morning, Will,

I attended the Alamo MAC meeting on Tuesday and had an opportunity to hear your presentation regarding the housing plan. You did an amazing job presenting the information!!

I have a question about what type of units will count towards the required 350 (or so) units that have been allocated to Alamo.

Can you please give me a call at your earliest convenience? My number is: 415-596-7257.

Kindly,
Kasheica



Kasheica McKinney

VP, Community Development, Northern California Division

Thomas James Homes

255 Shoreline Drive, Suite 428, Redwood City, CA 94065
(650) 392-3327 | TJH.com

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From: [Turner, Kevin](#)
To: [Will Nelson](#)
Cc: [Diane Turner](#); [Michele Russell](#)
Subject: Alamo Huge Housing Ordinance Opposition
Date: Thursday, December 15, 2022 9:11:49 AM

Mr. Nelson - To follow up per my vm. Me and my family who live at 102 Volz Ct and 105 Volz Ct Alamo Ca 94507

Here by express our opposition to the proposed housing ordinance of the proposed housing on the Danville Blvd directly across and down the street from our homes CLC Pre School and Rancho Romero Elementary This new ordinance will significantly tax our already crowded Danville Blvd (680) impacted commuter pass thru.

My wife Diane and my neighbor Michele Russell sister in law are cc.

Thank you for passing along our opposition and concerns to the appropriate party.

Kevin Turner
102 Volz Ct
Alamo CA 94507

- Kevin Turner
(C) 925-890-9834
(O) 510-379-1220
(Fax) 510-291-9904

From: [LBP](#)
To: [Will Nelson](#)
Subject: Alamovision 2040 plan
Date: Sunday, December 18, 2022 5:38:56 PM

To whom it may concern,
I am opposed to the mass development on Danville Boulevard for the following reasons:

There is a lot of traffic on Danville Blvd and I did move here to escape crime which we were a victim of in San Jose and living close by mixed residential areas.

The school traffic is a nightmare in the morning having to dodge cars and people at La Serena Avenue on a daily basis. The congestion is very bad and it is very dangerous with the current amount of traffic, I can only imagine more people crowding the streets.

Danville Boulevard from Danville through Alamo is used by 680 traffic Northbound during heavy traffic conditions making a slow ride at next to 5MPH sometimes for 2-3 miles .

I live by the Church in Alamo where high density housing is proposed and this will also change the landscape of the area.

I am not opposed to townhomes but high density housing will be a nightmare for traffic, crime, & population of this small area.

In my opinion, High Density housing should be proposed on the north Side of Alamo which is closer to bart and mass transit.

--

Thanks for the consideration,

Laura Papoutsis
Alamo, CA

From: [Lauretta Bortolon](#)
To: [Maureen Toms](#)
Subject: :Housing Element sites inventory
Date: Wednesday, November 30, 2022 3:36:11 PM

Department of Conservation and Development

We just learned about some changes to the sites inventory for parcels to be rezoned which now include the Mauzy School property. It is confusing from the paperwork available what is exactly planned and how many units could be built in this lot. There is a figure of 350 possible number of units given the 7+ acres available.

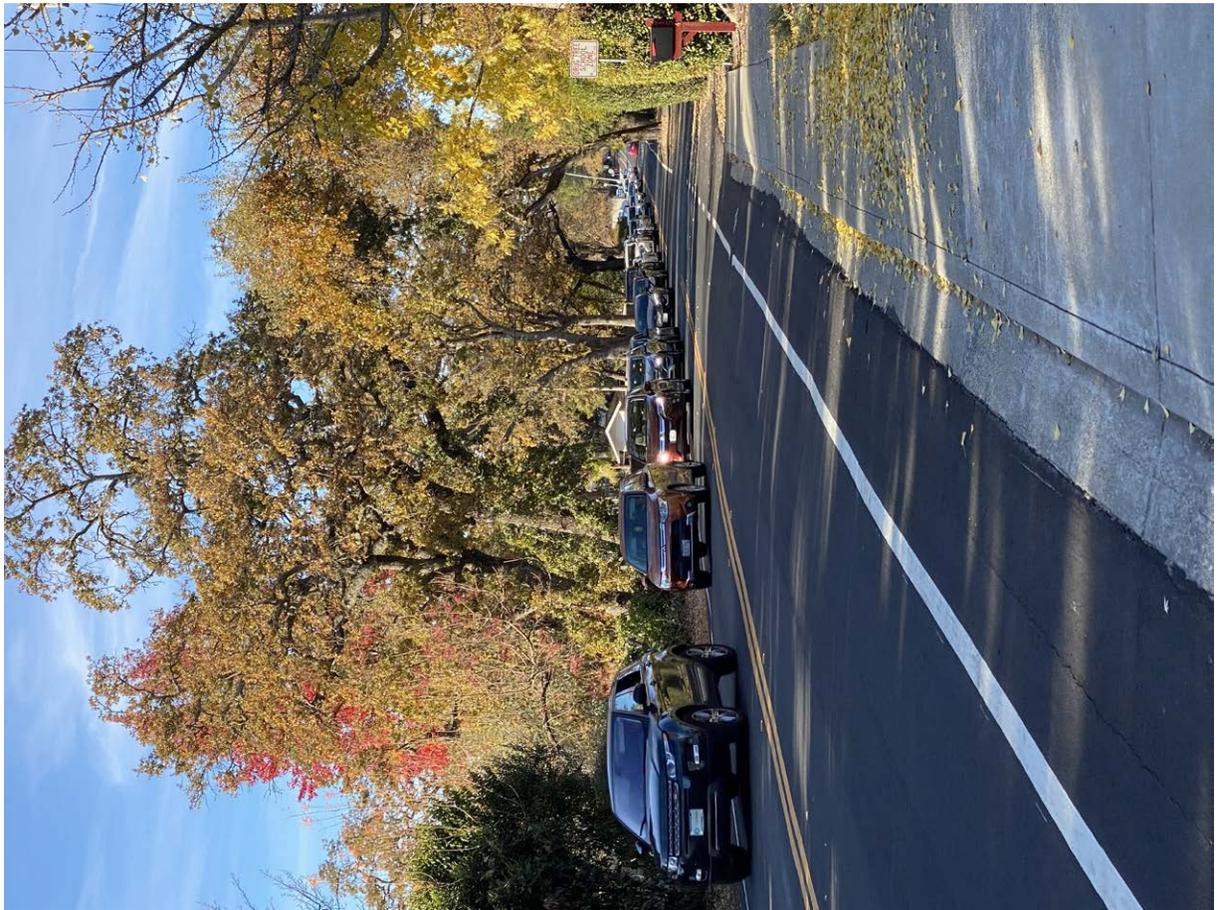
This section of Miranda Avenue is already very busy with school activities and no proper sidewalks exist for the children to safely travel to and from school. Now, the thought of adding a huge amount of units, is extremely worrisome: obviously not in line with what Alamo typically offers which is mostly homes on half acre lots, but more do for safety reasons. The fire house is at the corner of Miranda and Stone Valley, the school children and related activities already make Miranda a busy street. See attached picture- this happens every day, at least twice a day.

What are the plans to mitigate traffic and ensure safety of our street? I have a very difficult time getting in and out of my drive way now. And now you are possibly adding 350 housing units to this short section of Miranda Ave?

Why would this be fair to us living close to 2964 Miranda/Mauzy School? The burden on us is definitely greater than all others who are paying the same property tax rates and will not be subject to more traffic to accommodate the County

Hoping to review future meeting details to better understand this plan that affects Alamo, especially the Mauzy school site.

Sincerely
Laura Bortolon
3154 Miranda Ave, Alamo, CA 94507



From: leelevy@gmail.com
To: [Maureen Toms](#)
Subject: Planning/study session Dec 6 2022?
Date: Wednesday, November 30, 2022 2:58:36 PM

Deputy Director Toms,

We'd like to find out how we (20+ community members so far) can attend the Study Session regarding the housing element.

There seems to be confusion or miscommunication regarding the study session; date/time/location, etc.

One of our top concerns with potential additional housing in Alamo, off of Danville Blvd. is the Safety to potentially evacuate when there are wildfires. Or lack of ability to evacuate.

Danville Blvd is already congested/dangerous enough that adding just a handful of residences, much less 90+ units

Would literally turn Danville Blvd into a death trap if/when we get a close wildfire.

Beyond the initial concerns, there are infrastructure and conservation/environmental concerns as well and we're interested in learning more about the study session and what research and data is involved.

We'll, of course, attend tonight's meeting via zoom, but would like to get a better sense of what's been researched.

Thank you very much,
Lee



December 16, 2022

Monica Nino
County Administrator, County of Contra Costa
Via Email: Monica.Nino@cao.cccounty.us

RE: Failure to Timely Engage in the Sixth Cycle Housing Element Process

Dear Ms. Nino:

YIMBY Law, Californians for Homeownership, and California Renters Legal Advocacy & Education Fund are 501(c)(3) organizations devoted to using impact litigation and other legal tools to address California’s housing crisis. We are writing to express serious concerns about the County’s failure to timely engage in the process of developing its revised housing element. Because the County cannot legally meet the deadline for adopting its sixth cycle housing element update, we may initiate litigation against the County on or shortly after February 1, 2023 to compel the County to comply with housing element law.

Because there has been some misinformation spread among local agencies in the Bay Area about the deadlines for housing element adoption, we want to ensure that the County understands its obligations under state law. The County is required to adopt its sixth cycle housing element update by January 31, 2023.¹ There is no extension or “grace period” that modifies this deadline.² Indeed, the state government official ordinarily empowered to provide extensions for general plan adoption deadlines is statutorily prohibited from providing extensions of the housing element adoption deadline.³ And the County is not legally permitted to adopt a housing element update until 90 days have passed from the submission of an initial draft to the Department of Housing and Community Development (HCD).⁴ Thus, in order to timely adopt a sixth cycle housing element, the County was required to submit a draft housing element to HCD by November 2, 2022. It did not do so.

Because the County will not be able to lawfully adopt a sixth cycle housing element update by January 31, 2023, it will be immediately subject to litigation under Government Code Section

¹ Gov. Code § 65588(e)(3)(A).

² We do not believe that there has been any good-faith confusion among Bay Area jurisdictions about this deadline. But there has been a concerted effort by some to spread misinformation about the effect of Government Code Section 65588(e)(4)(C). Section 65588(e)(4)(C) does not create a grace period. Instead, it merely sets out a deadline for one specific penalty associated with non-compliance—the penalty modifying the rezoning time limit. There is no ambiguity in the text of the statute as to the remaining penalties for housing element non-compliance; they apply after failure to adopt by the January 31, 2023 deadline. But even if idea of a “grace period” was the result of genuine confusion, that confusion was long ago put to bed in Southern California, whose cities and counties confronted these deadlines a year ago and learned (quite publicly) that no grace period applied.

³ Gov. Code § 65587(a).

⁴ Gov. Code § 65585(b)(1).

65750 *et seq.* Housing element litigation is given near-complete priority in the court system.⁵ If we are forced to litigate, in addition to being ordered to adopt a housing element on a short timeline,⁶ the County could also face a number of serious penalties. For example, the court could suspend permitting in the County,⁷ and it could judicially approve housing development projects within the County.⁸ The court could impose these penalties while the litigation is pending, even before reaching a final decision.⁹ And a successful plaintiff can obtain attorneys' fees under Code of Civil Procedure Section 1021.5.

Each of our organizations has a long track record of successful litigation against local agencies that violate state housing laws. Californians for Homeownership, in particular, has filed ten lawsuits in Southern California this year over violations of housing element law, including lawsuits against eight cities for failing to timely adopt housing elements. And all three organizations intend to seek strict enforcement of the deadlines for housing element adoption in the Bay Area, including through litigation if necessary. We assure you: this is not an empty threat.

But we are writing to offer the County an alternative to litigation. Our organizations will forego immediate litigation against the County if the County signs the acknowledgement provided below, without modification. If the County would like to take advantage of this compromise offer, please send the signed acknowledgement to housingelements@yimbylaw.org by December 31, 2022. Please do not respond with a summary of the reasons the County's housing element will be tardy; we are familiar with the full range of explanations, having engaged in this process for over a year in Southern California. If the County would like to avoid litigation, it can do so by providing a signed acknowledgement, not a letter explaining why its process has taken so long.

If you have any questions, please do not hesitate to reach out to us by sending an email to keith@yimbylaw.org, matt@caforhomes.org, and dylan@carlaef.org.

Sincerely,



Keith Diggs
YIMBY Law



Matthew Gelfand
*Californians for
Homeownership*



Dylan Casey
*California Renters Legal
Advocacy & Educ. Fund*

cc: John Kopchik, Dir. of Conserv. & Dev. (by email to john.kopchik@dcd.cccounty.us)
Thomas L. Geiger, Esq., County Counsel (by email to Thomas.Geiger@cc.cccounty.us)
County Board of Supervisors (by email to clerkoftheboard@cob.cccounty.us)

⁵ Gov. Code § 65752.

⁶ Gov. Code § 65754.

⁷ Gov. Code § 65755(a)(1).

⁸ Gov. Code § 65755(a)(4).

⁹ Gov. Code § 65757.

ACKNOWLEDGMENT

The County of Contra Costa hereby acknowledges that it cannot timely adopt a sixth cycle revised housing element of its general plan within the deadline set forth in Government Code Section 65588, and that its housing element will therefore not be in substantial compliance with Article 10.6 of Chapter 3 of Division 1 of Title 7 of the Government Code, starting on February 1, 2023.

As a result, the County acknowledges that, starting February 1, 2023 and until such time as the County adopts a housing element that is substantially compliant with Article 10.6, it will be prohibited from rejecting any housing development project based on subdivision (d)(1) or (d)(5) of the Housing Accountability Act (HAA), Government Code Section 65589.5. The County acknowledges that this means that, unless another exception within subdivision (d) applies, the County is prohibited from using its general plan and zoning standards to reject an application that meets the affordability requirements described in subdivision (h)(3) of the HAA.

The public, including without limitation any applicant to develop any project involving residential units, may rely on this Acknowledgment as the County’s binding commitment to comply with the provisions of state law described above. The County agrees that, should litigation arise regarding the County’s decision on any such project that is the subject of an application or preliminary application submitted between February 1, 2023 and the County’s adoption of a substantially compliant housing element, the County will be estopped from relying on subdivision (d)(1) or (d)(5) of the HAA.

DATED: _____, 2022

COUNTY OF CONTRA COSTA

By: _____
[Signature]

[Name]

Its: _____
[Title]

From: [Leticia Chavez](#)
To: [Maureen Toms](#)
Subject: Envision Contra Costa 2040 comment
Date: Thursday, November 17, 2022 6:02:52 PM

Hello hope you are well, I had the chance to see a presentation about the housing element for unincorporated North Richmond and I was disappointed to see that it looks like the amount of housing allowance in the neighborhood looks very crowded, i know we ask for housing but I wonder if the amount or the way is designed for North Richmond is about the same as in another affluent areas of contra costa, keeping in consideration equity is very important specially for this NR underserved area, as a homeowner I would love to keep seeing houses with yards and not instead have wars over parking spots with neighbors, I would love to see green spaces, and overall see some justice to this neighborhood.

Thank you for your time and consideration.

Leticia Chavez

From: [Lisa Lutz](#)
To: [Supervisor Candace Andersen](#); [Will Nelson](#); [Maureen Toms](#)
Cc: aia@alamoca.org
Subject: Inventory Parcels to be Rezoned Re: 13 of 15 Sites in Inventory
Date: Sunday, December 4, 2022 5:53:56 PM
Attachments: [Screen Shot 2022-12-04 at 5.45.45 PM.png](#)
[Screen Shot 2022-12-04 at 5.46.16 PM.png](#)

Dear Supervisor Candace Andersen, Deputy Director of Planning Maureen Toms, and Principal Planner Will Nelson,

A recent experience on Southwest, came to mind as I learned of the rezoning proposed for Alamo.

I took a Southwest flight home from Nashville to Oakland with a layover in San Diego. A gate change was required, easy, 2 gates over to the right. We passed the hour waiting to board, then five minutes before the scheduled boarding time we were all directed to move from gate 15 to 7. No big deal? It was mayhem! The Business Suit in Dallas made the decision not knowing that 175 people had to migrate from one terminal to an unconnected terminal! It required leaving a secure area and having to reenter security a second time. In Dallas it made sense, 8 gates over; in San Diego it was an asinine decision. The Suit missed out on knowing what the the locals in San Diego all knew: the terminals don't connect!

The decision to rezone Alamo in Contra Costa County to bring 341 to 723 dwellings is equal mayhem.

Reasons:

1. The current population is ~13,854 The proposal, if built, would increase our population by a low estimate of 5% (If the units only house 2 adults.) We don't have the infrastructure to accommodate everyone. Not the schools, transportation, activities or parking. Parking and food with one Safeway is a current problem and there is no place to build any competitor.

2. Danville Blvd. All but 10 dwelling units are proposed along Danville Blvd. We did a survey years ago that determined the intersection of Hemme and Danville Blvd was not able to handle the necessary traffic for access to the YMCA with two schools on that corner. Danville Blvd cannot handle 642 - 1832 more cars on it. (Basing on 2 adults per dwelling - no teens accounted for)

3. Danville Blvd cannot handle the current traffic! On a getaway Friday I have had to park my car at Hap Magee and walk home or it has, and I'm being very truthful here, taken me 45 minutes to go 2.4 miles from the Methodist church to Hemme. If an accident exists on 680 - Danville Blvd is grid lock and it is a 911 nightmare!

Yes I love our bucolic atmosphere but the country vibe has been continually swallowed over the years. Born and raised in San Francisco, I wanted to live away from crowded housing. So yes, on a personal note I don't want to see Alamo change,

but it already has over the past 35 years, significantly; the loss of John and The Hay and Grain is the loss of community and an era now bygone. A horse is now rarely seen in Alamo.

What is proposed is what I moved away from, high density, traffic, noise, loitering, congestion and the need to be guarded, street smart. But with those issues came the perks of a city: arts, cultural diversity, world class theater, a plethora of exceptional dining options, and a variety of nightlife all week long. The city was alive... always.

The perks of Alamo are its quiet country charm. What is proposed will create all the problems of the city with none of the perks. Without activity, most people get restless and often create trouble. Think through what you are developing, another Concord, Antioch? Safety will be an issue -my daughter lived in both those cities and sought safety and affordability in Tennessee. The county is going to need to provide more than one sheriff; is there a police department in the budget too?

Then again, maybe we can have a rebirth of mounted police thereby bringing back the horse to Alamo, because Danville Blvd will be a traffic jam. Those of us who can only access a freeway via Danville Blvd. may have to accept 45 minutes to travel 2.4 miles as the norm. My children attended Rancho Romero. One afternoon, a child had a seizure just before pickup - the fire and ambulance vehicles could not get to the child in a timely manner. The boulevard is already a nightmare and the answer doesn't lie in removing the oaks and widening Danville Blvd or building more dwellings along the boulevard; it lies in double decking the freeway and reducing current traffic on Danville Blvd.

I was dumbfounded to read of the proposal for rezoning and I thank the AIA for its information. Someone far from my area must be making these decisions, just as the uninformed management in Dallas did. This is not a solution to housing. This is a recipe for cramped living.

The US is a large nation with plenty of affordable places. My own daughter has had to move to the Midwest to afford a home. And she loves it. California can't be all things to all people. Maybe Alamo can no longer be a country suburb for me to enjoy. Maybe I'll too have to join the California exodus to maintain open areas.

It was difficult for the folks in San Diego to handle the lunacy from Dallas; I'm sure you may struggle with the bureaucracy from Sacramento yourself. But to those making the decisions, who campaigned for the right to be my representative, I'd say please don't create for me what you'd not want for yourself. Gov. Newsom made this mandate, and he left the Governor's home to commute 15 minutes out of the city to Fair Oaks where on the upstairs deck of his 4,000 sq. ft. home he has a grand vista of the beautiful hills. Really? How would 341-416 homes be received by that community? See attached photos of Gavin Newsom's current land - I think there is room for 50 homes right there!

Thank you for your time and consideration in rezoning Alamo to a size which the town

can actually sustain. I am already appreciative of the fact that since my first draft, the maximum Units have decreased from 723 to 416.

Sincerely,

Lisa Lutz

141 Via Copla Alamo 94507

925-487-4839





From: [Lorraine Brady](#)
To: [Will Nelson](#)
Subject: Alamo Creekside Housing Plan
Date: Thursday, December 15, 2022 2:13:21 PM

Obviously this plan looked good on paper, but actually living off Danville Blvd in Alamo across from Creekside Church but reality that did not show up on the maps you were looking at.

What you did not see is the Traffic between La Serena which is directly across the street from Creekside entrance & Hemme Ave is a disaster. Traffic is frequently backed up between Las Trampas & Hemme now and that is before you add the amount of housing that you are contemplating.

Why?

Because there is a school that backs up traffic on Danville Blvd. a Road that is 1 lane each direction which blocks Danville Blvd, from the side streets of Las Trampas, La Serena Ave and Hemme every Morning, every Afternoon & Commute times as well. It is so bad that people park on La Serena instead of going to the school (Rancho Romero) to pick up their children).

In addition trying to get out of La Serena during afternoon commute have the school debacle is over is another disaster as people often use Danville Blvd. instead of the freeway when it is frequently backed up. If you are going to put housing in Alamo it should be in an area that is not as congested as this one is.

Adding the amount of housing that is being proposed in the midst of this already big mess is very poor planning and should definitely be reconsidered.

Obviously we oppose the current plan.

Lorraine & Frank Brady
153 South Ave.
Alamo

From: [Louis Lucibello](#)
To: [Supervisor Candace Andersen](#); [Will Nelson](#)
Cc: [Maureen Toms](#)
Subject: Feedback on Draft Housing Element
Date: Wednesday, November 30, 2022 10:51:03 AM

Good day Supervisor Anderson and Planner Nelson,

I previously sent these comments about the Draft Housing Element to Maureen (she is cc-ed). However, I felt it was important to share these with you, too, because of your involvement with the Housing Element. I hope you will have a chance to read this before tonight's County Planning Commission Meeting. I spent a few hours reading through the Element content and have a few comments to share with you and others from the County:

1. A lot of work has been put into this plan and I recognize there is a need to address the housing needs in our state.
2. In many of the goals, objectives, policies, etc., I consistently saw statements about "expanding housing, filling vacant parcels, providing housing with reduced parking," etc. All of these and others seemed to be designed to get the most people into the available space in the quickest amount of time. However, there are other goals missing from the Housing Element that are just as important, particularly to existing residents that will be impacted. Here are just a few that immediately come to mind that I'd like to share:
 - o **New building development needs to provide adequate parking for new residents.** Expecting that new residents might not have vehicles or can simply park their vehicles on the street will not work, and is an inadequacy of the Housing Element that I see throughout it. (One example actually identifies doing this: HE-A2-1: provide housing with reduced parking). Parking plans should be developed as an integral part of the Element and called out so that existing residents can provide feedback.
 - o **New building development needs to identify the increase to existing traffic and develop mitigation designs so that it does not worsen the traffic problem that already exists.** For years, one of the biggest complaints by far has been the traffic in Contra Costa and other areas. Right now traffic volume is down some due to the lingering effects of COVID - that won't last as we begin to put the pandemic in the rear view and traffic once again becomes a major headache for all of us. The Draft Housing Element will only exasperate that situation. I couldn't find any goals throughout the document that address traffic increases.
 - o **New housing should fit into the aesthetics and surroundings of the existing neighborhoods.** One of the criteria many people, such as myself, use to select a place to live is the attractiveness of the surrounding neighborhood, the look of the homes, how integrated homes are as a neighborhood, and the overall living environment they create. I don't see any mention of these as goals for new housing. Instead what I quite often see in the Housing Element are plans to fill any existing vacant parcel with much higher resident density housing than already exists (e.g., HE-A5-2, "Change Zoning on Vacant Parcels"). Doing that will surely add housing, but does a

complete disservice to existing residents, all of whom have been paying taxes for years to live there.

In many instances this Housing Element will clearly impact existing residents negatively. **It's critical that reducing the negative impact on existing residents be your first priority - instead the Element's first priority seems to be meeting the needs of those who don't even live here yet along with the local and state governments.** Most of the existing residents have lived there for a long time and have invested considerably in their properties and communities to create their living environments. **Not addressing the impact to existing residents as your first priority is a major shortcoming of the Element.**

3. I am not able to address all of the parcels in Appendix A - Sites Inventory, since I'm not familiar with most of these sites. However, I'd like to call out just a few as examples to illustrate how the Element falls short:
 - **Page A-2 is a map of parcels in Alamo.** Building some higher density housing on a few of the parcels located near or on Danville Blvd. may work, but building on all of the vacant parcels you identified would end up doubling the amount of housing units that exist today in Alamo. This clearly needs some more thought and analysis, as developing as shown would completely change the nature of the community of Alamo. Doing this would also increase traffic in Alamo considerably, beyond the capacity of its current road infrastructure.

There is no adequate public transportation in Alamo and very few job opportunities, so new residents would have to commute to work and to complete household tasks. Even commuting via BART is not an easy option because of limited or very costly BART parking (last I looked, the new BART lot is \$20/day). I recognize that a roundabout is planned for Alamo in 2023. That may help existing traffic flow somewhat, however, that project was planned **to improve safety**, and not to accommodate the significant increase in traffic that this new housing would create. Often when there is a traffic problem or accident on Highway 680, traffic is diverted to Danville Blvd and it backs up in both directions to Walnut Creek and Danville.

The potential positives I see in this map are that some of the higher density housing may be able to be blended into the existing environments along Danville Blvd. using a lot of creative design, and that Danville Blvd. has relatively easy access to Highway 680. **However, the density and amount of building needs to be scaled back considerably.**

- **Page A-114, Site 89 Mauzy.** It makes no sense to build high density housing there. To create the amount of housing you suggest on that size parcel would likely require a 5+ story building. There are no existing structures like that in that immediate neighborhood. All are 1 or 2 story structures and are generally built on 1/2 acre of land or more. Dropping a 5 story building on that site completely changes the neighborhood negatively. I can't think of one benefit this would provide for existing residents. Your plan has not at all considered the impact to the immediate neighborhoods and

existing residents. **This property should not be rezoned to M-60.**

Stone Valley Middle School is right across the street from the Mauzy parcel. At those times when children are dropped off/picked up at the school today, Miranda Ave is clogged in both directions with traffic stopped for a considerable amount of time. In addition, all of the neighboring streets are lined with cars parked anywhere from 10-30 minutes waiting to pick up children. The streets and walkways are filled with children walking and riding bikes. As a driver who has been in that area many times, you must drive very slowly (less than 15mph) for the safety of the children on and crossing streets. Adding 300-400 units (proposed zoning M-60) would **conservatively** add 500-600 cars to that area, which would **conservatively** translate to 1,500-2000 additional trips on Miranda Ave daily. This would exacerbate the current traffic situation considerably, and clearly create an unsafe situation for school children. To illustrate my point, I attached 3 photos I took standing by the Mauzy parcel this morning showing the traffic on Miranda Ave during school drop-off (usually lasts at least 45 minutes). Traffic is backed up almost to Stone Valley Road Rd. School pick-up is much worse and lasts much longer. Hopefully I can capture some photos of that today to send to you.

In short, building in this area does not fit in with the immediate neighborhoods, does not consider the needs of existing residents, would be the only high density structure outside of Danville Blvd. in Alamo, would create an even greater traffic issue for residents than exists today, and creates a considerable safety issue for school children.

- o In general I am concerned about all of the Housing Element's high density housing planned for Alamo as compared to the surrounding towns and cities. I'm familiar with Danville, Diablo, San Ramon and Walnut Creek. These are much larger land areas than Alamo. I have driven through those areas and have lived in Danville. Without studying it, I think there is more open space and available parcels in those areas. Yet I see almost no new buildings planned for those areas. Instead, I see a proposal to double the number of living units in Alamo - an area that has by far fewer thoroughfare streets and much less infrastructure. The County represents Alamo, and I expect them to do a better job in their plans by sharing the housing growth needs with neighboring towns and cities - and not just doubling the number of units in Alamo!

Thanks for your time in soliciting my feedback - please share it with the appropriate County decision makers and Housing Element planners - I also hope it helps you with tonight's meeting. One other suggestion: I'm certain a great deal of good work went into the Draft preparation. However, it is challenging for the average resident to read due to its 386 page length and complexity. I think a more abbreviated "10-15 page summary of findings and recommendations" accompanying the Draft would have allowed more residents to digest this and provide constructive feedback.

Feel free to email me with any questions or comments.

--

Lou Lucibello







From: [Louis Lucibello](#)
To: [Supervisor Candace Andersen](#); [Will Nelson](#); [Cameron Collins](#)
Cc: [Maureen Toms](#)
Subject: Re: Feedback on Draft Housing Element
Date: Friday, December 9, 2022 11:42:08 AM

Good afternoon,

I'd like to thank you and others in the County for discussing the Draft Housing Element at last week's zoom meeting. It was very helpful to get an overview of the Housing Element and to hear the questions and feedback from many residents. It was also helpful to have you clear up that the zoning designation for the Mauzy property was incorrect in the Draft, and that the zoning will remain R-20 as it is today. That certainly addressed some of the concerns that I mentioned in my original email to you.

I had just a few other comments I would like to share based on the meeting and Cameron's email to me:

- Cameron's email indicates there are about 350 units planned for Alamo. I looked at the Appendix A information and found 17 units at Site 18, 80 units at Site 80, and 10 units at Site 89, but could not identify where the remaining approximately 240 units are to be located.
- Site 89, Mauzy is now slated for 10 low income units. It seems that having those units there presents some challenges for those using that housing: the need to have a car, commuting and no easy access to services. An alternative might be to carve out space in the building sites planned for the downtown area to also locate those 10 units, and use a shuttle (the Mauzy School may still have one in service) when those residents need to be at the Mauzy site. I think this provides several benefits, among which are: those residents could readily access the services in downtown Alamo without having to have a car; the County bus provides transportation from the Walnut Creek to San Ramon areas and beyond, and has a scheduled stop in Alamo; and residents could avoid being "stranded" at the Mauzy Site if they were housed there and did not have access to a car for transportation.
- I feel it is important to get an approved plan in place by 1/31 to avoid the potential use of the "Builder's Remedy." I don't think that Remedy would be beneficial for most residents.

Once again, thank you for your work and outreach and I look forward to receiving additional communications about this prior to its approval in January.

On Wed, Nov 30, 2022 at 1:50 PM Louis Lucibello <loulucibello@gmail.com> wrote:

Good day Supervisor Anderson and Planner Nelson,

I previously sent these comments about the Draft Housing Element to Maureen (she is cc-ed). However, I felt it was important to share these with you, too, because of your involvement with the Housing Element. I hope you will have a chance to read this before tonight's County Planning Commission Meeting. I spent a few hours reading through the Element content and have a few comments to share with you and others from the County:

1. A lot of work has been put into this plan and I recognize there is a need to address the housing needs in our state.

From: [Marc Grisham](#)
To: [Maureen Toms](#)
Cc: [Dominic Aliano](#); [Oliver Bray](#); [Peter Hass](#)
Subject: Inclusion of the Rodeo Marina Property in the Draft Housing Element
Date: Wednesday, November 30, 2022 1:23:19 PM

Rodeo Marina LLC is requesting that the property in Rodeo at 13 Pacific Avenue be included in the Draft Housing Element that the County will be submitting to the State of California for review. We feel that the 8+ acres of property is suitable for housing, including affordable housing, on portions of the site.

The property is situated in the unincorporated community of Rodeo. This community has unmet housing needs. There are not a preponderance of vacant sites in Rodeo that can be used for housing purposes.

The site currently has an 8" sewer main on the property, with adequate commercial and water services for housing development. Access to the property is via an existing two-lane bridge providing above-grade separation from the adjacent railroad right-of-way. It is within close proximity to public transportation. There is an elementary school located relatively close. It is an important terminus of the Bay Trail, and, has a walking path to EBRPD's Lone Tree Park.

The site presents an excellent opportunity for residential and commercial uses to be blended with recreational and open space amenities serving both the new development and the greater community of Rodeo.

As owners of the property, we have been approached by both market rate and affordable housing developers. It is our understanding that the property is being considered for mixed-use designation in the Draft General Plan. If inclusion as a potential housing location occurs in the Housing Element and General Plan, we would immediately move forward to present the site to residential developers.

If you have any questions or comments please feel free to email or contact me at 925-726-1262.

From: [Maria Romo](#)
To: [Will Nelson](#)
Subject: Housing Plan - Mauzy School, Alamo
Date: Wednesday, November 30, 2022 5:11:52 PM

Mr. Nelson,

I am writing to you in regard to the County's Housing Plan as it affects The Mauzy School. The people who have proposed the Mauzy School as a site to be redeveloped have clearly NEVER spent any time in the neighborhood. Had you actually taken the time to properly review the property and the neighborhood, you would clearly see that not only is low-high density housing aesthetically out of character for the area, but you would have also witnessed the heavy traffic that already exists due to Stone Valley Middle School. Speeding, illegal driving/parking, and traffic are already major issues on Miranda Ave. and Granite Dr. and any proposed low-high density housing will exasperate this problem. Not to mention the impact on every single adjacent property - to plop a low-high density development in the middle of single-family residences on an already busy street is incomprehensible and would negatively impact the existing residents! It makes no sense to build high density housing there. Creating the amount of housing you suggest on that size parcel would likely require a 5+ story building. There are no existing structures like that in that immediate neighborhood. All are 1 or 2 story structures and are generally built on 1/2 acre of land or more. Simply dropping a 5 story building on that site completely changes the neighborhood negatively. I can't think of one benefit this would provide for existing residents. Your plan has not at all considered the impact on the immediate neighborhoods and existing residents. This property should not be rezoned to M-60.

There are other, more appropriate properties low-high density housing. It is critical that reducing the negative impact on existing residents be your first priority - instead, the Element's first priority seems to be meeting the needs of those who don't even live here yet along with the local and state governments. Most of the existing residents have lived there for a long time and have invested considerably in their properties and communities to create their living environments. Not addressing the impact on existing residents as your first priority is a major shortcoming of the Element.

Affordable housing is a good and necessary social goal. How you achieve it is the dilemma. Throwing out the rulebook and hoping that the private sector will come to the rescue is a mistake. Increasing land use densities favors those who currently own such land making their properties more valuable overnight. The economies of scale for residential development favor large projects, not small infill. Affordable housing is best suited for existing urban locations with sufficient public transportation, public and private amenities that provide for quality and sustainable growth. The County should use the funds it has available whether through impact fees, assessments, taxes, grants, or state subvention to directly subsidize truly affordable projects where the densities make sense for the available amenities and surrounding land uses even if the County must subsidize projects in existing cities.

What policy makers at the state and local levels appear to ignore is the critical infrastructure necessary to support the likely and appreciable increase in population that these measures will engender. The public fire, school, sanitary, storm drainage, flood control, and water special districts which currently serve residents of the unincorporated areas have made multi-year master plans of personnel, facilities, and equipment to serve the County's population based upon growth projections envisioned by current laws and policies. These special districts have made projections of the revenues necessary to maintain existing facilities and to amortize the capital costs of new and expanded facilities. Private utilities serving the County have similarly based the size and capacity of their respective facilities on the same growth projections. The roads and freeways have been designed and built based on estimates of traffic flows and intersectional capacities at levels that will be quickly exceeded by the population growth contemplated. This assumes that current infrastructure is sufficient for today's demands.

I appreciate your consideration of the existing residents that would be negatively affected by any proposed low-high density housing at the Mauzy School.

Maria Romo
116 Garydale Ct.
Alamo, CA 94507
cmromo@yahoo.com
925-708-5294

From: [Marianne Gutierrez](#)
To: [Maureen Toms](#)
Cc: [Will Nelson](#); [Supervisor Candace Andersen](#)
Subject: Draft Housing Element and General Plan
Date: Thursday, December 15, 2022 1:11:27 AM

Hi Maureen,

We understand you are collecting feedback from the community on the draft housing element and the general plan. First off, thank you for your efforts. We can only imagine how much work is involved trying to make everyone happy and that there is a lot of correspondence being sent to you with vastly different advice and opinions. We don't pretend to know more about City planning than you and others, but we thought we'd provide our thoughts on two points based on what we've learned in a few classes taken, in our experience living in west Los Angeles for 10 years, and in our experience living in Alamo for the latest 10 years.

As you know, Alamo was well represented in the last study session to discuss the housing element, and the concerns focused on (1) reducing the density in the proposed general plan (even though the meeting was regarding the housing element), and (2) ensuring that Mauzy School remains as a public benefit to the community.

1. With respect to the density, while we are opposed to any development in Alamo, "we get it" and know there is a housing shortage that must be alleviated. However, we need to be realistic in how far we take those densities. While the densities proposed may make sense in other areas, they go too far for Alamo and its infrastructure. We need to be careful about where we put high density projects and the surrounding impacts. We know Los Angeles well, which is famous for its horrendous 24-hours-a-day traffic that is due in large part to not having a centralized downtown area, which in turn results in a lack of public transportation (since you simply can't have public transportation move around everywhere). On the other hand, Alamo has always been a rural community whose "downtown" consists of a neighborhood market and a handful of surrounding smaller stores. Virtually no one actually works in Alamo, which is why it is rumored that certain office buildings in Alamo will make way for residential buildings. And, virtually no one comes to Alamo to shop or for any other services, other than perhaps some in the Walnut Creek border streets just north of Livorna doing their grocery shopping. So, we are talking about a lot of trips/miles taken for anyone who will be living in these new developments in Alamo. That, coupled with the narrow streets and with major streets having single lanes (one in and one out), would create significant issues. We already see tremendous traffic along the thoroughfares in Alamo (whether on Danville Blvd. during rush hour, or on Stone Valley Road and Miranda Avenue during school pick-up and drop-off times).

Accordingly, we agree strongly with the suggestions by the Alamo Improvement Association (which we are joining by mailing in our check tomorrow, and which many others are planning to do so as well) in that (i) the higher densities should only be centered around downtown, and (ii) the maximum densities should be reduced to the minimum densities proposed (for example, moving the 70 units per acre max down to 30 units per acre max) so that we can retain as much as possible the rural character of Alamo, can have a centralized location to provide public transportation (say, a shuttle from downtown Alamo to BART and a school bus from downtown Alamo to neighboring schools), and can help ensure that the local roadways and other infrastructure are not overwhelmed. Supervisor Anderson and Planner Nelson have acknowledged that they don't intend or believe that 70 units per acre will actually ever be built in downtown Alamo, and that 30 units per acre is the real number, so we wonder why not then make the maximum 30 units per acre in downtown Alamo? Why even make 70 units per acre a possibility? We think at this point that Alamo residents understand the situation and are willing to contribute to the housing shortage (and to the low income allocations), but we need to do so to a degree that makes sense for Alamo, and so we would strongly encourage this change be made. Needless to say, it also seems like an easy win politically to make this change.

2. With respect to the Mauzy School, for the same reasons noted in #1, we were relieved that the density change was a mistake and will be retracted. However, its inclusion in the housing element remains. Besides the compatibility with the neighborhood and the construction impacts that cramming 10 units in the back acre or two of that site would create to the neighbors and the school itself, it seems that could also encourage further land use transition for the rest of the site (which is not compatible with the neighborhood) and create an incentive for Mauzy School to close or move (which was the major concern highlighted by several folks). In addition, while it seems the

units would never be built there due to various factors (including I heard recently there may be flooding issues back there, in addition to the lack of compatibility and trips/miles traveled), I'm not sure adding very low income housing in the middle of nowhere, with no nearby public services or public transportation makes much sense. While having Mauzy students living on-site could save the actual student from making the trip to school, it would create additional long trips for the parents and other siblings. The neighboring homes are rated by Zillow as a measly 6/100 on the walk score and 28/100 on the bike score; meaning that the location is heavily car dependent ("almost all errands require a car") and "minimal bike structure". Zillow doesn't even provide a transit score to the neighboring homes! It seems then that from a City planning perspective if we are going to be modifying the density in downtown (which we agree makes the most sense), that Mauzy School's students (and frankly, others who actually work in Alamo) should be given priority in the new housing in the downtown areas where at least a market is within walking distance and where a shuttle could run from downtown Alamo to BART and from downtown Alamo to Mauzy School and other schools.

Thank you again for your time and consideration.

-Xavier and Marianne Gutierrez

From: [Mark Trento](#)
To: [Will Nelson](#)
Subject: FW: development of the east side of Danville Blvd w/ high density housing
Date: Sunday, December 18, 2022 7:31:58 AM
Attachments: [image526439.png](#)
[image906841.png](#)
[image312381.png](#)
[image815410.png](#)
[image516291.png](#)



MARK TRENTO
SENIOR PROJECT EXECUTIVE

 415.908.2516
 415.602.9347
 mtrento@skylineconstruction.build
 California, Washington, Illinois

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From: Mark Trento
Sent: Friday, December 16, 2022 7:20 PM
To: supervisorandersen@bos.cccounty.us; supervisormitchoff@bos.cccounty.us; wil.nelson@dcd.cccounty.us; president@alamoca.org
Subject: development of the east side of Danville Blvd w/ high density housing

In no scenario does further development along this corridor make sense, the traffic is so bad now I can't get off of my street on to Danville Blvd and the answer is not more stop lights.

The reason we all moved here in the first place was to get away and enjoy the somewhat rural area that we all love.

We have a water shortage, traffic, a two-lane road and two small towns that are already overcrowded and you can't find parking.

Its about greed

Long time Alamo resident

12/13/22

Will Nelson

Re: Alamo Development proposals

Dear Mr. Nelson,

Thank you for your work on the Contra Costa housing development plans. At the recent meeting in Alamo at the Alamo Women's Club, you informed those in attendance that your group's efforts now focused on "condensing" new housing development in Alamo "closer to the city center."

We are very much opposed to this new plan and change of allocation in Alamo.

We note that:

The Dec. 1 proposed Housing Element is completely inequitable for residents of far South of the West Side of Alamo. It is also not aligned with densification distribution goals of the General Plan draft dated 11/28/22.

Of the 15 proposed APNs in the Housing Element, 7 APNs (almost 50%) are in the far south of Alamo's West Side (see the map below). These properties currently account for 152 of the 351 proposed units or 42%. However, the General Plan proposes that the far south area only account for 6%. The General Plan has roughly 85% of the units in the downtown Alamo plus areas outside of the Shopping Centers. However, the Housing Element is only proposing 39% (136 units) in those areas. Currently, the South of Alamo is being allocated more units than downtown! This is a big misalignment from the General Plan and is inequitably weighted to the far south.

Additionally, the land south of Creekside Church in the Housing Element is problematic for development. The property is: a) located in a flood plain (see Fema map), b) rumored to be a Sacred Indian Burial Ground, c) a previous agricultural area, and d) part of/adjacent to a wild life refuge. These are APNs 197030027, 197040011, 197040012, 197050025, and 197050026.

Note: We have heard from multiple sources that this property is an historic Indian Burial ground. We have contacted the Native American Heritage Commission and await their confirmation.

We understand there is an imminent deadline and urgently request that the above referenced APN listed properties be removed from the current development plan and substituted with properties that were on the original plan (e.g., Bolla, and other East Side and North Side properties); A more balanced allocation is not only needed it is also less impactful to the entire community, its ancient heritage, and its beautiful wildlife corridors.



We all need to give and take. But the current plan only takes from the West Side. We urge you and staff to immediately correct this egregious disproportional allocation.

Thank you and urgently,

A handwritten signature in black ink, appearing to read 'M. Bininger', written over the printed name.

Michael David Bininger

415-361-0907
324 Massoni Court
Alamo

From: [Michael Binninger](#)
To: [Will Nelson](#)
Cc: [Roger Smith](#); [Michael Gibson](#); [Cameron Collins](#)
Subject: Re: Alamo
Date: Friday, December 16, 2022 9:47:29 AM

Mr. Nelson,

Thank you for your reply.

We are taken aback by your stated rationale for why you and staff have made decisions related to the new parcels added to the plan late in the process.

Further, you are insisting on moving forward as is knowing that the late addition of certain parcels has not afforded the public the typical comment period to voice opposition to these late changes. This is unacceptable.

Below you state that you “accepted some of the recommendations of a long-established community group.” How many of the “long-established community group” members live next to these additional parcels? How many of those “long-established community group” members are Native Americans who might have a strong opinion (and legal grounds) about developing on an ancient Indian Burial property?

Public comments periods and other forums are specifically created so ALL the public can be heard, precisely to prevent the very notion of “long-established” groups (historically privileged groups) from having greater input than citizens who might not fit into those “long-established” groups or might not be represented by those “long established” groups.

Cherry-picking which groups/voices are heard and which are not seems like a really bad practice and potentially discriminatory.

Of course the county is in a “difficult” situation. These decisions are not easy. But to simply write this off as acceptable because you “accepted” recommendations from one particular group who you somehow think carries more weight than opinions from other community members and groups seems problematic to say the least.

M. Binninger

On Dec 13, 2022, at 6:30 PM, Will Nelson <Will.Nelson@dcd.cccounty.us> wrote:

Hello Mr. Binninger,

Thank you for coming last Tuesday and taking the time to write. We understand the points you’re making. The County released the first version of the housing sites

inventory back in August. We accepted comments and revised the inventory. At their meeting on December 6, the Board of Supervisors instructed our department to submit the housing sites inventory to the State as-is. There won't be any more changes to the inventory except in response to the State's review.

I'd like to provide some background. For over a year the draft land use map for Alamo showed increased densities on three parcels north of downtown on Danville Blvd. and the LDS Church out on Stone Valley. The [Alamo Improvement Association](#) lobbied the County for months to return the Danville Blvd. parcels to the densities in the existing General Plan. When we released the first version of the housing sites inventory we included those sites, along with the Bolla property on Stone Valley, and others closer to downtown. AIA objected to the Bolla increase as well. As you heard me say at the meeting, after the September 8 Town Hall we had property owners volunteer to be included in the inventory. All of the volunteered properties were in or close to downtown. We made the decision to drop the New Life Church, LDS Church, and Bolla property from the inventory. The AIA has hundreds of members in the community. We felt we were hearing somewhat of a broad community voice (AIA's repeated requests plus the general displeasure expressed at the Town Hall, which was well attended). We never would have dropped those sites though if people hadn't volunteered their properties. We weren't going to lose units. We've retained the other two parcels north of downtown on Danville Blvd., which the AIA is still pressuring the County to remove.

I stuck around after the MAC meeting chatting with a few people in the parking lot. I told them what I've explained here. Another resident also wrote following the MAC meeting and I conveyed the same information to her. We accepted some of the recommendations of a long-established community group. Now other people are saying we should do the opposite (i.e., go back to the original plan). It's a difficult spot for the County to be in.

The AIA holds monthly meetings and maintains a spot at the Alamo Farmer's Market. I've copied Roger Smith and Mike Gibson from the AIA on this email. It might be worthwhile to contact them with your concerns. You might also want to check out <https://www.alamovision2040.org/>. This is the AIA's website devoted to the General Plan update.

Something I feel I didn't explain clearly during the meeting is that just because a site is in the housing inventory doesn't mean it will be developed. The County gets to count units built anywhere in the unincorporated area toward meeting its housing allocation. We have many sites in the existing Housing Element that weren't developed during the eight-year housing cycle that's wrapping up. Being in the inventory does mean that the site will be rezoned to accommodate the units we're telling the State could be accommodated there.

I'm happy to discuss this further if you'd like. Please don't hesitate to contact me.

Best,
Will

<image001.jpg>

William R. Nelson
Principal Planner
Contra Costa County
Department of Conservation and Development
30 Muir Road, Martinez, CA 94553
Phone (925) 655-2898
Web www.contracosta.ca.gov

**We're planning for the future of Contra Costa County.
Learn more and get involved at envisioncontracosta2040.org.**

<image002.png>

This message was sent from a public e-mail system and may be subject to disclosure under the California Public Records Act.

From: Michael Binninger <mdbinninger@gmail.com>

Sent: Tuesday, December 13, 2022 11:11 AM

To: Will Nelson <Will.Nelson@dcd.cccounty.us>

Subject: Alamo

Importance: High

12/13/22

Will Nelson

Re: Alamo Development proposals

Dear Mr. Nelson,

Thank you for your work on the Contra Costa housing development plans. At the recent meeting in Alamo at the Alamo Women's Club, you informed those in attendance that your group's efforts now focused on "condensing" new housing development in Alamo "closer to the city center."

We are very much opposed to this new plan and change of allocation in Alamo.

We note that:

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Of the 15 proposed APNs in the Housing Element, 7 APNs (almost 50%) are in the far south of Alamo's West Side (see the map below). These properties currently account for 152 of the 351 proposed units or 42%. However, the General Plan proposes that the far south area only account for 6%. The General Plan has roughly 85% of the units in the downtown Alamo plus areas outside of the Shopping Centers. However, the Housing Element is only proposing 39% (136 units) in those areas. Currently, the South of Alamo is being allocated more units than downtown! This is a big misalignment from the General Plan and is inequitably weighted to the far south.

Additionally, the land south of Creekside Church in the Housing Element is problematic for development. The property is: a) located in a flood plain (see Fema map), b) rumored to be a Sacred Indian Burial Ground, c) a previous agricultural area, and d) part of/adjacent to a wild life refuge. These are APNs 197030027, 197040011, 197040012, 197050025, and 197050026.

Note: We have heard from multiple sources that this property is an historic Indian Burial ground. We have contacted the Native American Heritage Commission and await their confirmation.

We understand there is an imminent deadline and urgently request that the above referenced APN listed properties be removed from the current development plan and substituted with properties that were on the original plan (e.g., Bolla, and other East Side and North Side properties); A more balanced allocation is not only needed it is also less impactful to the entire community, its ancient heritage, and its beautiful wildlife corridors.

We all need to give and take. But the current plan only takes from the West Side. We urge you and staff to immediately correct this egregious disproportional allocation.

Thank you and urgently,

Michael David Binninger

415-361-0907

324 Massoni Court

Alamo

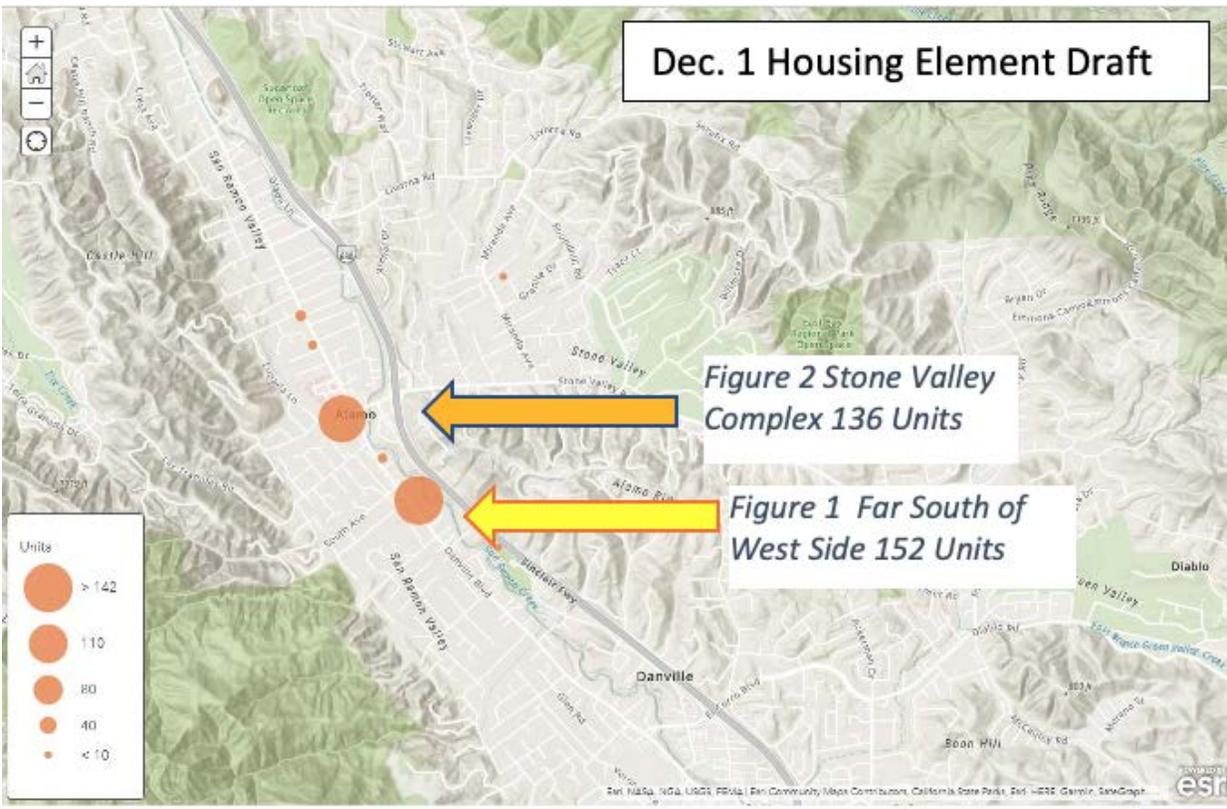
<AIACommentsforTownHall - Copy.pdf><AIA Comments GenPlan Housing Element 22 12 01.pdf>

From: [Michael Seto](#)
To: [Daniel Barrios](#)
Cc: [Anne Seto](#)
Subject: Alamo
Date: Monday, December 19, 2022 11:04:12 AM
Attachments: [Screen Shot 2022-12-19 at 10.53.41 AM.png](#)

Daniel,

We attended the Alamo MAC meeting on December 6, 2022 it was clear that Contra Costa County and I'm one of the homeowners on Massoni court which is adjacent to one of the properties that was recently added to the Housing Element proposal APNs 197030027, 197040011, 197040012, 197050025, and 197050026. I realize the difficult position Contra Cost County is in and I don't need to restate all the objections my fellow neighbors and other homeowners have already shared with you and the team. I will however quote what my neighbor, Paul Steele, shared with your administration which is the most troubling aspect of this proposal.

“Of the 15 proposed APNs in the Housing Element, 7 APNs (almost 50%) are in the far south of Alamo’s West Side (see the map below). These properties currently account for 152 of the 351 proposed units or 42%. However, the General Plan proposes that the far south area only account for 6%. The General Plan has roughly 85% of the units in the downtown Alamo plus areas outside of the Shopping Centers. However, the Housing Element is only proposing 39% (136 units) in those areas. Currently, the South of Alamo is being allocated more units than downtown! This is a big misalignment from the General Plan and is inequitably weighted to the far south.”



I wanted to ensure that our objection to the addition of these proposed properties is noted for the record and that we share all the concerns regarding the flood plain, traffic congestion, the sacred Indian Burial

Ground, etc. We are confident that the County can identify more suitable options and locations for these new housing units.

Thank you for your consideration of this letter.

Sincerely,

Mike & Anne Seto

300 Massoni Court, Alamo, CA 94507

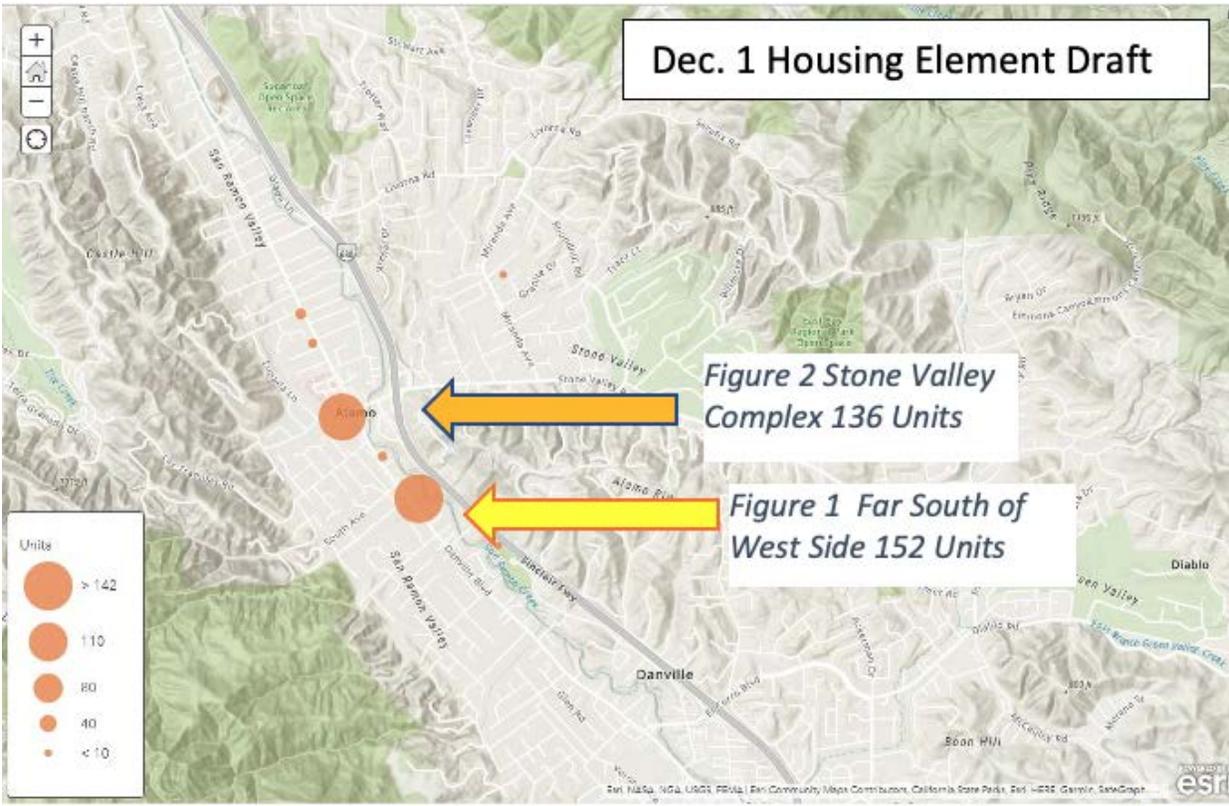
mikeseto@mac.com, 510-593-9633

From: [Michael Seto](#)
To: [Will Nelson](#)
Cc: [Anne Seto](#)
Subject: Alamo
Date: Monday, December 19, 2022 10:56:43 AM
Attachments: [Screen Shot 2022-12-19 at 10.53.41 AM.png](#)

Will,

We met at Alamo MAC meeting on December 6, 2022 it was clear that Contra Costa County and I'm one of the homeowners on Massoni court which is adjacent to one of the properties that was recently added to the Housing Element proposal APNs 197030027, 197040011, 197040012, 197050025, and 197050026. I realize the difficult position Contra Cost County is in and I don't need to restate all the objections my fellow neighbors and other homeowners have already shared with you and the team. I will however quote what my neighbor, Paul Steele, shared with your administration which is the most troubling aspect of this proposal.

“Of the 15 proposed APNs in the Housing Element, 7 APNs (almost 50%) are in the far south of Alamo’s West Side (see the map below). These properties currently account for 152 of the 351 proposed units or 42%. However, the General Plan proposes that the far south area only account for 6%. The General Plan has roughly 85% of the units in the downtown Alamo plus areas outside of the Shopping Centers. However, the Housing Element is only proposing 39% (136 units) in those areas. Currently, the South of Alamo is being allocated more units than downtown! This is a big misalignment from the General Plan and is inequitably weighted to the far south.”



<!--[endif]--><!--[if !vml]--><!--[endif]--> <!--[if !vml]-->

I wanted to ensure that our objection to the addition of these proposed properties is noted for the record and that we share all the concerns regarding the flood plain, traffic congestion, the sacred Indian Burial Ground, etc. We are confident that the County can identify more suitable options and locations for these

new housing units.

Thank you for your consideration of this letter.

Sincerely,

Mike & Anne Seto

300 Massoni Court, Alamo, CA 94507

mikeseto@mac.com, 510-593-9633

From: [Nancy Hatfield](#)
To: [Maureen Toms](#)
Subject: OPPOSE - Envision 2040 General Plan for ALAMO
Date: Sunday, December 4, 2022 12:54:50 PM

Ms. Maureen Toms, Deputy Director, Policy Planning, Department of Conservation and Development

I request that County Staff, and the Contra Costa County Board of Supervisors, OPPOSE the Envision 2040 General Plan as it applies to Alamo, CA.

I ask that any rezoning for Alamo be reasonable and NOT MAXIMIZED. And, if rezoning be absolutely-necessary, that it be limited to the immediate downtown area and NOT extended along Danville Blvd. or Stone Valley Blvd. The current volume of traffic on Danville Blvd. is already significantly impacted and oftentimes grossly-affected by routinely-detoured Fwy 680 commute traffic. Further and importantly, tiny Alamo's infrastructure of Emergency Services and already-impacted schools is insufficient to handle additional high-density housing residents.

Common sense needs to guide these efforts in recognizing our Alamo Community's history and unique features that need to be retained. There are much-better locations for high density housing whereas potential residents would have jobs inside that very community. New residents would have to commute on an already congested thoroughfare.

It would be necessary for any proposed additional residents in Alamo to commute as jobs for these residents generally do not exist in Alamo. Increased commuting, thus more traffic, as would be necessitated by new higher-volume of residents would make already-congested Danville Blvd. literally a parking lot.

The proposal for high density, multiple dwellings in Alamo is egregious as it defeats and violates Planning's own Housing Elements HE-1 Goal which states, "*Maintain and Improve the QUALITY of the existing housing stock and RESIDENTIAL NEIGHBORHOODS in Contra Costa County....*"

I am adamantly OPPOSED to many hundreds, even thousands, of residential units or midrise buildings in our downtown and isolated, high-density development that imposes on our Danville Blvd. neighbors and threatens the tree-shaded beauty of our Boulevard.

Nancy Hatfield
Alamo Resident

From: [Niki Ludovico](#)
To: [Will Nelson](#)
Subject: Proposed new developments in Alamo
Date: Thursday, December 15, 2022 10:10:22 AM

Dear. Mr. Nelson,

I am sure by now you are aware of the concerns of many residents in Alamo about the proposed housing development. For me as a home flipper and remodeler this is great for business. However, I am aware once we start allowing for any development the door is now open for even more opportunities for developers and homeowners to build more than originally even proposed.

Who is overseeing the construction and making sure all codes are followed and permits filed? It is already a long process but developers especially should be held to a high level if they are gonna build here.

My bigger concerns are around schools, safety and roads that are already struggling to provide services for the residents already here.

-Can you address to the community plans to maintain and/or increase the schools sizes and retain strong teachers? Schools are a main reason many of us choose to live in Alamo, without that many will leave this area. My husband and I have 4 daughters and this was one of the main draws.

-The town also had a strong safety rating as it is a small and most families know each other. This small town safe feeling will also be impacted with so much new proposed housing. Will our police department grow to support this larger community?

-What are the plans to make sure that Danville Boulevard is not going to become a huge traffic jam everyday during construction and after?

There will have to be a solution to these and many other issues that will arise as services and infrastructure is already getting pulled to the max they can reasonably sustain.

Thank you for your time and I look forward to your response.

Niki Ludovico
Alamo Resident since 2009

From: [Pat Kratus](#)
To: [Will Nelson](#)
Subject: Opposition of Alamo housing projects
Date: Saturday, December 17, 2022 8:26:49 PM

I live on South Ave in Alamo. I oppose the proposed housing units along Danville Boulevard. Traffic is already a hazard on school days and the infrastructure of our area cannot support this many new units.

This would be a massive mistake.

Pat

Patrick Kratus
165 South Ave
Alamo, CA 94507

pkratus@gmail.com
415.730.6467

Sent from my iPhone

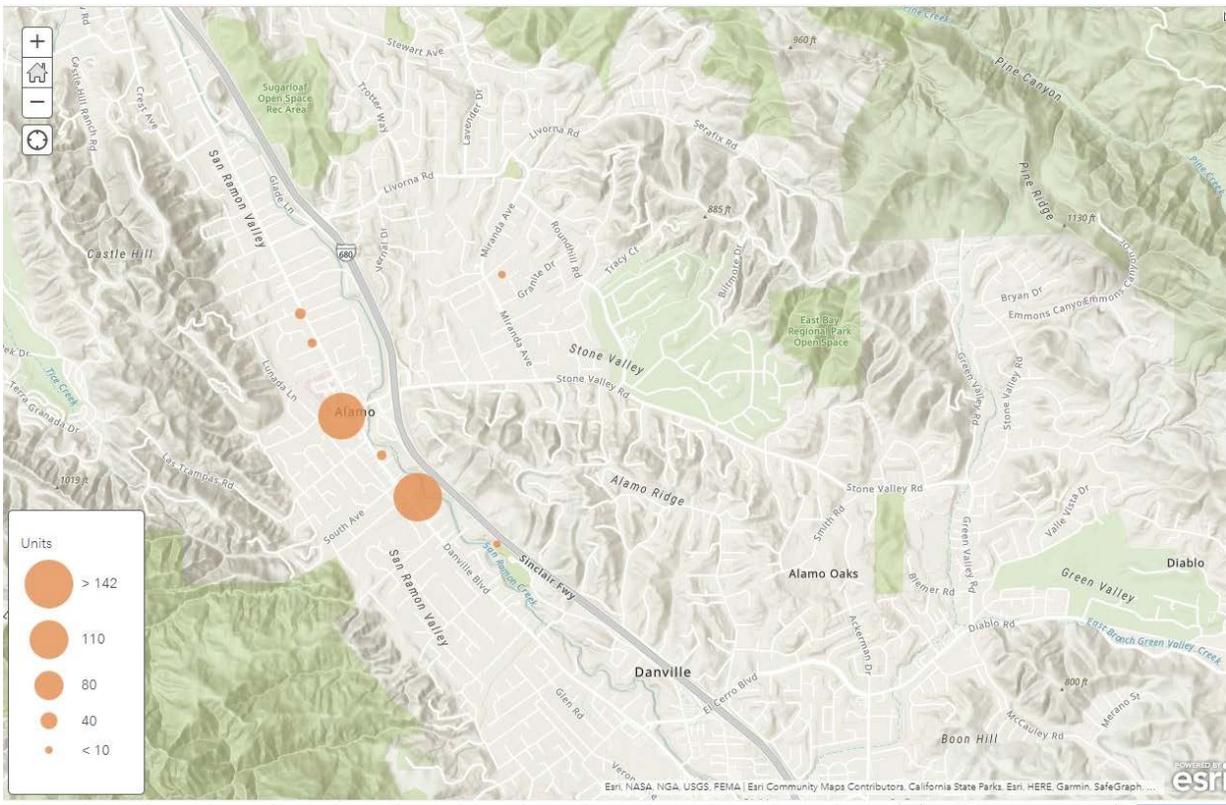
From: pbsteele731@gmail.com
To: [Will Nelson](#)
Subject: Feedback on Housing Element 12_15_22 - Will Nelson
Date: Thursday, December 15, 2022 2:58:49 PM
Attachments: [image001.emz](#)
[image002.png](#)
[image003.emz](#)
[image004.png](#)
[image005.png](#)
[image006.emz](#)
[image007.png](#)
[image008.emz](#)
[image009.png](#)

Dear Will,

We were told at the Nov. 30 Planning Commission meeting that the County would accept public feedback on the Housing Element for unincorporated Contra Costa County until December 18th prior to submitting it to the state. That date was reaffirmed at the Dec. 5 Alamo MAC meeting. Below is my feedback and I find it outrageous that I just found out that my feedback is currently not being accepted or considered.

We heard at the December 5 Alamo MAC meeting that Contra Costa County is diligently trying to be as equitable as possible in allocating housing units across unincorporated areas. We agree with that. Across Alamo the Dec. 1 proposed Housing Element is completely inequitable for residents of far South of the West Side of Alamo. It is also not aligned with densification distribution goals of the General Plan draft dated 11/28/22.

Of the 15 proposed APNs in the Housing Element, 7 APNs (almost 50%) are in the far south of Alamo's West Side (see the map below). These properties currently account for 152 of the 351 proposed units or 42%. However, the General Plan proposes that the far south area only account for 6%. The General Plan has roughly 85% of the units in the downtown Alamo plus areas outside of the Shopping Centers. However, the Housing Element is only proposing 39% (136 units) in those areas. Currently, the South of Alamo is being allocated more units than downtown! This is a big misalignment from the General Plan and is inequitably weighted to the far south.



Additionally, the land south of Creekside Church in the Housing Element is problematic for development. The property is: a) located in a flood plain (see Fema map), b) rumored to be a Sacred Indian Burial Ground, c) a previous agricultural area, and d) part of/adjacent to a wild life refuge. These are APNs 197030027, 197040011, 197040012, 197050025, and 197050026. Note: We have heard from 2 sources that this property was an Indian Burial ground, and we are in the process of requesting verification from the Native American Heritage Commission.



We understand that the Housing Element has an imminent deadline, and the removal of the above referenced APNs can easily and more equitably be substituted with properties from downtown, the East Side (e.g. Bolla property), or the North Side. Many of those properties had previously been

included and were subsequently removed.
Thank you for your consideration of this letter.

Sincerely,
Paul Steele

From: [Morgan, Philip C.](#)
To: [Will Nelson](#)
Subject: RE: Mauzy School
Date: Wednesday, November 30, 2022 12:30:10 PM
Attachments: [image002.png](#)

Thank you. So, R-20 limits the maximum number of units on the entire site to 10?

From: Will Nelson <Will.Nelson@dcd.cccounty.us>
Sent: Wednesday, November 30, 2022 12:20 PM
To: Morgan, Philip C. <pmorgan@orrick.com>
Subject: RE: Mauzy School

Hello,

That's correct. The detail of the Mauzy School site on page A-114 includes the wrong parcel number and incorrect proposed zoning. It's supposed to remain R-20. The County is proposing only 10 units on that site.

Best,



William R. Nelson
Principal Planner
Contra Costa County
Department of Conservation and Development
30 Muir Road, Martinez, CA 94553
Phone (925) 655-2898
Web www.contracosta.ca.gov

**We're planning for the future of Contra Costa County.
Learn more and get involved at envisioncontracosta2040.org.**



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From: Morgan, Philip C. <pmorgan@orrick.com>
Sent: Wednesday, November 30, 2022 11:42 AM
To: Will Nelson <Will.Nelson@dcd.cccounty.us>
Subject: Mauzy School

Mr Nelson,

I'm a homeowner living next to the Mauzy School. I've been told that the draft housing element as it pertains to Mauzy School is incorrect and that the proposed zoning is R-20 which has a maximum of 10 units. Is that correct?

Thank you,

Phil Morgan

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From: [Morgan, Philip C.](#)
To: [Will Nelson](#)
Subject: Mauzy School
Date: Wednesday, November 30, 2022 11:41:45 AM

Mr Nelson,

I'm a homeowner living next to the Mauzy School. I've been told that the draft housing element as it pertains to Mauzy School is incorrect and that the proposed zoning is R-20 which has a maximum of 10 units. Is that correct?

Thank you,

Phil Morgan

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December 19, 2022

Re: Developing a Compliant Draft Housing Element

Kevin Van Buskirk, Planning Commission Chair
Bhupen Amin, Planning Commission Vice Chair
Jeffrey Wright, Commissioner
Donna Allen, Commissioner
Bob Mankin, Commissioner
Ross Hillesheim, Commissioner
Sanjiv Bhandari, Commissioner

Dear Contra Costa County Planning Commissioners,

Public Advocates writes to offer recommendations about how to improve your Draft Housing Element both so that it has the best chance of approval by HCD and so that it achieves the best possible outcomes for your community over the next eight years. Public Advocates is a nonprofit law firm and advocacy organization that challenges the systemic causes of poverty and racial discrimination by strengthening community voices in public policy and achieving tangible legal victories advancing education, housing, transportation equity, and climate justice.

Since the 2019 updates to the Housing Element Law, we have seen HCD's standards for Housing Elements rise significantly. As many jurisdictions have gone through multiple drafts before achieving the approval of HCD, we have seen recurring patterns in the compliance issues on which the State is basing Housing Element certification. These issues include: a) integration of the goal to Affirmatively Further Fair Housing into all components of the Housing Element plan—from site selection to program adoption; b) robust, area-specific analysis of factors that contribute to insufficient housing and particularly insufficient housing for protected communities; and c) programs to affirmatively further fair housing that identify clear “metrics and milestones for determining what fair housing results will be achieved,”¹ including time bound actions with “specific commitments [from local actors], metrics, and milestones”². Contra Costa County's current Draft Housing Element fails to meet these standards. We urge you to further develop your analysis of Fair Housing Issues, to engage in further dialogue with the community, and to adopt specific policies that will support acquisition of land by Community Land Trusts, protect households headed by single women, adopt an equitable Surplus Land Policy that goes above and beyond the Surplus Land Act, and study with plans to adopt a shared equity model for supporting first-time homeowners.³

¹ Gov. Code § 65583(c)(10)(A)(iv).

² ABAG, Affirmatively Furthering Fair Housing (AFFH) Policy Tips Memo Learning from Southern California & Sacramento: Early Experiences in Complying with AB686. ⁴ Gov. Code § 65583(c)(10)(A)(ii).

³ We have heard that several housing-related policies are incorporated into other elements of your General Plan, including the Environmental Justice Element, Climate Element, and Community Profiles Element. While we applaud the inclusion of further-reaching policies in your General Plan, the Housing Element is the appropriate place for all policies that will impact the development or preservation of housing in your community over the next eight years. We urge you to add the appropriate policies to your Housing Element, specifically; doing so will ensure that your General Plan is well organized and easy to reference, and that HCD will have the full knowledge necessary to their ability to certify your Housing Element.

Below, this letter details ways in which you could bolster your current Housing Element Draft to more likely meet the threshold set by the State Department of Housing and Community development. It discusses how you can ensure that you meet HCD's Standards for incorporating an AFFH lens throughout your Draft Element, how you can ensure that your programs will help your specific jurisdiction and community, and how you can ensure that your policies and programs will be sufficiently detailed to meet HCD's requirements.

Affirmatively Furthering Fair Housing

We are concerned that your current Housing Element Draft does not go far enough in integrating an Affirmatively Furthering Fair Housing lens into your analyses and programs. To come into compliance with the law, we recommend you 1) further study and analyze the housing disparities by protected characteristics in your jurisdiction, including an identification of the historical, cultural, and policy causes of those disparities and 2) develop policies and programs that directly respond to the identified causes. We recommend adopting policies that go above and beyond the Surplus Land Act to prioritize the sale of Surplus Land to CLTs and other developers who will guarantee permanent, deeply affordable housing; policies that support CLTs and community members in the purchase of land; and policies that guarantee the protection of community members who are at particular risk of displacement, such as households headed by single women.

Affirmatively Furthering Fair Housing (AFFH) means “[an] identification of the jurisdiction's fair housing priorities and goals, giving highest priority to those factors identified in [a self-conducted analysis of Fair Housing issues and contributing factors] that limit or deny fair housing choice or access to opportunity, or negatively impact fair housing or civil rights compliance, and identifying the metrics and milestones for determining what fair housing results will be achieved.”⁴ In other words, AFFH means taking meaningful actions to address disparities in housing needs and access to opportunity, and that overcome patterns of segregation and foster inclusive communities free from barriers that restrict access to opportunity based on protected characteristics.⁵

Cities and counties are now required to analyze the fair housing issues, including “disproportionate housing needs” and “displacement risk” of members of protected groups,⁶ and identify and prioritize concrete actions to remedy these injustices.⁷ Importantly, they are also required to integrate consideration of Affirmatively Furthering Fair Housing into all components of their Housing Element Drafts, rather than providing a siloed analysis. This means that cities and counties must consider the impacts of protected characteristics on, for example, home-ownership, cost burden, displacement risk, overcrowding, access to employment, and access to education; they must identify and prioritize major contributing factors to any disparities; and they must adopt and implement policies and programs that directly respond to the identified and prioritized contributing factors.⁸ Each jurisdiction must also analyze how opportunity sites in their site inventories are likely to contribute to or mitigate historical disparities and segregation and to adopt programs to mitigate or eliminate any negative impact their site selection may have.⁹

For example, your draft briefly discusses the overlap between racial and ethnic demographic geographies and the geographies of heightened overcrowding, cost-burdening, and risk of displacement within your jurisdiction.¹⁰ A compliant Fair Housing analysis would determine what has contributed to those overlaps and develop forward-looking policies that directly address them.¹¹

⁴ Gov't Code § 65583(c)(10)(A)(iv)

⁵ Gov. Code §§ 65583(c)(5), 8899.50(a)(1). Protected characteristics under California law include race, sex, national origin, and disability status. *Id.*, § 65583(c)(5).

⁶ Cal. Dep't of Housing and Comm. Dev., *Affirmatively Furthering Fair Housing Guidance for All Public Entities and Housing Elements*, pg. 39. https://www.hcd.ca.gov/community-development/affh/docs/affh_document_final_4-27-2021.pdf.

⁷ *Id.* at 51.

⁸ *Id.* at 49.

⁹ *Id.* at 55.

¹⁰ *Contra Costa General Plan 2040 - Housing Element Public Review Draft 6-75*.

¹¹ *AFFH Guidance* at 49.

It would assess whether the displacement risk is caused by place-based investment in particular communities that put them at risk for displacement, or, instead, place-based disinvestment in particular communities that makes the cost of home maintenance or repair greater than the value.¹² A legally-adequate analysis must be informed by active outreach to impacted communities—including the general public through multiple avenues, as well as community advocacy organizations that are known to you—to determine, what the major contributing factors to increased displacement are, as this information is difficult to determine from data alone.¹³ An adequate Housing Element would then use this analysis to develop specific, targeted policies that prevent the identified causes of displacement risk.¹⁴ In particular, it should be sure to include how local knowledge and expertise plays into its analysis of both policies that have exacerbated race-and ethnicity-based disparities in negative housing outcomes *and* its analysis of policies and programs that will relieve some of those burdens.

The current analyses in your Housing Element Draft show that North Richmond, among other areas within your jurisdiction, has a particularly high concentration of renter-overpayment for housing, and that North Richmond is particularly vulnerable to overcrowding.¹⁵ It also notes that overcrowding and overpayment are leading contributing factors to a risk of displacement and that both of these factors have increased for renters since the last Housing Element Cycle.¹⁶ The current proposed anti-displacement and neighborhood stabilization programs echo the actions taken during the last Housing Element Cycle,¹⁷ which failed to prevent further overcrowding and overpayment of rent and housing costs. The current draft lacks the analysis necessary for readers to determine whether your programs are specifically responsive to local concerns. We are left to believe that these programs are not sufficient to come into compliance with the law and that you must instead develop programming that is more directly responsive to the concerns of your community.

Local experts like Richmond LAND are calling for more innovative approaches that will go further to protect current residents of North Richmond, including setting aside funding for CLTs, creating a database of abandoned and tax delinquent properties and acquiring at least three to be sold to CLTs or other permanently affordable developers as a pilot program, and providing affirmative and proactive anti-discrimination enforcement that will protect households headed by single women with children.¹⁸ Each of these policies more clearly connects to the specific concerns described in your analyses, rather than repeats the same policies that have failed to protect your low-income community members in the past. We strongly recommend you adopt some or all these listed policies or explain within your Housing Element why alternative policies more directly respond to the Fair Housing issues faced by your jurisdiction.

HCD has been committed during this Housing Element Cycle to ensuring that every jurisdiction completes a full AFFH analysis that incorporates local expertise and leads to the development of issue-specific programs. They have been similarly committed to making sure that the policies and programs written into Housing Elements are directly responsive to the AFFH analysis. With more detail and robust analytics, incorporating the sets of policies recommended above into your Housing Element would significantly increase your chances of State Certification of your Housing Element. We encourage you to consider these and other innovative strategies to streamline your Housing Element Process as much as possible.

¹² *Id.* at 40-42.

¹³ *Id.* at 24.

¹⁴ *Id.* at 50.

¹⁵ Public Review Draft at 6-78.

¹⁶ *Id.* at 6-74, 6-75.

¹⁷ *Public Review Draft* § 6.6.

¹⁸ Richmond LAND, *Public Comment Letter*.

Robust, Area-Specific Analysis and Programs

HCD's Sixth Cycle Housing Element review letters have also consistently asked for more robust analysis of area-specific Fair Housing Issues.¹⁹ These area-specific analyses are meant to incorporate public data, data from research conducted by the jurisdiction, and local knowledge and expertise about the issues facing the residents of the jurisdiction. While the requirement for an area-specific analysis is an essential element of a robust AFFH analysis, there are some elements of an area-specific analysis to note separately. An area-specific analysis, for example, looks to past and current trends in populations within a particular neighborhood and identifies the specific histories of investment, disinvestment, jurisdictional policies, and cultural trends that contributed to the formation of the neighborhood as it exists today.²⁰ Area-specific analyses are not meant to be connected only to areas of concentrated poverty, but also of concentrated affluence; they are meant to analyze the intersections of poverty or affluence with protected characteristics, along both ends of the continuum.²¹

Your jurisdiction covers a wide area and a wide range of populations, yet your analysis of Fair Housing issues retains generalized language. The unincorporated communities outside of Pittsburgh, for example, have significantly different demographic histories than the unincorporated communities adjacent to Walnut Creek and Concord, especially given current trends in migration towards Pittsburgh and Antioch. While your Housing Element does name specific geographic areas where there is a higher concentration of overcrowding or cost-burden, we note a lack of robust analysis of contributing factors to, for example, the Racially Concentrated Areas of Affluence (RCAAs) within your jurisdiction: what policies and historical patterns have caused those RCAAs? We also note a lack of area-specific analysis touching on the reasons that some historically predominantly Black communities are becoming predominantly Latino, or why certain demographic communities are moving within your jurisdiction, where to, and why they are moving from one location to another.

Without further analysis of and discussion of these trends, it is impossible to determine what policies would best support the members of your community and prevent further displacement. We urge you to conduct further research and analysis, relying on local knowledge and interactions with your community members, advocacy organizations, and other community groups, thus giving HCD the opportunity to determine whether your policies and programs are sufficiently responsive to the area-specific trends within your jurisdiction.

Concrete, Measurable, Specific Plans and Policies

Housing Element Law requires that each jurisdiction develop “[a] program that sets forth a schedule of actions during the planning period, each with a timeline for implementation, that may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element...”²² One of the most common concerns HCD cites in relation to Housing Element Drafts that it has reviewed is a lack of sufficiently specific, concrete plans and policies to be implemented over the 6th Cycle. HCD has repeatedly stated the view that plans to “study,” “examine,” or “consider” particular policies are insufficient, and has made clear that the Department views the time for study, examination, and consideration is now—during the development of the 6th Cycle Housing Element, rather than after its adoption.²³ HCD is plainly looking for plans and policies that, while not fleshed out in the level of detail they will be upon adoption, are fleshed out enough that it is clear whether and how they will

¹⁹ HCD Housing Element Review Letter for Menlo Park; HCD Housing Element Review Letter for Oakland; HCD Housing Element Review Letter for Concord.

²⁰ AFFH Guidance at 24-25.

²¹ Id. at 32-34.

²² Gov't Code § 65583(c).

²³ AFFH Guidance at 55; *Review Letter for Oakland*; *Review Letter for Menlo Park*.

contribute to solving or mitigating the harms that have been done by a historical failure to Affirmatively Further Fair Housing.

Nearly all the programs and policies in your current draft are insufficient to meet HCD's standards during this Housing Element Cycle. Several of your programs suggest that you will explore, consider, or study potential programs that could help to increase affordable housing, for example, or to help prevent displacement.²⁴ Where it is impossible to determine the feasibility of a particular program before adoption of the Housing Element, they have preferred that promises to study programs include concrete deadlines for their completion and objective metrics to determine whether the program will be implemented and by when. We urge you to reconsider these program goals and replace them with plans to develop programs that will address the needs of your communities. You might, for example, commit to developing, passing, and implementing a policy for the disposition of Surplus Land that favors deeper, permanent affordability and/or Community Land Trusts; or commit to setting aside funding to support land acquisition by small non-profit developers who make a predetermined set of guarantees.

Additionally, HCD has indicated that it is looking for programs that will have measurable outcomes on specific timelines. They have shown a preference for programs that earmark specific amounts of funding for specific policies, to be distributed by a certain date; programs that commit to adoption of policies by a certain date followed by particular enforcement goals; and programs that detail the measurable outcomes of, for example, an enforcement strategy.²⁵ At the moment, none of your programs provide detail in the levels that we have seen the State require before certifying Housing Elements during the 6th Cycle. Indeed, it is currently difficult to determine the specifics of any of the proposed programs in the draft. Where they are not stated in vague language,²⁶ they lack sufficient detail, measurables, timelines, or concrete and required actions to determine their efficacy at their stated goals.

As a first step, we urge you, again, to reconsider your programs and add the level of details necessary to gain HCD certification as soon as possible. As a second step, we urge you to adopt policies and programs that are clearly and directly responsive to the factors that have most significantly contributed to inequity throughout your jurisdiction. Some possible programs include setting aside a specific amount of funding to support CLTs in purchasing parcels of land for permanently affordable housing; piloting at least three acquisitions of land for CLTs within the 8 year cycle; creating a database of abandoned and tax delinquent properties by January 2024; completing a study of the feasibility of a shared equity program by the end of 2024, including objective metrics to determine whether such a program is feasible and a promise to adopt a shared equity pilot program by the end of 2025 if so; or develop an equitable public land disposition policy by the end of 2023. Adoption of these and similar programs would further increase the likelihood of HCD certifying your Housing Element.

Additional Language Concerns

On a final note, we have concerns about the impacts of your linguistic choices relating to certain members of your community. In your "Special Housing Needs" section, you include a subsection about individuals with developmental disabilities. Within that subsection, you refer to members of your community as having "mental retardation." On a superficial level, this language no longer tracks with state or federal legal language referring to this community, where the standard has been updated to "individuals with an intellectual or developmental disability."²⁷ On a deeper level, the

²⁴ We believe that all of the following programs contain insufficiently vague language or insufficient levels of detail concerning policy or program implementation steps and goals: HE-A1.3; HE-A1.4; HE-A1.5; HE-A2.1; HE-A2.2; HE-A2.3; HE-A2.4; HE-A2.6; HE-A2.7; HE-A2.8; HE-A2.9; HE-A3.1; HE-A3.2; HE-A5.4; HE-A5.5; HE-A6.2; HE-A6.4; HE-A8.1. While HE A7.1 contains more concrete goals and actions, several of the actions—including meeting with community groups and service providers in disadvantaged communities to develop revitalization plans—are better undertaken as part of the Housing Element Drafting Process.

²⁵ *AFFH Guidance* at 53-54.

²⁶ *Supra* fn. 24.

²⁷ <https://www.govinfo.gov/content/pkg/PLAW-111publ256/pdf/PLAW-111publ256.pdf>

language you have used is widely considered by the disabled community to be outdated and damaging.²⁸ This language in your Housing Element Draft is, quite frankly, egregious.

While we have full faith in your desire to do right by your community members, the language you have used implies—rightly or wrongly—that you have not performed the full range of outreach to your disabled community that we know HCD to be looking for. For further expertise on the housing needs of the disabled community in your area, we recommend immediately reaching out to Disability Rights California,²⁹ The Arc East Bay,³⁰ Monument Impact,³¹ Disability Rights Education and Defense Fund,³² or the State Council on Developmental Disabilities³³ for further education on disability issues and information about community organizations specific to your jurisdiction who you should involve in your process.

Conclusion

Your current Draft Housing Element is a significant start towards a compliant Housing Element. We look forward to seeing the changes you incorporate to ensure it is compliant and certified as soon as possible. We urge you to develop measurable, concrete, actionable policies and programs that are **directly responsive** to the Fair Housing issues that are unique to your jurisdiction, as supported by a robust AFFH analysis that considers area-specific expertise. We believe policies supporting the acquisition of land by community members, including CLTs; policies providing extra protection to households particularly vulnerable to displacement, like households headed by single mothers; and policies that go above and beyond the SLA to guarantee Surplus Land goes to developers who will guarantee permanent, deeply affordable housing are best suited to the specific needs of your community members. We look forward to reading the policies you develop.

Sincerely,

Skylar Liam Spear
Legal Fellow
Public Advocates, Inc.

CC: David Zisser, Assistant Deputy Director, HCD

²⁸ See the National Center on Disability and Journalism’s linguistic style-guide entry on the phrase “Mentally Retarded.” <https://ncdj.org/style-guide/>

²⁹ <https://www.disabilityrightsca.org/contact-us>

³⁰ <https://arceastbay.org/>

³¹ <https://monumentimpact.org/en/contact-us/>

³² <https://dredf.org/web-log/>

³³ <https://scdd.ca.gov/resources/>

From: [Mona](#)
To: [Will Nelson](#)
Subject: Alamo Draft Land Use
Date: Friday, December 16, 2022 11:12:24 AM

I am very concerned about the Alamo Draft Land Use Map shown in Envision 2040.

We understand that 80 properties are being designated for higher density rezoning with potential housing units numbering in the 1,000's.

While we understand that housing is an important issue impacting every community, the larger number of units proposed for Alamo far exceeds our community's ability to support them.

Not only the downtown, but parcels north on Danville Blvd., show land use densities that will completely change Alamo. Three Church sites are being changed and will significantly impact the areas around them.

For fifty years, governmental agencies at the state and local level have "planned" for an Alamo that looks pretty much like it does today.

The water, sanitary and other public utilities didn't build their pipes, poles, wires and switching equipment for such high-density residential development and twice the number of residents.

The sheriff, roads department, fire department, parks departments and school districts based their capital budgets and hiring upon the assumption (set forth in the County's own General Plan) that Alamo would remain semi-rural, with low-rise single-family structures, low police response requirements, and minimum public infrastructure.

If a community decides that it wishes to grow (e.g., Walnut Creek decided in the 1970's that medium rise office development should occur around the Bart station), it adopts a plan to accommodate that growth by up-sizing utilities, widening roads, increasing public safety budgets, and examining public safety risks like seismic, wildfire or pipeline hazards.

The changes from R-20 to RM at the New Life Church located far from downtown and any services, as well as surrounded by R-20 properties is completely unacceptable. The traffic created by these proposed increases in living units and population will cause

dangerous traffic conditions, safety problems as all evacuations along the West Side must be done via Danville Blvd. and are being done without concerns for fire, police, school, water and emergency evacuation support.

Name Ramona Tauchar

Address 161 Hemme Ave, Alamo, 94507

Email alamo_mona@yahoo.com

Phone

From: [Rich Hildebrand](#)
To: [Will Nelson](#)
Subject: Alamo Envision 2040 Plan Opposition
Date: Saturday, December 17, 2022 3:35:32 PM

Mr. Nelson,

I am very concerned about the Alamo Draft Land Use Map shown in Envision 2040.

We understand that 80 properties are being designated for higher density rezoning with potential housing units numbering in the 1,000's.

While we understand that housing is an important issue impacting every community, the larger number of units proposed for Alamo far exceeds our community's ability to support them.

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The sheriff, roads department, fire department, parks departments and school districts based their capital budgets and hiring upon the assumption (set forth in the County's own General Plan) that Alamo would remain semi-rural, with low-rise single-family structures, low police response requirements, and minimum public infrastructure.

- 1) Why is this happening now?
- 2) Is there a higher governing body requiring this be implemented?
- 3) What are the consequences if this is not approved, if any?
- 4) If this can be rezoned that easily what prevents this happening elsewhere in Alamo?
- 5) When would this plan begin if approved?

I look forward to your answers to my questions.

Rich Hildebrand
1527 Las Trampas Road
Alamo, Ca 94507



December 5, 2022

Dear Dedicated Contra Costa County Board of Supervisors,

(Cc'd: Department of Conservation and Development of Contra Costa County, Housing and Community Improvement Division, and PlaceWorks Consultants,)

In March of 2021, Richmond LAND, [Contra Costa's first community land trust](#) for housing development, engaged with the [Environmental Justice indicators on the General Plan](#) to ensure policies bring about better integrated community policies to have access to clean air, safe water, and a healthy environment to grow and thrive. The following year, on [February 7, 2022, we submitted policies and programs](#) to include in the upcoming 6th cycle Housing Element. And most recently, we saw that the Department of Conservation and Development finally made the draft housing element public. Based on our thorough review of the policies and programs, it is our recommendation to include the below mentioned programs to strengthen the Housing Element for all Contra Costa.

County Proposed Goal:

Goal HE-1 Maintain and improve the quality of the existing housing stock and residential neighborhoods in Contra Costa County, including preserve the existing affordable housing stock.

Country Proposed Programs:

HE-P1.2 To the extent practicable, focus rehabilitation expenditures and code enforcement efforts in communities with a high concentration of older and/or substandard residential structures for continued reinvestment in established neighborhoods. The goal of the code enforcement efforts is to improve overall quality of life in these neighborhoods.

Our analysis:

While the Housing Element does propose continuing the Neighborhood Preservation Program loans and free weatherization programs to serve lower income households, as well as continuing code enforcement, there is a need for more innovative approaches than just more of the same. The Housing Element Action 1.3 is to consider development of a vacant property registration, which is a good start. However, we suggest a stronger program such as the one described below, that not only provides funding to address issues with vacant properties, but also substandard rentals and owners in properties that have fallen under deferred maintenance and retaining tax default.

Recommended Program to Strengthen Housing Element:

Neighborhood Land Stabilization Program

Develop a Neighborhood and Land Stabilization Program (NLSP) that supports community land trust acquisition and rehabilitation of residential properties in order to stabilize neighborhoods by avoiding displacement of existing tenants in substandard rentals and owner in properties that have fallen under deferred maintenance and retaining tax default. As part of this program, the County will:

- Create a database of abandoned, deteriorated vacant and tax delinquent properties as well as habitability violations
- Investigate revenue and Taxation Code Chapter 8 tax defaulted program design
- Pilot at least three acquisitions for community land trust (either vacant or developed property) to benefit a minimum of four low-income family households

County Proposed Goal:

HE-P1.3 Assist non-profit partners in acquiring and rehabilitating older residential structures and maintaining them as long-term affordable housing.

Our analysis:

None of the action items in the Housing Element adequately address this policy goal. Simply working with local service providers to identify funding sources to subsidize affordable units at-risk of conversion to market-rate will not meet the need. Again, more innovative approaches are needed. Community land trusts are some of the most successful non-profits in the Bay Area doing the work articulated in this policy goal, and the County should explicitly commit to working with CLTs.

Recommended Program to Strengthen Housing Element:

Program: Community Land Trust

Design and implement strategies to enable land trusts that will preserve or create affordable housing opportunities to acquire public land, create an inventory of vacant and blighted properties, and create a Community Land Policy package to encourage and enable production and preservation of permanently affordable housing.

County Proposed Goal:

Goal HE-2 Increase the supply of housing with a priority on the development of affordable housing, including housing affordable to extremely low-income households

HE-P2.6 Plan for a variety of housing types in the county. Encourage innovative, nontraditional designs and layouts in response to evolving housing needs. Provide housing opportunities for all economic segments of the community while ensuring compatibility with surrounding uses.

Our analysis:

While there are several very promising action items under this goal and policy, again, the County should explicitly commit to facilitating land acquisition for CLTs just as it commits to facilitating development of tiny homes and ADUs.

Recommended Program to Strengthen Housing Element:

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Design and implement strategies to enable land trusts that will preserve or create affordable housing opportunities to acquire public land, create an inventory of vacant and blighted properties, and create a Community Land Policy package to encourage and enable production and preservation of permanently affordable housing.

County Proposed Goal:

Goal HE-3 Increase the supply of appropriate and supportive housing for special-needs populations. social and economic resources among all communities in the county so that Impacted Communities are not disproportionately burdened by environmental pollution or other hazards.

Country Proposed Programs:

HE-P3.1 Expand affordable housing opportunities for households with special needs, including but not limited to seniors, persons with disabilities, large households, single parents, persons

with HIV/AIDS, persons with mental illness, persons with development disabilities, farmworkers, and persons experiencing homelessness.

HE-P3.2 Continue to support non-profit service providers that help meet the diverse housing and supportive service needs of the community.

HE-P3.4 Encourage housing programs that provide wrap-around social and supportive services for residents in need of services.

Our analysis:

We appreciate the goal and policies under Goal HE-3. However, anti-displacement services are a crucial part of the equation that are currently left out. The following action item should be added:

Recommended Program to Strengthen Housing Element:

Program: Anti-Displacement Services

Provide new anti-displacement services, including proactive and affirmative enforcement to prevent discrimination against single female headed households with children who are at high risk of eviction, **and disabled residents**

County Proposed Goal:

Goal HE-4 Improve housing affordability for both renters and homeowners.

Country Proposed Program:

HE-P4.1 Encourage access to homeownership for lower- and moderate-income households.

Our analysis:

The two action items under this goal will not make the difference that is needed. Instead of only promoting the same existing programs to help 50 households over 8 years, the County should also be looking to the future of what else is possible. A Shared Equity Program would benefit both individual households and be an investment for the County.

Recommended Program to Strengthen Housing Element:

Program: Shared Equity Program Study

Study existing shared equity programs in California and determine whether it is feasible to establish a shared-equity program in the County as a way of providing more affordable housing. Under a shared equity program, the County would provide funding to assist families with home purchases. In return for its investment, the County could share the benefits of any appreciation in home price. The county's share of the home appreciation could be returned to the County in the form of a cash payment that could be used to help another family with a home purchase. The County's share could also stay with the home, reducing the cost of that home for the next family. Explore strategies for effective implementation of and funding opportunities in conjunction with the Housing Trust Fund.

County Proposed Goal:

Goal HE-5 Provide adequate sites through appropriate land use and zoning designations to accommodate the County's share of regional housing needs.

County Proposed Program:

HE-P5.1 Maintain an up-to-date site inventory that details the amount, type, and size of vacant and underutilized parcels, and assist developers in identifying land suitable for residential development.

Our Analysis:

Having a plan for publicly owned land is an essential component of any site inventory. The Surplus Land Act is not mentioned in the Housing Element, except to state that there was a Notice of Availability of Surplus Land in April 2022, of which some sites are still available and will continue to be marketed during the 8-year cycle.

Recommended Program to Strengthen Housing Element:

Program: Equitable Public Land Policy

Develop an equitable public land policy, in compliance with the Surplus Land Act, with guidelines and preferential criteria for the disposition or use of publicly owned land. Conduct a spatial inventory of publicly owned County land. Adopt a new Equitable Public Land Policy in consultation with Community Land Trusts, Limited Equity Cooperatives and other non-profit entities that prioritize permanently affordable housing while supporting homeowner equity attainment and renter stabilization; or immediate and long term housing solutions for unhoused residents.

Country Proposed Goal:

Goal HE-7 Promote equal opportunity for all residents to reside in the housing of their choice.

Country Proposed Programs:

HE-P7.1 Prohibit discrimination in the sale or rental of housing to anyone on the basis of race, color, ancestry, national origin, religion, disability, gender identity sexual orientation, familial status, marital status, or other such arbitrary factors.

HE-P7.2 Provide financial support to non-profit organizations providing fair housing services.

HE-P7.3 Enhance the opportunity for seniors, persons with disabilities, large households, single parents, persons with HIV/AIDS, persons with mental illness, and farmworkers to have access to housing.

HE-P7.4 Ensure that housing programs prioritize the needs of underserved communities, benefit lower-income residents, and avoid gentrification as neighborhoods are improved.

Our Analysis:

The County has committed to identifying community groups and service providers in all disadvantaged communities and those at risk of gentrification by December 2023. Instead of the plan to just meet with each of these groups or providers to identify community-based partnerships and strategies that promote place-based revitalization, this effort should result in a longer-lasting Resident Planning Council for those communities. See action item below:

Recommended Programs to Strengthen Housing Element:

Program: Resident Planning Councils

Review best practices of resident planning councils in other cities and counties, including staffing, funding sources and interface with government to be included. If deemed feasible, pilot resident planning council would review and approve feedback to the County on proposed development projects in their neighborhoods and policies that may impact resident health and displacement.

Anti-displacement is a priority for communities at risk of gentrification, and the following action item would better serve the policy goal to enhance opportunities for access to housing.

Program: Anti-displacement Zones

Study legal and programmatic feasibility of creating anti-displacement zones (ADZ) that implement anti-displacement strategies, including: researching best practices for incorporating neighborhood level median income for defining “AMI” levels for affordable housing being built in ADZs while still complying with TCAC and HCD definitions for subsidized projects; evaluating existing laws regarding demolition of rent stabilized buildings and potential ability to require one for one replacement in the new units in compliance with State legislation.

Action 7.2 (prioritizing projects that don’t involve permanent relocation of residents) needs to be made stronger. If temporary relocation is unavoidable, there needs to be clear policies that address residents’ right to return.

Program: Local Preference and Right to Return Policies

Develop local preference and right to return policies for new affordable housing units, services, and financial assistance in compliance with State legislation and funding source requirements. Develop outreach materials about existing anti-displacement resources and conduct annual outreach to residents in displacement vulnerable areas.

Finally, as you have reviewed the analysis, our hope is that you see that there are clear gaps in the housing element. **We urge you to recommend each of these programs be included within the already existing goals**, so that the upcoming Housing Element ensures that Contra Costa residents’ housing needs are included in this body of work that will set the tone for the housing priorities for the next 8 years.

If you have any questions, please feel free to contact us and we will be happy to have a dialogue with you.

In Community,

Dulce Galicia
Director of Place-Making, Richmond LAND
dulce@richmondland.org

Hannah Phalen
Fellow, San Francisco Foundation [Partnership for the Bay’s Future](#) & Coro Northern California
hphalen@coronorcal.org



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LOCAL ACTION IN NEIGHBORHOOD DEVELOPMENT

Esteemed Planning Commissioners, Chair and Vice Chair: Rand Swenson
Kevin Van Buskirk Jeffrey Wright, Donna Allen, Bhupen Amin, Bob Mankin,
Ross Hillesheim,

We are writing to express our support for the progress that has been made in the Envision 2040 General Plan Update, and the creation of community profiles that will provide a detailed list of principles, policies, and actions that more accurately reflect the will and vision of each specific community within Contra Costa County. We are grateful for the opportunity to engage in developing the community profiles as well as future portions of the update. This letter has been prepared to include additional comments on North Richmond's community profile as well as our goal of increasing community participation in subsequent portions of the General Plan update.

We would like to propose an additional public meeting in North Richmond from now until February to finalize the policies and actions before it comes back to the planning commission, as well as a future meeting where residents can have a say in the land use and zoning designations.

we also wish to include our following comments in the subsequent draft of the North Richmond Community Profile broken down by category:

Context:

- We believe that the community profile summary would be strengthened by making the connection between historical neighborhood disinvestment that threaten displacement and gentrification.
- We believe that the plan must recognize the impact that the decommissioning of the Las Deltas Public Housing site has on the future of the community and as a precursor to the statement "There are no affordable housing complexes..."

Profile Summary:



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LOCAL ACTION IN NEIGHBORHOOD DEVELOPMENT

- We believe that in addition to census data the profile should retain the ethnic/racial summary in the 10-25-19¹ version of the community profile that demonstrates that North Richmond is 97% people of color. This is necessary context for understanding the racial breakdown presented in this summary. Additionally, we recommend that the “49% White” population statistic in the current version be modified to distinguish between White Hispanic/Latino and Non-Hispanic White for clarity and to capture the nuances of the neighborhood population, especially when considering the demonstrated vulnerabilities with limited English as a second language households who are ethnically Hispanic/Latino and racially White. A 49% “White” population is misleading when describing the make-up of the neighborhood and the demonstrated vulnerabilities with limited English as a second language households.

Disadvantaged Community Context:

- We request inclusion of narrative comments that connect the vulnerability factors of high levels of low-income rent burdened families and households living in poverty to displacement risks.
- We encourage gentrification and displacement to be named as a greater risk to the neighborhood that must be addressed with dedicated housing protection and preservation policies.²

Planned Land Use:

- Increased density should not be limited to commercial development and mixed use on Fred Jackson and Chesley. Other principal streets like Giaramita and Market Ave should be included.
- North Richmond has demonstrated interest in new and innovative housing ideas and favors designations for multi family high density, pocket neighborhoods and co-housing use to enhance housing options like tiny homes and co-housing that we would like to see reflected in the narrative.

Guiding Principles

¹ [North_Richmond_Draft_10-25-2019.pdf](#)

² [Belonging and Community Health in Richmond](#)



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LOCAL ACTION IN NEIGHBORHOOD DEVELOPMENT

- Amend Principle #1 to include language that affirmatively furthers fair housing law³ and broadens its affordable housing goals to include alternative affordable housing models like Tiny Homes and ADUs that are affordable by design and meet AMI requirements.
- We echo all of the sentiments expressed in past community meetings⁴ and request that the following community assets be included to Guiding Principle #7 to accurately reflect residents' additional interest in community resources such as playgrounds, child-care facilities and grocery stores.

Policies:

- We would also like to recommend Policy #1 be amended to include a co-housing land designation that reads as such “[and the maximum allowed density and intensity of development in the co-housing use designation is X units per net acre and Y floor area ratio \(FAR\).](#)”
- Ensure that integration of CPTED principles can happen alongside the resiliency design principles articulated in the Resilient by Design Challenge⁵ that encourages community engagement, social cohesion, and restorative practices in coordination with community safety and crime prevention objectives.
- Include the following policies inspired by past community engagement and omitted content from the 10-25-19⁶ community profile draft:
 - Support the development, rehabilitation, and preservation of affordable housing through a community land trust model and active partnerships with local community land trusts (QOL⁷ H.5)
 - Allow for the creation of creative housing solutions on vacant, underutilized land in North Richmond, including tiny home communities, and other alternative affordable housing options. (QOL H.5)

Actions:

- Amend and add the following action to read as follows:

³ [Affirmatively Furthering Fair Housing | NHLP](#)

⁴ [Envision Contra Costa 2040 Past Meetings and Materials](#)

⁵ [North Richmond — Bay Area: Resilient By Design Challenge](#)

⁶ [North_Richmond_Draft_10-25-2019.pdf](#)

⁷ [North Richmond Quality of Life Plan](#)



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LOCAL ACTION IN NEIGHBORHOOD DEVELOPMENT

- “Amend the Zoning Code to streamline permitting on vacant lots when proposed development includes an affordable housing component (including naturally occurring and affordable by design types) *and offer additional incentives for units that remain permanently affordable though inclusion in a land trust or other long term affordability restrictions.*
- Update the North Richmond Specific Plan to encompass the entire North Richmond community and integrate goals and concepts from recent planning efforts, including the 2019 Quality of Life Plan launched by the North Richmond community, the 2018 Priority Resilience Plan developed as part of the Bay Area Resilient by Design Challenge *and subsequent participatory research and outreach by Richmond LAND.*
- Include the following actions not reflected:
 - “Amend the inclusionary housing ordinance to create incentives for development projects that ensure permanently affordable housing through deed restrictions and ground leases to encourage affordability.”
 - “Develop an action plan to hold land in a trust to make it permanently affordable for residents to reduce gentrification.”

We respectfully ask that the comments mentioned above be included in the following draft of the community profiles. Our suggestions are grounded in our members' involvement in past outreach efforts, meetings, and survey responses over the last two years, in which we have collectively engaged over 200 North Richmond residents. We look forward to continuing to partner with the county to ensure that the final General Plan document is a gleaming manifestation of resident and community input.

Thank you for your consideration and we hope you have a great day.

Sincerely,

Dulce Galicia - Community Planning Manager & North Richmond resident
Valerie Jameson - Founding Director



November 30, 2022

Dear Dedicated Contra Costa County Planning Commissioners,

(Cc'd: Department of Conservation and Development of Contra Costa County, Housing and Community Improvement Division, and PlaceWorks Consultants)

In March of 2021, Richmond LAND, [Contra Costa's first community land trust](#) for housing development, engaged with the [Environmental Justice indicators on the General Plan](#) to ensure policies bring about better integrated community policies to have access to clean air, safe water, and a healthy environment to grow and thrive. The following year, on [February 7, 2022, we submitted policies and programs](#) to include in the upcoming 6th cycle Housing Element. And most recently, we saw that the Department of Conservation and Development finally made the draft housing element public. Based on our thorough review of the policies and programs, it is our recommendation to include the below mentioned programs to strengthen the Housing Element for all Contra Costa.

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County Proposed Goal:

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Our analysis:

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County Proposed Goal:

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In Community,

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Director of Place-Making, Richmond LAND
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Hannah Phalen
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RichmondLAND

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Ross Hillesheim,

We are writing to express our support for the progress that has been made in the Envision 2040 General Plan Update, and the creation of community profiles that will provide a detailed list of principles, policies, and actions that more accurately reflect the will and vision of each specific community within Contra Costa County. We are grateful for the opportunity to engage in developing the community profiles as well as future portions of the update. This letter has been prepared to include additional comments on North Richmond's community profile as well as our goal of increasing community participation in subsequent portions of the General Plan update.

We would like to propose an additional public meeting in North Richmond from now until February to finalize the policies and actions before it comes back to the planning commission, as well as a future meeting where residents can have a say in the land use and zoning designations.

we also wish to include our following comments in the subsequent draft of the North Richmond Community Profile broken down by category:

Context:

- We believe that the community profile summary would be strengthened by making the connection between historical neighborhood disinvestment that threaten displacement and gentrification.
- We believe that the plan must recognize the impact that the decommissioning of the Las Deltas Public Housing site has on the future of the community and as a precursor to the statement "There are no affordable housing complexes..."

Profile Summary:



RichmondLAND

LOCAL ACTION IN NEIGHBORHOOD DEVELOPMENT

- We believe that in addition to census data the profile should retain the ethnic/racial summary in the 10-25-19¹ version of the community profile that demonstrates that North Richmond is 97% people of color. This is necessary context for understanding the racial breakdown presented in this summary. Additionally, we recommend that the “49% White” population statistic in the current version be modified to distinguish between White Hispanic/Latino and Non-Hispanic White for clarity and to capture the nuances of the neighborhood population, especially when considering the demonstrated vulnerabilities with limited English as a second language households who are ethnically Hispanic/Latino and racially White. A 49% “White” population is misleading when describing the make-up of the neighborhood and the demonstrated vulnerabilities with limited English as a second language households.

Disadvantaged Community Context:

- We request inclusion of narrative comments that connect the vulnerability factors of high levels of low-income rent burdened families and households living in poverty to displacement risks.
- We encourage gentrification and displacement to be named as a greater risk to the neighborhood that must be addressed with dedicated housing protection and preservation policies.²

Planned Land Use:

- Increased density should not be limited to commercial development and mixed use on Fred Jackson and Chesley. Other principal streets like Giaramita and Market Ave should be included.
- North Richmond has demonstrated interest in new and innovative housing ideas and favors designations for multi family high density, pocket neighborhoods and co-housing use to enhance housing options like tiny homes and co-housing that we would like to see reflected in the narrative.

Guiding Principles

¹ [North_Richmond_Draft_10-25-2019.pdf](#)

² [Belonging and Community Health in Richmond](#)



RichmondLAND

LOCAL ACTION IN NEIGHBORHOOD DEVELOPMENT

- Amend Principle #1 to include language that affirmatively furthers fair housing law³ and broadens its affordable housing goals to include alternative affordable housing models like Tiny Homes and ADUs that are affordable by design and meet AMI requirements.
- We echo all of the sentiments expressed in past community meetings⁴ and request that the following community assets be included to Guiding Principle #7 to accurately reflect residents' additional interest in community resources such as playgrounds, child-care facilities and grocery stores.

Policies:

- We would also like to recommend Policy #1 be amended to include a co-housing land designation that reads as such “[and the maximum allowed density and intensity of development in the co-housing use designation is X units per net acre and Y floor area ratio \(FAR\).](#)”
- Ensure that integration of CPTED principles can happen alongside the resiliency design principles articulated in the Resilient by Design Challenge⁵ that encourages community engagement, social cohesion, and restorative practices in coordination with community safety and crime prevention objectives.
- Include the following policies inspired by past community engagement and omitted content from the 10-25-19⁶ community profile draft:
 - Support the development, rehabilitation, and preservation of affordable housing through a community land trust model and active partnerships with local community land trusts (QOL⁷ H.5)
 - Allow for the creation of creative housing solutions on vacant, underutilized land in North Richmond, including tiny home communities, and other alternative affordable housing options. (QOL H.5)

Actions:

- Amend and add the following action to read as follows:

³ [Affirmatively Furthering Fair Housing | NHLP](#)

⁴ [Envision Contra Costa 2040 Past Meetings and Materials](#)

⁵ [North Richmond — Bay Area: Resilient By Design Challenge](#)

⁶ [North_Richmond_Draft_10-25-2019.pdf](#)

⁷ [North Richmond Quality of Life Plan](#)



RichmondLAND

LOCAL ACTION IN NEIGHBORHOOD DEVELOPMENT

- “Amend the Zoning Code to streamline permitting on vacant lots when proposed development includes an affordable housing component (including naturally occurring and affordable by design types) *and offer additional incentives for units that remain permanently affordable though inclusion in a land trust or other long term affordability restrictions.*
- Update the North Richmond Specific Plan to encompass the entire North Richmond community and integrate goals and concepts from recent planning efforts, including the 2019 Quality of Life Plan launched by the North Richmond community, the 2018 Priority Resilience Plan developed as part of the Bay Area Resilient by Design Challenge *and subsequent participatory research and outreach by Richmond LAND.*
- Include the following actions not reflected:
 - “Amend the inclusionary housing ordinance to create incentives for development projects that ensure permanently affordable housing through deed restrictions and ground leases to encourage affordability.”
 - “Develop an action plan to hold land in a trust to make it permanently affordable for residents to reduce gentrification.”

We respectfully ask that the comments mentioned above be included in the following draft of the community profiles. Our suggestions are grounded in our members' involvement in past outreach efforts, meetings, and survey responses over the last two years, in which we have collectively engaged over 200 North Richmond residents. We look forward to continuing to partner with the county to ensure that the final General Plan document is a gleaming manifestation of resident and community input.

Thank you for your consideration and we hope you have a great day.

Sincerely,

Dulce Galicia - Community Planning Manager & North Richmond resident
Valerie Jameson - Founding Director

From: [Robin Heuer](#)
To: [Will Nelson](#)
Subject: Fwd: Westside Alamo increased housing - health/safety concerns
Date: Thursday, December 15, 2022 11:04:07 AM

Dear. Mr. Nelson,

I am sure by now you are aware of the concerns and OPPOSITION of many residents in Alamo about the proposed density of housing with a 1/4 mile radius from Hemme Ave to Las Trampas off of Danville Boulevard.

This proposed housing and associated cars will increase the congestion (and most days standstill) traffic that we neighbors on the westside of alamo south of Stone Valley Road experience. In addition to Rancho Romero, Alternate 680 detour routes (thanks to Waze, etc), there are significant and real health/safety issues.

I live off of Hemme and feel like I will be locked in with no other point of egress if there is a fire or other disaster, especially with the proposed increase in housing from Hemme to Las Trampas. There is no way for the residents who live off of Danville Blvd (in that specific zone) to escape a wildfire or natural disaster with a traffic jam on Danville Blvd. It is already a perceived and documented problem without the proposed and new housing. Most of us have received non-renewals by insurance companies because of the fire danger and risks associated with our specific location.

It seems irresponsible for more housing in this location - I believe the concern for public safety in this corridor outweighs the state mandates for additional housing in the East Bay to be placed in this specific Alamo location. The need for additional housing is real and needs to be considered BUT it also needs to be offset by the overwhelming, overriding and absolute concern for the health and safety of the Alamo residents especially in an emergency evacuation - there is no way out, no second form of egress. You will have blood on your hands if you overlook this issue.

There are infrastructure needs that will also need to be addressed- increased capacity for the police and fire, at a minimum. Please include this detail in your reply to me.

Thank you for your time and I look forward to your response.

Robin Heuer
Alamo Resident since 2007

--

Robin Heuer

Real Estate Sales/Broker Agent
COMPASS | DRE 01439233
925.389.0282

15 Railroad Avenue
Danville, CA 94526

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15 Railroad Avenue
Danville, CA 94526

From: [Rochelle Breshears](#)
To: [Will Nelson](#)
Subject: Housing element map
Date: Wednesday, November 30, 2022 10:23:53 AM

Hello Will,

I am very concerned about the Alamo draft land use map shown in envision 2040. I understand that 80+ properties are being designated for higher density rezoning with potential housing units numbering in the thousands. I feel that housing is a very important issue impacting every community, but the larger number of units proposed for Alamo far exceeds our communities abilities to support them. For 50 years, governmental agencies at the state and local level have planned for an Alamo that looks pretty much like it does today. 24 years ago when we were looking to buy a home in the East Bay, we selected Alamo for those very reasons.

The water, sanitary, and other public utilities, didn't build their pipes, polls, wires in switching equipment for such high-density, residential development, and twice the number of residents.

The sheriff, roads department, fire department, parks, department in school districts based their capital, budgets, and hiring up on the assumption (set forth

In the county's own general plan) that Alamo would remain semi-rural, with low-rise single-family structures, low police, response requirements, and minimum public infrastructure.

If a community decides that it wishes to grow, (e.g., Walnut Creek decided in the 1970s that medium rise office development should occur around the BART station), it adopts a plan to accommodate that growth by upsizing, utilities, widening roads, increasing public safety, budgets, and examining public safety risks, like seismic, wildfire, or pipeline hazards.

The current housing proposal has not been planned for and is not sustainable. It does not take into consideration the safety and quality of life of its current residents.

Rochelle Breshears
120 Garydale Court
Alamo, CA 94507
Rb120@me.com
(925) 285-9422
Sent from my iPhone

Sent from my iPhone

From: [Scott Singer](#)
To: [Will Nelson](#)
Subject: Opposition to Re-Zoning on Danville Blvd, Alamo
Date: Wednesday, December 14, 2022 4:35:58 PM

I am writing as a very concerned resident of Alamo, California and strongly oppose Contra Costa County's plans to re-zone the section of land on the east side of Danville Blvd in Alamo, between the creek and Danville Blvd, as High Density to allow developers to build 3-4 story low-income apartment housing. I oppose the proposal for the following reasons:

- Unlike other towns to the north and south of Alamo along the 680/24 corridor, Alamo is a residential community with a small commercial center serviced by one single 2-lane road (Danville Blvd) connecting the residential sections to its commercial center
- Alamo does not want to become just another overcrowded town along the 680/24 corridor, and the county should be interested in preserving the unique character of one of the few remaining residential towns in the county.
- The proposed site along Danville Blvd is beyond the retail center of Alamo and is in the single-family home residential section of Alamo. **Currently**, multi-unit housing ends north of La Serena beyond Creekside Church and becomes single-family homes along Danville Blvd south of the church.
- The proposed plan allows for density that dramatically exceeds the current density of current 2-story multi-dwelling units along Danville Blvd. 17-30 units per acre is proposed.
- Expanding density along Danville Blvd will lead to a need to expand infrastructure to meet the demands of thousands of residents and cars that will need access to/from the commercial center of Danville. Expanded infrastructure includes widening Danville Blvd, placing stoplights at intersections, increasing utility (water electric, gas) capacity to these dwelling units, public safety services, etc.
- Increases in infrastructure **such as roads, traffic lights, fire, police, all utilities including electric, water, gas, sewer and schools** will be needed to accommodate thousands of new residents in Alamo will necessitate an increase in the supplemental property tax all Alamo residents currently pay in order to pay for this **unwanted** expansion.
- Alamo does not have a commercial center with the capacity to meet the needs of thousands of additional residents, **nor does it have jobs for new potential residents.**
- Parking throughout the commercial center will likely be in such high demand that metered parking will be required as has occurred in Lafayette.
- Cars already line Danville Blvd in this area every day for parents to drop off their children at preschool and elementary school. **It is an already-impacted thoroughfare and our schools are already impacted.**
- The schools in our community are already at maximum student to teacher ratios.

- CCC has not determined what the maximum capacity/density the current Alamo infrastructure can support.
- There are many alternatives for additional housing in CCC where housing is less dense, **jobs are more plentiful, and adequate infrastructure already exists** where there are large commercial centers and where the character of the community can be *expanded* rather than *changed*.

I sincerely appreciate you reconsidering this plan as it will completely change and hurt the Alamo community. Thank you.

Scott W. Singer
925-451-2032

From: [Sheri Landgraf](#)
To: [Will Nelson](#)
Subject: Alamo planning opposition
Date: Monday, December 19, 2022 1:25:10 PM

Hi Will,

I was out of town and got home late last night. I saw the flyer and called you today and being that you are out of the office and we can email you I am doing that. Please include us in what is going on with the Alamo housing projects. We definitely are against this.

Thank you so much!
Sheri and Rick Landgraf

Sent from my iPhone

From: [SHERRI MCINROY](#)
To: [Will Nelson](#)
Subject: Alamo Rezoning near Danville Blvd
Date: Friday, December 16, 2022 8:40:49 AM

It has come to my attention that CCC is planning to re-zone the section of land on the east side of Danville Blvd between the creek and Danville Blvd as High Density.

Along with my neighbors, I am adamantly opposed to such a rezoning. Alamo does not have a commercial center to support so many new residents, their cars and children in local schools and the traffic on Danville Blvd is already a nightmare with school drop off/pickups and many children crossing or walking the street at that point.

Such housing projects are better served in other communities that have the infrastructure to support such projects.

Thank you for listening.

SHERRI MCINROY

La Serena Ave resident

From: [Susan Kohles](#)
To: [Supervisor Candace Andersen](#); [Supervisor Mitchoff](#); [Will Nelson](#); president@alamoca.org
Subject: Proposed Planning for Alamo
Date: Wednesday, December 14, 2022 2:01:41 PM

Hello,

We are writing to express our concerns for the proposed development in Alamo, Ca.
We are very unhappy with the idea of adding additional housing to westside Alamo.

Adding more residents to this area will greatly impact this community and only increase:

Strain on the infrastructure: (a personal perspective of daily life)

Traffic on Danville Blvd. - which is already difficult to access during certain times of the day.

Parking at the Plaza- which is now hard to find a space (since the two multi suite salons opened)

any time of day.

Schools-We no longer have school age children but we have to deal with the overflow of Rancho traffic ...adding more cars to this situation would only add this nightmare.

In addition, and even more crucial, more students at Rancho would create overcrowding in the classrooms.

Please reconsider this idea to add more houses, more people, more traffic, more congestion at the Plaza.

You may think it's a great idea but we, the residents, will be the ones who have to live with these decisions in the years to come.

We live in a beautiful area, that is already experiencing high volumes of traffic and congestion.

The focus should be to do more to maintain the natural beauty of Alamo rather than scarring the land with more houses and wider streets and more people.

Sincerely,

Susan and Jim Kohles

111 La Serena Avenue

Alamo

From: [Ki Sue](#)
Subject: Please read this - from a resident of Alamo against the new proposal
Date: Sunday, December 18, 2022 12:05:16 PM

The people who purchased homes in Alamo paid the higher prices in order to live in the semi-rural Alamo they saw, with low-rise single-family structures, low police response requirements, with the minimum public infrastructure requirements of a less populated area. With the new development plan, Alamo's public services such as water, sanitary, schools, roads, police, and fire responses, would be overwhelmed.

The traffic created by these proposed increases in living units and population will cause dangerous traffic conditions, Alamo's downtown operates from a single street, Danville Blvd. The new plan with increased population density leading to increased traffic will lead to safety problems as all evacuations along the West Side must be done via Danville Blvd. including fire, police, school access, waterline repairs, and emergency evacuation support.

From: [Tara Singer](#)
To: [Will Nelson](#)
Subject: Opposition to Re-Zoning on Danville Blvd, Alamo
Date: Wednesday, December 14, 2022 4:04:21 PM

I am writing as a very concerned resident of Alamo, California and strongly oppose Contra Costa County's plans to re-zone the section of land on the east side of Danville Blvd in Alamo, between the creek and Danville Blvd, as High Density to allow developers to build 3-4 story low-income apartment housing. I oppose the proposal for the following reasons:

- Unlike other towns to the north and south of Alamo along the 680/24 corridor, Alamo is a residential community with a small commercial center serviced by one single 2-lane road (Danville Blvd) connecting the residential sections to its commercial center
- Alamo does not want to become just another overcrowded town along the 680/24 corridor, and the county should be interested in preserving the unique character of one of the few remaining residential towns in the county.
- The proposed site along Danville Blvd is beyond the retail center of Alamo and is in the single-family home residential section of Alamo. **Currently**, multi-unit housing ends north of La Serena beyond Creekside Church and becomes single-family homes along Danville Blvd south of the church.
- The proposed plan allows for density that dramatically exceeds the current density of current 2-story multi-dwelling units along Danville Blvd. 17-30 units per acre is proposed.
- Expanding density along Danville Blvd will lead to a need to expand infrastructure to meet the demands of thousands of residents and cars that will need access to/from the commercial center of Danville. Expanded infrastructure includes widening Danville Blvd, placing stoplights at intersections, increasing utility (water electric, gas) capacity to these dwelling units, public safety services, etc.
- Increases in infrastructure **such as roads, traffic lights, fire, police, all utilities including electric, water, gas, sewer and schools** will be needed to accommodate thousands of new residents in Alamo will necessitate an increase in the supplemental property tax all Alamo residents currently pay in order to pay for this **unwanted** expansion.
- Alamo does not have a commercial center with the capacity to meet the needs of thousands of additional residents, **nor does it have jobs for new potential residents.**
- Parking throughout the commercial center will likely be in such high demand that metered parking will be required as has occurred in Lafayette.
- Cars already line Danville Blvd in this area every day for parents to drop off their children at preschool and elementary school. **It is an already-impacted thoroughfare and our schools are already impacted.**
- The schools in our community are already at maximum student to teacher ratios.

- CCC has not determined what the maximum capacity/density the current Alamo infrastructure can support.
- There are many alternatives for additional housing in CCC where housing is less dense, **jobs are more plentiful, and adequate infrastructure already exists** where there are large commercial centers and where the character of the community can be *expanded* rather than *changed*.

I sincerely appreciate you reconsidering this plan as it will completely change and hurt the Alamo community. Thank you.

Tara Singer
150 La Serena Ave
Alamo, CA
925-984-8780

From: [Tyler Berding](#)
To: [Maureen Toms](#)
Cc: [Will Nelson](#)
Subject: Re-developing Condominiums to add Density
Date: Thursday, December 1, 2022 12:22:41 PM
Attachments: [image002.png](#)
[image003.png](#)

Dear Ms. Toms:

Following my comments at the CC County Planning Commission open forum last night, I'm responding to your and Mr. Amin's request to contact you.

I have been following the evolution of the County's Housing Element but have yet to see any existing condominium sites designated for re-zoning as part of the Housing Element amendments. I believe that aging condominium sites could go a long way toward meeting the County's housing goals.

Here's some background. My firm and I have been representing community associations for 45 years. We presently represent about two thousand such projects throughout California and Hawaii. Our clients consist of new to 40-50-year-old projects. We are familiar with construction defects in more recent buildings and the effects of long-term decay on older ones. We litigate construction defects in new projects and assist with rehabilitating aging projects, many of which have reached the end of their service lives.

Condominium projects may be legally structured as if they were permanent, but the fact is, physically, they aren't. There was a comment last night to the effect that affordable housing may not be built as well as market-rate housing. As someone said, the building code applies equally. Still, affordable housing suffers more acutely from deferred maintenance due to the inability of the residents to stay even with the increasing costs of maintenance and repairs. This leads to deterioration over time that the owners may not even be aware of until significant repairs are necessary and special assessments are levied that the owners cannot afford. The fundamental problem is that assessments are set by the owners, which makes funding these projects largely voluntary. I've written extensively on this problem, and there is too much to discuss in this limited email, but if you want more context, I can forward it to you.

This situation is not widely known because it is often invisible to the owners. Decay lurks within walls until it does catastrophic damage or triggers a collapse causing injuries or death. California is ahead of the curve in requiring inspections to detect dangerous conditions. California Civil Code §5551, enacted two years ago following the deadly balcony collapse in Berkeley, requires structural inspections of all elevated exterior elements intended for human occupancy. This is important because it has already begun to reveal the need for extensive repairs, often not affordable to the present owners.

These projects are located right where you would want to increase housing density—within cities or portions of the county that are immediately adjacent to resources and transportation. When they were built forty years ago, they were low-rise with surface parking, which you would find underutilized today. These parcels could support far more dense housing if the zoning permits it, and they are already in residential neighborhoods. I counseled one project within walking distance of downtown Walnut Creek—135 units on, I believe, 7+ acres. It has a great deal of surface parking. Mostly affordable housing. The buildings are three-story. I worked with Habitat for Humanity to see if we could help the owners re-develop the site. It could easily support up to 450 units in perhaps 5 or 6-story buildings. We could not make it work due to an existing height limitation on the site.

Owners of existing condominium buildings cannot realize enough revenue by selling the site without zoning that encourages increased density, hence why re-developing these sites has been impractical up to now. Suppose they were identified as potential higher-density developments with zoning to match. In that case, I believe more owners' associations would be interested in selling to developers or partnering with them to build more units on the same site. Many existing condominium sites in the county would be good candidates for re-development into higher-density projects, close to resources and transportation, without waiting for a church or a shopping center owner to decide to become a housing developer. Further, it saves the existing owners the extraordinary expense of major repairs for which little funding presently exists.

There is more to this, and we could have many more legal and economic conversations around this concept. I have tried to keep it short in the interest of your time. Feel free to let me know if you want to explore it further.

Tyler Berding

Tyler P. Berding | Principal

925.324.0258

tberding@berdingweil.com | [Profile](#) | [vCard](#)



2175 N California Blvd., Suite 500
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From: [Warren](#)
To: [Supervisor Candace Andersen](#); [Will Nelson](#); Daniel.Barrlos@dcd.cccounty.us
Subject: Opposition to large, High density housing projects in Alamo.
Date: Thursday, December 15, 2022 9:56:43 AM

First, I want to thank you all for your public service. My father was a city planner, was on the planning commission and the city council, and was the Mayor of Lafayette. I am very aware of the investment you all have made to our communities and the importance of the role.

For a bit of background, we moved to Alamo from San Francisco and bought our single family home back in 2009, not far from Creekside Church on Danville Blvd. We wanted to escape the high density of houses stacked on top of each other, the traffic, congestion, crime, and the deplorable state of schools that all went with it. We invested in Alamo, and conducted a remodel of our home at that time with the mindset of this being our final home to raise a family and to be rooted.

I know progress is inevitable and that with appropriate and thoughtful planning, as a community, we can help to beautify Alamo, improve its public schools and strengthen our community. I also believe that new housing and remodels of old, dilapidated properties should occur. That said, I am opposed to high-density housing (low-income or not). The latter is typically approved and made on the cheap, with subsidized money, by politicians and contractors who don't live in the area and wouldn't approve or build it next to their own home. While High-Density housing can be appropriate in more Urban or downtown areas which have the existing infrastructure to sustain and support it, most of Alamo does not. It was never part of the historical plans, and so approving such a drastic general plan will only result in heavier traffic congestion, increases in crime (mainly from low-income units. w/Sr housing being the only exception), while overcrowding our community-supported schools.

Alamo's downtown operates from a single street, Danville Blvd. Supposing even half the potential number of units allowed by the GP designations (1,600 units) were developed, it would produce a nightmare scenario that would domino into other unwanted changes, like the widening of Danville Blvd. Dealing with existing Freeway traffic overflow when there is an accident on 680 is unbearable as it is. We want less people using Danville Blvd, not more. In the end it would be the opposite of what is trying to be done in our downtown now, which is to slow and reduce the traffic, and make it safer

and more pedestrian-friendly.

Please be thoughtful in your decision, and as the saying goes, act like you live here or next to these proposed zoning changes. PLEASE help Alamo to continue to grow the right way, while keeping it the same great place it has become.

Thank you,
Warren Parti

Alamo resident

From: [Chase Henri](#)
To: [Will Nelson](#)
Subject: Shut down CCCounty Discovery Bay Housing
Date: Monday, March 6, 2023 3:40:53 PM

This is just wrong. My wife and I both disagree with allowing this.

Discovery Bay was founded as being a small community. Contra Costa County is trying to displace individuals that have invested in high end home on the water with low income apartments. They are doing this without developing larger schools, freeways, treatment facility's, and all other supporting systems for higher density populated areas.

If they want to further develop the land available then the developers should have to invest and pay for deepening/dredging all bays, fixing the low flow water issues and green algae in the bays, weed control and other environmental sensitivity systems within our community.

The most recent Pantages Bay development has shown us all we need to see. It has hurt our waterways/silted up our bays due to poor storm water management and BMP, and the city of discovery bay is continuing to allow it.

There are plenty of other places to develop outside of Discovery Bay. Find another spot.

Sent from my iPhone

From: [Dave Robbins](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Environmental Impact Report (EIR) Housing Element Program being proposed by the County
Date: Monday, March 6, 2023 3:33:57 PM

Dear Will,

With all due respect, I believe that development of high density housing on Discovery Bay Boulevard does not make sense. Further, a higher density population would lack services required for such a development and introduce or increase risks to the population in the event of emergency ingress / egress to or from the area. The people of this town already risk the impact of long response times for law enforcement and fire services. With the Pantages and other current developments already in process, adding several hundred more residences to the community and increasing the related demand of services and infrastructure, these additional projects do not seem rational or advised.

In addition to these concerns, please consider the following and address the solutions to all of these points specifically and individually, should these projects go forward.

- Emergency services and access constraints (as above)
- Mostly two lane roads, with little or no expansion capability (eg. DB Blvd) and many single ingress/egress points and old bridge infrastructure.
- School capacity - all levels
- Little/no public transportation (required for lower income and senior residents)
- Limited job opportunity in the immediate area - increasing load for commute traffic
- Re-zoning current commercial land could impact eventual incorporation of the town

Regards,

Dave Robbins
d.r.robbins@icloud.com
408-431-4800

From: [Nadelman, David \(BELLE\)](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: EIR Housing Element Program for Discovery Bay CA
Date: Monday, March 6, 2023 2:02:29 PM

Contra Costa Co.

As a Discovery Bay homeowner I would like to voice my strong concern against the 4 high density proposed housing developments in Discovery Bay. Two on Discovery Bay Blvd, another next to the Post Office and the last on Bixler and Point of Timber.

My concerns are:

Lack of public transportation

Limited emergency services, such as Sheriff and Fire.

Traffic issues, especially if there are no plans to widen Highway 4 or replace the two bridges on Hwy 4

Limited job availability in the immediate area

Stress on our Schools

Proposed developments may not match our current aesthetics.

Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate

These projects will have a major impact on our community.

Thank you for your time,

David Nadelman

From: l56gwb@aol.com
To: [Will Nelson](#)
Subject: High density proposal in Discovery Bay.
Date: Monday, March 6, 2023 12:03:20 PM

I've resided in Discovery Bay for 17 years within The Lakes. Our community already suffers from a lack of police and fire protection. In addition our schools and roads are crowded. These high density projects will negatively affect our quality of life and home values. I am against these projects.

Gary Branson
6088 Seneca Circle
Discovery Bay

From: [Gary Branson](#)
To: [Will Nelson](#)
Subject: High density projects in Discovery Bay
Date: Monday, March 6, 2023 3:53:04 PM

Our community in Discovery Bay already suffers from a lack of police and fire protection. In addition, our schools and roads are growing crowded and becoming worn. Most of the roads are single lanes in each direction developed for a farming community. These high density projects will negatively affect our quality of life and home values. High density anything mixed among a community of single family larger homes is never a good idea. Most of us moved in this area because there was no high density housing. Crime has been minimal but that will soon change with these projects. I spent a long career in law enforcement within a medium sized Bay Area city. I'm retired now but I can tell you high density apartments are problematic and a drain on resources. I've resided in Discovery Bay for 17 years. I am 100% against these projects."

Gary Branson
6088 Seneca Circle
Discovery Bay"

From: [Laurie D](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: EIR Housing Element Program for Discovery Bay CA
Date: Monday, March 6, 2023 12:59:41 PM

Contra Costa Co.

As a Discovery Bay homeowner I would like to voice my strong concern against the 4 high density proposed housing developments in Discovery Bay. Two on Discovery Bay Blvd, another next to the Post Office and the last on Bixler and Point of Timber.

My concerns are:

Lack of public transportation

Limited emergency services, such as Sheriff and Fire.

Traffic issues, especially if there are no plans to widen Highway 4 or replace the two bridges on Hwy 4

Limited job availability in the immediate area

Stress on our Schools

Proposed developments may not match our current aesthetics.

Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate

These projects will have a major impact on our community.

Thank you for your time,

Laurie Nadelman

From: martienickless@yahoo.com
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: 4 Proposed High Density Projects Planned For Discovery Bay
Date: Monday, March 6, 2023 7:03:52 PM

3/6/2023

Martha Nickless
5432 Drakes Ct
Discovery Bay, CA 94505

Hello Will: I am a property owner and a concerned resident of Discovery Bay.

The four high density housing/retail projects that are being considered have no place in Discovery Bay.

DB is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking. I have had personal experience calling an ambulance for a young lady in distress: it took them 45 min to reach us, it's a good thing she wasn't in cardiac arrest. My husband drove himself to a hospital while having a heart attack. That's the only reason he is alive.

If it's change of shift, we see the few sheriffs that have a field office in the community and the fire first responders are a good 20 min away. This is not adequate for the community we have let alone the addition of high density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery bay and there flat out is no public transportation. I have seen 20+ businesses come and go, the majority do not take root.

Traffic on Highway 4 is already in sufferable especially during commute hours. I literally plan my travels around those hours. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4.

Or schools are already at their class limits.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov Newsom to build high density housing properties. There are places they make sense. The expansion in Dublin makes sense next to the train station with access throughout the Bay Area. A development makes sense in/adjacent to communities with large scale businesses. One, let alone four, developments are bad for an already underserved, stressed, isolated, unincorporated

community.

Martha Nickless
martienickless@yahoo.com

[Sent from Yahoo Mail on Android](#)

From: [Susan Hoster](#)
To: [Will Nelson](#)
Subject: todbadmin@toddb.ca.gov
Date: Monday, March 6, 2023 1:18:00 PM

3/6/2023

Susan Hoster
751 Beaver Court
Discovery Bay, CA 94513

Hello Will: I am a property owner and a concerned resident of Discovery Bay.

The four high density housing/retail projects that are being considered have no place in Discovery Bay.

DB is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking. I have had personal experience calling an ambulance for a young lady in distress: it took them 45 min to reach us, it's a good thing she wasn't in cardiac arrest. My husband drove himself to a hospital while having a heart attack. That's the only reason he is alive.

If it's change of shift, we see the few sheriffs that have a field office in the community and the fire first responders are a good 20 min away. This is not adequate for the community we have let alone the addition of high density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery bay and there flat out is no public transportation. I have seen 20+ businesses come and go, the majority do not take root.

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The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov Newsom to build high density housing properties. There are places they make sense. The expansion in Dublin makes sense next to the train station with access throughout the Bay Area. A development makes sense in/adjacent to communities with large scale businesses. One, let alone four, developments are bad for an already underserved, stressed, isolated, unincorporated community.

Warmly,

Susan Hoster
Susangralnickhoster@gmail.com

From: [WILLIAM COOLEY](#)
To: [Will Nelson](#)
Subject: Discovery Bay
Date: Monday, March 6, 2023 11:24:52 AM

I have lived here for 32 years and with the lack of emergency services and public transportation there should be no new housing in Discovery Bay. As it is we have problems with lack of services and adding more housing will make the matters worse. Plus our water and sewer won't be able to handle it. There are no services out here for low income people to be able to go to. I'm saying no on new housing.

Cindy Cooley
2422 Bodega Court
Discovery Bay

Sent from my iPhone

From: [Tina Koenig](#)
To: [Will Nelson: todbadmin@todb.ca.gov](mailto:todbadmin@todb.ca.gov)
Subject: Discovery Bay high density housing developments
Date: Tuesday, March 7, 2023 8:56:31 AM

Christina & Keith Koenig
5444 Riverlake Rd
Discovery Bay
*Home owners for over 15 years

Please reconsider more housing of any kind in Discovery Bay ESPECIALLY apartments or condo's

Our concerns are:

- *A lack of public transportation
- *Limited emergency services, such as Sheriff and Fire
- *Traffic issues, especially if there are no plans to widen Highway 4 or replace the two bridges on Highway 4
- *Limited job availability in the immediate area. Commute hour traffic is already horrific on Hwy 4
- *Stress on our Schools (Discovery Bay only has one middle school and NO high school)
- *Discovery Bay is a boating community and inundated during the summer with boaters. The amount of people with new housing on top of that would be overwhelming.
- *Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate
- *Water availability - our water lines cannot handle more housing. We have already had our water shut off three times to do major repairs this year.

Thank you for your time.

From: [Craig Payne](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Comments on EIR (Central Discovery Bay and the Bixler/Point-of-Timber intersection)
Date: Tuesday, March 7, 2023 6:10:01 PM

Hi Will,

I'm a bit dismayed at what appears to be a lack of forethought here about these 4 projects. I don't know if you've been out here, but it's very rural. Even the "shopping center" in the center of Discovery Bay @Discovery Bay Blvd & Sand Point Rd can't keep store fronts rented with businesses. A few reasonably successful ones have been there a long time, but the rest of the spaces seem to only occasionally be rented. It's not an area that has experienced much growth since I've been here (moved into my home in May '05). It's been pretty much the same business in both the downtown shopping area, and the "Safeway" shopping center at Bixler Rd and Rt 4.

There is already significant traffic on Route 4 headed past Discovery Bay. Traffic backs up, especially east bound due to the narrow bridges between here and Stockton.

There are no significant number of jobs anywhere nearby - Brentwood is miles away, and it's the closest real population center. And bus service (which could be increased - easily?) is very infrequent here.

In the time I've been here, the county has closed the main "downtown" Discovery Bay fire station (and apparently sold it to a new business, which doesn't appear to be open yet). The Sheriff's office has a remote office in the shopping center - but I challenge you to find someone IN it. I don't think I've *ever* seen anyone there. And if the fire department has been sold - will there need to be another, with this influx of homes?

I'm also aware of what recent development "plans" such as this one have done in neighboring Knightsen, such as the enormous influx of new students to their schools, pushing classroom sizes into the 50's.

And I'm concerned about these projects, if approved, making it even harder for Discovery Bay to incorporate, and have some real self-government.

A dump of low income homes isn't going to help Discovery Bay grow. It's going to hurt it.

I'm also concerned about the impact to the Delta waterways. Do you believe that some of these folks are NOT going to have boats that add to the boat traffic and damage to the Delta's levies? I think they will have them...

If the county/state *really* wants to help out lower income families and individuals, then put those projects where they can be affordable and livable for them - near populated areas, with services, transportation and jobs nearby - not out here in the boonies at the farthest edge of civilization.

I think your review needs to look substantially more deeply, not just at the demographics of the entire county, but specifically of those of this small area. This area is practically unique within not just Contra Costa, but the entire Delta. The Developer Focus Group of just *10*

organizations? How many were from Discovery Bay, proper? How many “Organizations” of similar size and composition exist within Contra Costa, and within Discovery Bay. Seems like an exceedingly small sample.

Please reconsider the placement of these units where they’ll do more good.

Craig Payne

https://envisioncontracosta2040.org/wp-content/uploads/2023/01/Contra-Costa-County_2023-31-Housing-Element_HCD-Draft_Jan-2023_Clean.pdf

From: [Indy Sysive](#)
To: [Will Nelson](#)
Subject: New developments
Date: Tuesday, March 7, 2023 6:05:05 PM

We cannot support more people out here in far eastern contra costa. This is basically a rural area and doesn't have the infrastructure, public transportation or traffic capacity to support more homes, let alone high density housing. These apartments should go in Brentwood or Oakley, both cities with more services and reasonable access to public transportation.

From: jeff_zanardi
To: [Will Nelson](mailto:Will.Nelson)
Cc: todbadmin@todb.ca.gov
Subject: Environmental Impact Report impact on Discovery Bay
Date: Tuesday, March 7, 2023 12:00:53 PM

Will,

As I can imagine you are receiving quite a few comments on the EIR. Issues such as these are very perplexing and not easily solved.

The need for housing for all is very challenging given the imbalance in economic diversity amongst our citizens. Where, what and how seems to be again the simple issues that are extremely hard to define.

I am all for providing the proper assistance allowing “low income” individuals the ability to live in safe, secure housing. Housing that given their economic situation would normally be out of their ability to obtain. We have county and state programs that allow for this to occur and many living in neighborhoods in contra costa county would not be able to live there without the assistance these programs provide. These programs result in individuals with varied economic means to live together productively in existing neighborhoods that were built with “master plans” for the neighborhood and surrounding community. The major result is that neighborhoods remain the neighborhoods they were intended to be while allowing for the ability to provide housing for those in need.

I am not suggesting that this scenario solves the problem. Far from it I understand. But it does provide one path to housing without “radically altering” the intended plan for the neighborhood.

There are areas in the county that were developed with the intent of being for single family homes and neighborhoods and areas that were planned for higher density more “city” living communities.

The necessity of high density housing is a reality. However, where and how they are built is paramount. High density housing areas require a few things in order for the residents to thrive.

Access to basic necessities.. stores, public services, public transportation and medical services are just a few that come to mind. Most if not all of these “necessities” are not available in areas that have historically been built as bedroom communities and single family neighborhoods. Why would we provide high density housing so we can house more people, but put them in an area where their basic requirements will not be met.

OK land might be available to build on, but has anyone calculated the cost of providing additional services for the increase in residents? How much will it cost to increase public services, to extend public transit? By eliminating commercial zoned land to build high density housing where will the residents shop? Go to the Doctor? and how will they get there?

So, rather than bring high density housing to areas where it was not intended with no plan to provide the basics that are required, why don't we continue to build high density projects in the areas that they have been planned for? We have areas that have been planned for high density (whether low income or high income) that provide all the basic necessities for those residents that choose to live there. Many have chosen to live “away” from these areas and give up the advantage of these services at their doorstep. But they know the trade offs. Why put people in housing in an area where we know they will suffer from a lack of required infrastructure?

For the same reasons a 2-3-or4 story office building would never be approved on Discovery Bay Blvd... Traffic congestion, lack of services for the office workers (food, shops etc), parking, increased requirement for police and fire services, and most importantly because an office building is not consistent with the neighborhood, why would we allow a 2-3 or 4 story high density housing project to be built there? Again, why not build this type of building where we have planned for the associated required services....

If they would like to build low income housing on any of the proposed vacant lots... Great! But have it be consistent

with the neighborhood... I know the economics won't make sense to build low income low density housing. If that is the case then one should question whether it is the right place to build and rather than change the makeup of an area to include high density housing...find a different area!

Look at the situation and scenario and do the right thing! That might be hard because I really doubt anyone has read this far!

Jeff Zanardi
1770 Surfside Place
Discovery Bay

From: [Jo Hill](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: EIR Discovery Bay
Date: Tuesday, March 7, 2023 10:37:54 AM

I am opposed to this construction. The crowding will only create more need for the local law enforcements to deal with. Currently, they are already inundated with crimes surrounding Brentwood and Discovery Bay, as well as surrounding area.

Thank you.

Jo-Ann Hill
Discovery Bay

"Everyday is a gift..."

From: [Kim Scott](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: High density housing proposal in Discovery Bay
Date: Tuesday, March 7, 2023 1:13:29 PM

Will,

We are strongly against the high-density housing designation for the 4 Discovery Bay parcels as was recently discussed at the Town Meeting.

Among our concerns are:

- We don't have enough public transportation, which we would need if our town continues to experience growth.
- Our Emergency Services are strained already (Fire, Ambulance, and Sheriff).
- It will worsen our already heavy Traffic issues, especially if there are no plans to widen Highway 4 or replace the two bridges on Highway 4.
- There are no local jobs available to support it, we really need more commercial development (retail stores, businesses).
- Stress on our Schools.
- Proposed developments may not match our current aesthetics (there is talk of a 2-3 story structure at the main intersection of our town. We don't currently have any structures more than 2 stories). Our beautiful town needs development that fits our area. This is not a city with multiple story commercial structures.
- Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate in the future.

It appears to us that the County is opening the door for the state to do whatever they want without consideration of that community's ability to support the growth or the negative effects.

Thanks for taking our comments into consideration.

Respectfully,

Kim & Rob Scott

From: [Michael Guzzardo](#)
To: [Will Nelson](#)
Cc: [Toddb Admin](#); [Jules Guzzardo](#)
Subject: Proposed Development in Discovery Bay
Date: Tuesday, March 7, 2023 10:49:57 AM
Attachments: [image003.png](#)

Will.

We attended the recent town hall meeting and sincerely appreciate the time you spent presenting and answering questions but have some serious concerns.

We are strongly against the high-density housing designation for the 4 Discovery Bay parcels as was recently discussed at the Town Meeting.

Among our concerns are:

- We don't have enough public transportation, which we would need if our town continues to experience growth.
- Our Emergency Services are strained already (Fire, Ambulance, and Sheriff).
- It will worsen our already heavy Traffic issues, especially if there are no plans to widen Highway 4 or replace the two bridges on Highway 4.
- There are no local jobs available to support it, we really need more commercial development (retail stores, businesses).
- Stress on our Schools.
- Proposed developments may not match our current aesthetics (there is talk of a 2-3 story structure at the main intersection of our town. We don't currently have any structures more than 2 stories). Our beautiful town needs development that fits our area. This is not a city with multiple story commercial structures.
- Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate in the future.

We understand the need for housing more than most people, we're Realtors.

But we think most people would agree that creating live and works spaces that enhance the beauty of an area is important.

It appears to us that the County is opening the door for the state to do whatever they want without consideration of that community's ability to support the growth or the negative effects.

Thanks for taking our comments into consideration.

Mike & Jules

The advertisement features a background image of a marina with boats and houses. On the left, a photo of Mike and Jules Guzzardo is shown. On the right, a photo of Jenny Biczko is shown. The text includes the Guzzardo Team logo with the tagline 'YOUR BOATING REALTORS', the Corcoran logo, and 'ICON PROPERTIES'. Contact information for both teams is provided, including phone numbers and email addresses.

GUZZARDO TEAM
YOUR BOATING REALTORS

corcoran
ICON PROPERTIES

Mike & Jules
GUZZARDO
Mike@GuzzardoTeam.com
Jules@GuzzardoTeam.com
DRE #01066846 | #01955798

Jenny
BICZKOW
Jenny@GuzzardoTeam.com
DRE #02086289

925.864.5757 **925.784.4940**



CORCORAN ICON PROPERTIES - 3 Local Offices to Serve You

- Streets of Brentwood
- Downtown Brentwood
- Downtown Discovery Bay

Corcoran Icon Properties - Discovery Bay Office is located at -
1540 Discovery Bay Blvd Suite B Discovery Bay, CA 94505

"Reminder: email is not secure or confidential. Corcoran IP will never request that you send funds or nonpublic personal information, such as credit card or debit card numbers or bank account and/or routing numbers, by email. If you receive an email message concerning any transaction involving Corcoran IP and the email requests that you send funds or provide nonpublic personal information, do not respond to the email and immediately contact Corcoran IP"

From: [MICHELLE PAXTON](#)
To: [Will Nelson](#)
Cc: [MICHELLE PAXTON](#)
Subject: homeowner in db rejecting proposal for apartments
Date: Tuesday, March 7, 2023 1:03:37 PM

This proposal includes the building of four high density housing developments in Discovery Bay. Two on Discovery Bay Blvd, another next to the Post Office and the last on Bixler and Point of Timber. The developments could include single family homes, **2 to 3 story apartments**, etc. A map of the proposed locations is posted.

My Concerns that have been voiced are: *A lack of public transportation
*Limited emergency services, such as Sheriff and local Fire Department *Traffic issues, especially if there are no plans to widen Highway 4 or replace the two bridges on Highway 4 *Limited job availability in the immediate area *Stress on our Schools *Proposed developments may not match our current aesthetics
*Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate.

thank you in advance for your consideration. I'm in the mortgage industry and this area can not sustain not with these roads and structure

Michelle Paxton

Sr. Loan Advisor-NMLS #831343

C: 408-891-0090

E: Theorganizergal@hotmail.com

(This is my personal email account. Sent from my smartphone)

From: [Todd Scruggs](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Discovery Bay Building Plans - I am against the plan
Date: Tuesday, March 7, 2023 9:41:53 AM

To Contra Costa officials or anybody else thinking about building in Discovery Bay, CA.

We lack the infrastructure to support further expansion in discovery bay.. Adding in high density units would put a further drain on our existing wells. We don't have enough water for apartments. The response time for fire dept is 15 minutes. Somebody sold our fire station. Very bad idea. What were they thinking? We have no public transportation. We have Limited emergency services, such as Sheriff and Fire. We already have Traffic issues which adding apartments will make worse, especially if there are no plans to widen Highway 4 or replace the two bridges on Highway 4.

There is very limited job availability in the immediate area. This will be added stress on our Schools. We lack enough teachers already in our 3 schools.

The proposed developments DO NOT match our current aesthetics.

Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate.

High density housing in discovery bay would change the environment and atmosphere people moved here for. People moved here because there is NO high density housing. We don't want this in our community. People moved to discovery bay from the cities to escape that type of environment. Horrible idea your building plan is. How would this plan benefit the residents of Discovery Bay?

Todd Scruggs
918 Lido Circle
Discovery Bay, CA 94505
925-437-5054
todds2000@gmail.com

From: [Todd Scruggs](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Re: Discovery Bay Building Plans - I am against the plan
Date: Tuesday, March 7, 2023 9:45:22 AM

Todd Scruggs
918 Lido Circle
Discovery Bay, CA 94505

Hello Will: I am a property owner and a concerned resident of Discovery Bay.

The four high density housing/retail projects that are being considered have no place in Discovery Bay.

DB is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking. I have had personal experience calling an ambulance for a young lady in distress: it took them 45 min to reach us, it's a good thing she wasn't in cardiac arrest. My husband drove himself to a hospital while having a heart attack. That's the only reason he is alive.

If it's change of shift, we see the few sheriffs that have a field office in the community and the fire first responders are a good 20 min away. This is not adequate for the community we have let alone the addition of high density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery bay and there flat out is no public transportation. I have seen 20+ businesses come and go, the majority do not take root.

Traffic on Highway 4 is already in sufferable especially during commute hours. I literally plan my travels around those hours. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4.

Or schools are already at their class limits.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov Newsom to build high density housing properties. There are places they make sense. The expansion in Dublin makes sense next to the train station with access throughout the Bay Area. A development makes sense in/adjacent to communities with large scale businesses. One, let alone four, developments are bad for an already underserved,

stressed, isolated, unincorporated community.

We lack the infrastructure to support further expansion in discovery bay..
Adding in high density units would put a further drain on our existing wells. We don't have enough water for apartments.

The response time for fire dept is 15 minutes. Somebody sold our fire station. Very bad idea. What were they thinking?

We have no public transportation.

We have Limited emergency services, such as Sheriff and Fire.

We already have Traffic issues which adding apartments will make worse, especially if there are no plans to widen Highway 4 or replace the two bridges on Highway 4.

There is very limited job availability in the immediate area.

This will be added stress on our Schools. We lack enough teachers already in our 3 schools.

The proposed developments DO NOT match our current aesthetics.

Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate.

High density housing in discovery bay would change the environment and atmosphere people moved here for. People moved here because there is NO high density housing. We don't want this in our community. People moved to discovery bay from the cities to escape that type of environment.

Horrible idea your building plan is.

How would this plan benefit the residents of Discovery Bay?

Todd Scruggs

918 Lido Circle, Discovery Bay, CA 94505

925-437-5054

todds2000@gmail.com

From: [Todd Scruggs](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Re: Discovery Bay Building Plans - STOP THE DEVELOPMENT
Date: Tuesday, March 7, 2023 9:55:52 AM

Hello Will Nelson,

I am a discovery bay resident. 918 Lido Cir, Discovery Bay, Ca 94505.

In addition to what I have already written, here is more.

Our utilities cannot handle the load. Our sewer system is at capacity and our water lines are severely overloaded. We would also need to recalculate the water resources in the town well based on that many more folks.

California currently does not have enough water (even with this years rain) and it is not going to get better.

This plan for apartments would be eye sore for discovery bay. Do you see anything like that currently in the area? NO, because we moved here to get away from that.

How is this going to benefit me / us residents of Discovery Bay?

Follow the money. This will only help realtors and developers. Take it somewhere else.

Todd Scruggs
925-437-5054
todds2000@gmail.com

On Tue, Mar 7, 2023 at 9:44 AM Todd Scruggs <todds2000@gmail.com> wrote:

- >
- > Todd Scruggs
- > 918 Lido Circle
- > Discovery Bay, CA 94505
- >
- > Hello Will: I am a property owner and a concerned resident of Discovery Bay.
- >
- > The four high density housing/retail projects that are being
- > considered have no place in Discovery Bay.
- >
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- > location. It's controlled growth has maintained the intended use and
- > has been able to include full time residents. It's reached its limit
- > in density and the emergency services that should go along with the
- > number of residences are sorely lacking. I have had personal
- > experience calling an ambulance for a young lady in distress: it took
- > them 45 min to reach us, it's a good thing she wasn't in cardiac
- > arrest. My husband drove himself to a hospital while having a heart
- > attack. That's the only reason he is alive.
- >
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- > lanes and there are no plans to widen Highway 4.
- >
- > Or schools are already at their class limits.
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- > The proposed developments will not match our current aesthetics as a
- > sleepy weekend based boating community and I understand that taking
- > property away that is currently zoned Commercial could impact the
- > Towns ability to incorporate. We need to incorporate to be able to
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- > There is very limited job availability in the immediate area.
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- > Horrible idea your building plan is.
- > How would this plan benefit the residents of Discovery Bay?
- >
- > Todd Scruggs
- > 918 Lido Circle, Discovery Bay, CA 94505
- > 925-437-5054

> todds2000@gmail.com

From: [David aguirre](#)
To: [Will Nelson](#)
Subject: Subject Housing Element - County of Contra Cost
Date: Wednesday, March 8, 2023 6:34:29 AM

Good Morning Mr. Nelson,

I am writing concerning the proposal of four high density housing developments in Discovery Bay, CA. I understand the pressure you must be getting from the governors office to build these high density housing developments; but here in Discovery Bay it's not just about complying to what is being asked.

The concerns are lack of public transportation; less public transportation means more cars on an already congested speed way highway 4.

The already stressed and limited emergency services provided to this community today; adding to the problem with additional housing is not going to help our Fire, EMT's or Sheriff's department. Our schools are barely getting buy; budgets so low the families of families are helping to contribute to the school supplies for these children; now with higher density housing and additional families; what is the plan to help the schools?

I understand the high density housing will take away from our currently zoned Commercial property; what about the overall growth of our community with businesses that can bring income; jobs to those that already live here and struggle with employment concerns.

Please reconsider building high density housing here in Discovery Bay; it just does not seem to fit the aesthetics of our community; the current needs of our community today with what we already have let alone adding 2 to 3 story apartment buildings; single family homes.

Respectfully,

The Aguirre Family

Sent from [Mail](#) for Windows

From: [DENISE WYNNE](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: EIR Housing
Date: Wednesday, March 8, 2023 10:36:33 AM

Good morning,

I am writing to vehemently voice my objections to ANY multifamily/high density developments in the town of Discovery Bay. This town doesn't have the emergency services to handle the people we have now much less adding more.

We have lack of transportation, no infrastructure for the amount of traffic that currently flows through our area on any given day. There are weekly wrecks, many with fatalities on ALL roads leading to and from Discovery Bay. It's a TWO lane road in and out of our town! Yet, we deal with ALL trucks whether they be farming, delivering, etc on our roads which aside from the accidents, it's also the damage to our roads from the weight. We have one lane traffic because one bridge is closed now. Have you sat in that line of cars, trucks waiting to get through? What if you're in an accident on that road? Your wife, your mother, your daughter???

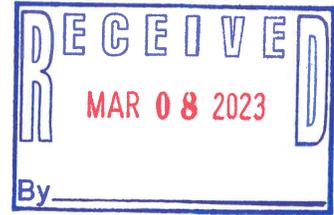
We don't have a designated police department and rely on the Sheriff for everything. The sheriffs are covering a very large area as you well know!

If you live in Discovery Bay, and you work, 90% of you will have to commute on these same roads you are considering adding tens of thousands of vehicles to.

We lack adequate schools. Jobs. Roads. Emergency services. Medical services. Bottom line, we can't take care of and handle the amount of people we have in town now. This is NOT a high density area and was never intended to be.

PLEASE STOP COLLECTING MONEY FROM DEVELOPERS AT THE EXPENSE OF US TAXPAYERS THAT LIVE HERE NOW!

Denise Wynne



March 6, 2023

Daniel Barrios, Senior Planner
Contra Costa County
Department of Conservation and Development
30 Muir Road
Martinez, CA 94553

Re: Draft Environmental Impact Report for the Contra Costa County 6th Cycle Housing Element Update

Dear Mr. Barrios:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Contra Costa County 6th Cycle Housing Element Update located in the County of Contra Costa (County). EBMUD commented on the Notice of Preparation of a Draft EIR for the Housing Element Update on December 29, 2022. EBMUD's original comments (see enclosure) still apply regarding water service, Mokelumne Aqueducts, water recycling and water conservation.

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,

A handwritten signature in blue ink that reads 'David J. Rehnstrom'.

David J. Rehnstrom
Manager of Water Distribution Planning

DJR:EZ:kvv
wdpd23_070 Contra Costa County 6th Cycle housing Element Update Draft EIR

Enclosure



Daniel Barrios, Senior Planner
Department of Conservation and Development
Contra Costa County
30 Muir Road
Martinez, CA 94553

Re: Notice of Preparation of a Draft Environmental Impact Report for the Contra Costa County 6th Cycle Housing Element Update

Dear Mr. Barrios:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the Contra Costa County 6th Cycle Housing Element Update, which encompasses areas within Contra Costa County (County). EBMUD has the following comments.

WATER SERVICE

Effective January 1, 2018, water service for new multi-unit structures shall be individually metered or sub-metered in compliance with California State Senate Bill 7 (SB-7). SB-7 encourages conservation of water in multi-family residential, mixed-use multi-family and commercial buildings through metering infrastructure for each dwelling unit, including appropriate water billing safeguards for both tenants and landlords. EBMUD water services shall be conditioned for all development projects within the Housing Element Update that are subject to SB-7 requirements and will be released only after the project sponsor has satisfied all requirements and provided evidence of conformance with SB-7.

Main extensions that may be required to serve any specific developments within the Housing Element Update to provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. Please see the enclosed EBMUD documents for California (Waterworks Standards) Code of Regulations, Title 22, Section 64572 (Water Main Separation) and EBMUD requirements for placement of water mains. Pipeline and fire hydrant relocations and replacements due to modifications of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. When the development plans are finalized for individual projects within the Housing Element Update, project sponsors for individual projects should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water service to the development. Engineering and installation of new and relocated pipelines and services require substantial lead time, which should be provided for in the project sponsor's development schedule.

Project sponsors for individual projects within the Housing Element Update should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete, and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.

EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.

MOKELUMNE AQUEDUCTS

EBMUD's Mokelumne Aqueducts (Aqueduct) right-of-way (owned in fee) is located throughout the County. Any projects being planned within or immediately adjacent to EBMUD Aqueduct property will need to follow EBMUD's Procedure 718 – Authorized Uses of Pipeline Rights-of-Way. A copy of the procedure is enclosed for your reference.

Design drawings for any project encroachment (roadway, utility, facility, etc.) or restoration projects crossing or within the Aqueduct right-of-way will need to be submitted to EBMUD for review of possible drainage, site grading, fencing, construction access, and other conditions that may impact EBMUD property. EBMUD requires a full set of drawings (full size or 11" x 17") as well as an electronic copy in PDF format. All submittals shall be sent to the attention of Vincent H. Pon, P.E., Superintendent of Aqueduct Section, 1804 West Main Street, Stockton, CA 95203. Additional information and an encroachment package are included in EBMUD's Procedure 718. Applications for non-EBMUD uses will not be processed unless accompanied by the appropriate application fees outlined in the current applicable Water and Wastewater System Schedule of Rates and Charges and Fees. Contractors must secure an encroachment permit from EBMUD Aqueduct Section prior to mobilizing and starting construction work. A pre-construction meeting with EBMUD is mandatory.

When a project involves the construction of a retaining wall and fence along the property line; these must be constructed completely outside of EBMUD property, including all footings. The project sponsor shall contact EBMUD's Survey Section to coordinate identifying, locating and marking correct property lines.

WATER RECYCLING

EBMUD's Policy 9.05 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health, and not injurious to plant, fish and, wildlife to offset demand on EBMUD's limited potable water supply.

Some portions of the County's southeast quadrant in San Ramon and Danville falls within and around the service area of the Dublin San Ramon Service District-EBMUD Recycled Water Authority (DERWA) and EBMUD's San Ramon Valley's Recycled Water Project transmission and distribution pipeline infrastructure. Although the Housing Element Update is residential in nature, many projects and related non-residential and recreational developments present opportunities for recycled water uses. Appropriate recycled water uses range from landscape irrigation, toilet flushing, cooling, agricultural, and other non-potable applications which can potentially be served by existing or expanded recycled water pipelines in the future.

In 2019, DERWA and the participating agencies implemented a moratorium on new recycled water connections in San Ramon and Danville until additional wastewater sources are secured that can be utilized to expand the treatment and service of recycled water within the San Ramon Valley Region. As EBMUD advances plans and implements its recycled water supply expansion, EBMUD requests the County and project sponsors for individual projects within the Housing Element Update to coordinate closely with EBMUD and provide an estimate of expected water demand for potential recycled water uses for each specific project during the planning of the various housing components. Accordingly, EBMUD will assess and consider the feasibility of providing recycled water to individual projects within the Housing Element Update for appropriate uses.

WATER CONSERVATION

Individual projects within the Housing Element Update presents an opportunity to incorporate water conservation measures. EBMUD requests that the County include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). Project sponsors should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

Daniel Barrios, Senior Planner
December 29, 2022
Page 4

If you have any questions concerning this response, please contact Timothy R. McGowan,
Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,

Handwritten signature of Timothy R. McGowan in blue ink, with the initials 'for' written below the signature.

David J. Rehnstrom
Manager of Water Distribution Planning

DJR:EZ
sb22_370 Contra Costa County Housing Element Update NOP Response

Enclosures: EBMUD Requirements for Placement of Water Mains
EBMUD Procedure 718 – Authorized Uses of Pipeline Rights-of-Way



Procedure 718

EFFECTIVE 13 DEC 22

SUPERSEDES 08 JUL 20

LEAD DEPARTMENT O&M

AUTHORIZED USES OF PIPELINE RIGHTS-OF-WAY

PURPOSE – To establish procedures and criteria for review and authorization of overhead, surface, and sub-surface use of District-owned and easement established property containing raw and distribution water aqueducts and pipelines (“pipelines”) for purposes other than installation, maintenance, and operation of District pipelines.

Forms Used	L-14	Limited Land Use Permit
	K-47	Work Request Agreement
	N-15	Certificate of Public Liability Insurance
	N-17	Certificate of Workers’ Compensation Insurance
		Application for Use of EBMUD Property or Request for Information
		General Fund Receipts for Miscellaneous Payments

Authority and Responsibility

Use, development, and control of fee-owned and easement established rights-of-way for District and non-District uses must be consistent with the District’s operations, maintenance, security, and the rights and obligations of the District. District and non-District uses of District-owned pipeline rights-of-way may be permitted, at the District’s sole discretion, only if the uses conform to Policy 7.01 - Aqueduct and Distribution Pipeline Rights-of-Way Maintenance and the requirements of this Procedure.

- No use of District pipeline rights of way or property by others will be permitted as a condition to meet city/county zoning requirements or to obtain any land use permit, approval, or entitlement affecting properties not owned by the District.
- No use of District properties by others will be permitted except under terms of a written agreement.
- Use of pipeline rights-of-way for District purposes shall have the concurrence of the Director of Operations and Maintenance and shall include all applicable protections required for similar third-party use.
- The Board of Directors has exclusive authority to approve any proposed right-of-way use requiring the adoption and implementation of one or more mitigation measures to minimize potentially significant environmental impacts.
- The decision whether to authorize any party other than the District to use District-owned property containing pipelines for any non-District purpose is a legislative act undertaken at the sole discretion of District staff. No notice or hearing is required to consider an application for use of such property, and staff’s decision is not subject to appeal.

Acceptable long-term uses of the pipeline rights-of-way include but are not necessarily limited to: utility crossings, road crossings, limited agriculture, equestrian and pedestrian trails, parks, oil and gas leases, and District-owned ground water wells. Acceptable long-term uses of rights-of-way and easements for future pipelines will be evaluated upon facility completion. Such uses will be authorized in writing. All approved uses will conform to the requirements and limitations described in the attached EBMUD Requirements for Entry or Use of Pipeline Rights-of-Way (Requirements for Entry or Use) and all other conditions as specified in the written approval.

The Water Supply Division and the Water Treatment and Distribution Division are each primarily responsible to implement this Procedure with respect to proposed uses of rights-of-way containing a facility “owned” by that Division. Facility “ownership” for this purpose is determined based on which Division has “Overall Responsibility” for the facility according to Table 1 of Procedure 706 – Facilities: Inspection, Maintenance and Repair. Wherever this Procedure allocates responsibility to both Divisions in the

alternative, the responsibility shall rest with the Division which owns the facility within the right-of-way which is proposed to be used.

The Water Supply or the Water Treatment and Distribution Divisions are responsible for monitoring permitted uses and detecting and preventing unauthorized uses of pipeline rights-of-way, respectively.

The Office of General Counsel and the Manager of Real Estate Services will be consulted when an unauthorized user will not voluntarily desist.

The Water Supply or the Water Treatment and Distribution Divisions are responsible for coordinating the development of recommendations with respect to the terms and conditions to be stipulated when a District or non-District use of a pipeline right-of-way is to be permitted.

The Director of Engineering and Construction shall be consulted as necessary to provide location analysis or to determine what structural, grading, drainage, corrosion protection or other engineering measures are required and to obtain estimates of engineering, design and inspection costs.

Inquiries and Applications for Use

Applications and inquiries for use of pipeline rights-of-way shall be processed by the Water Operations Department. Applications for non-District uses will not be processed unless accompanied by the appropriate application fees specified in the District's "Water and Wastewater System Schedules of Rates and Charges, Capacity Charges, and Other Fees".

The **Water Operations Department** is responsible for:

- Providing requirements for use of the District's pipeline rights-of-way to applicants requesting use of the right-of-way. See the attached Requirements for Entry or Use.
- Providing requirements to applicants for proposed work located adjacent to the District's pipeline rights-of-way which has the potential to impact the District's pipelines (e.g., proposed excavations that may include use of tiebacks that could result in a vertical encroachment and/or excavations that have the potential for ground movements that could damage District pipelines).
- Checking for completeness of any permit (e.g., Encroachment Permit Application) to ensure compliance with the requirements for entry or use of pipeline rights-of-way contained in Requirements for Entry or Use plus any other conditions applicable to the proposed use.
- Collecting engineering, plan review and construction inspection costs and documentation of insurance coverage, if necessary.
- Monitoring existing encroachments and inspection of the construction of new approved encroachments.
- Providing information to the Engineering and Construction Department for technical input regarding additional permit requirements or special restrictions that may be applicable (in addition to those outlined in the Requirements for Entry or Use).
- Assuring proper environmental documentation for proposed uses through consultation with the Water Distribution Planning Division, when appropriate. Policy 7.01 - Aqueduct and Distribution Pipeline Rights-of-Way Maintenance, requires the District to ensure that any construction impacts from third-party use of District rights of way are mitigated to the level of "no significant impact."

Real Estate Services is responsible for:

- Advising the Manager of Water Supply or the Manager of Water Treatment and Distribution of any real estate matters which relate to a specific proposed use.
- Collecting application fees and charges, preparing and executing limited land use permits, leases, easements, and all other property-related agreements (except for revocable licenses and temporary entry permits) and recommending fees and charges appropriate to the property use allowed, and for securing payment. See the current applicable Water and Wastewater System Schedule of Rates and Charges and Fees.
- Maintaining records relating to rights-of-way crossings and use, and providing information to the Engineering and Construction Department for the update of District pipeline drawings and GIS applications.

Types of Permit License or Easement

The Manager of Water Supply or Manager of Water Treatment and Distribution shall keep available the forms listing the general requirements set forth in Requirements for Entry or Use for each of the following:

Temporary Entry/Temporary Construction Permit

For temporary access to pipeline rights-of-way such as for surveying, potholing, construction, for temporary access via the District's right-of-way to property adjacent to the right-of-way, and other similar short-term situations.

Revocable License and Revocable Landscape License

For pipelines, sewers, storm drains, overhead and underground cables, public trails, landscaping and other crossings or lateral encroachments.

Limited Land Use Permit

Provides for agricultural or other surface use of the right-of-way for a period not to exceed one year (vehicular parking is prohibited). These permits are renewable annually if inspection reveals satisfactory conformance to conditions of permit.

Easement

For streets, highways, large diameter pipelines, canals and railroads, and other permanent publicly-owned encroachments. Easements are officially recorded with the county having jurisdiction. The consideration for the easement (e.g., fee) will be based on the value of the property being encumbered.

The Manager of Water Supply or Manager of Water Treatment and Distribution shall request review of any proposed revisions to application forms and lists of requirements from the Engineering and Construction Department, Real Estate Services Division, Office of General Counsel, and the District's Pipe Committee.

Processing Applications

Temporary Entry Permits and Temporary Construction Permits

The Manager of Water Supply or Manager of Water Treatment and Distribution (or designee) may issue temporary entry and construction permits including imposing standard and temporary conditions relating to the use. The Manager of Real Estate Services and the Office of General Counsel will be consulted regarding unusual circumstances.

Revocable Licenses

The Manager of Water Supply or Manager of Water Treatment and Distribution (or designee), if warranted, shall conduct a field investigation to determine pipeline protection requirements and in consultation with the Design Division or the Pipeline Infrastructure Division, will set forth the engineering and operating requirements.

The Manager of Water Supply or Manager of Water Treatment and Distribution (or designee), shall then specify any and all requirements, including special conditions to the applicant, and discuss the terms and conditions of the license agreement as well as any processing, design and inspection costs and license fee. The Manager of Water Supply or Manager of Water Treatment and Distribution may then enter into a standard license agreement with relevant special conditions on behalf of the District. The Manager of Real Estate Services and the Office of General Counsel shall be consulted regarding any unusual circumstances.

Copies of all revocable licenses issued by the Water Supply Division or the Water Treatment and Distribution Division shall be provided to the Manager of Real Estate Services.

Copies of all licenses or leases issued by the Manager of Real Estate Services on Pipeline Rights-of-Ways shall be provided to the Water Supply Division or the Water Treatment and Distribution Division.

Limited Land Use Permits

The Manager of Water Supply or Manager of Water Treatment and Distribution (or designee), shall convey the District's requirements to the applicant and investigate to determine any special conditions.

Real Estate Services shall prepare the Limited Land Use Permit (Form L-14) in duplicate, including special conditions or stipulations, accompanied by a District-prepared location sketch that will refer to pipeline stationing and other appropriate location identifiers, including adjacent pipeline structures.

Engineering and Construction Department shall prepare the location sketch.

After payment of the stipulated consideration determined by Real Estate Services, the Manager of Water Supply or Manager of Water Treatment and Distribution (or designee) shall review and execute the permit. These copies are then returned to the Manager of Real Estate Services, together with any stipulated consideration.

Forty-five days before expiration of a Limited Land Use Permit, the Manager of Real Estate Services shall notify the Manager of Water Supply or Manager of Water Treatment and Distribution, who shall investigate the permittee's operations. If renewal of the permit is recommended, the permit will be renewed by letter from the Manager of Real Estate Services.

Leases and Easements

The Water Supply or Water Treatment and Distribution Divisions shall conduct a field investigation to determine requirements for pipeline protection and, in consultation with the Design Division or Pipeline Infrastructure Division, if necessary, will set forth the engineering and operating requirements.

If structural or corrosion protective facilities are required, the Manager of Water Supply or Manager of Water Treatment and Distribution (or designee) shall request the Manager of Design Division or Pipeline Infrastructure Division to proceed with the required design or plan reviews. (During design, the designer will communicate with the applicant's engineer.) Upon completion of design, the plans will be delivered to the applicant via the Manager of Water Supply or Manager of Water Treatment and Distribution (or designee), who will arrange for inspection as required. The Manager of Real Estate Services shall discuss with the applicant the terms of the agreement and the amount of the consideration, including any processing, design, and inspection costs. Real Estate Services shall obtain an appraisal and engineering estimates, if necessary.

Upon agreement with the applicant, the Manager of Real Estate Services, shall draft, for review and approval by the Manager of Water Supply Division or the Manager of Water Treatment and Distribution Division and Office of General Counsel, an agreement granting the applicant the property interest under the terms and for the consideration as approved. Real Estate Services shall assure that evidence of insurance is provided, if required. The lease or easement shall be submitted to the District's Board of Directors for approval, if required by Procedure 108 - Real Estate Transactions. Two copies of the lease or easement shall be sent to the applicant with instructions to sign and return the copies, together with the consideration, to the Manager of Real Estate Services. Easements shall be recorded and the applicant shall provide the Manager of Real Estate Services with the recording data.

Approvals

District and non-District uses of pipeline rights-of-way shall be confirmed in writing, listing any special conditions which may apply to the proposed use to the requesting District departments or third parties by the Manager of Water Supply or Manager of Water Treatment and Distribution (or designee).

Terminations

Any third-party use of the District's pipeline property may be terminated at the District's sole discretion, so long as the termination is authorized by and done in a manner compliant with the terms and conditions of the permit, license, or lease that governs the use. If the Water Supply Division or the Water Treatment and Distribution Division terminates any permit or license, the Manager of Real Estate Services and the Design Division shall be so notified by memo. The Office of General Counsel may be consulted before undertaking a termination which may affect the District's legal interests.

Terms and Conditions

The final determination of generally applicable terms and conditions appropriate for District uses of pipeline properties rests with the Director of Operations and Maintenance.

A specific third-party applicant for use of pipeline property may be required, as a condition of approval of the application, to comply with the generally applicable terms and conditions, or with different or additional terms and conditions that are determined to be in the District's best interest. The decision to approve or deny an application, and the selection of terms and conditions of any approval, shall rest with the Director of Operations and Maintenance. There is no right to an administrative appeal or hearing, and the decision of the Director or designee is final.

Records

The Manager of Real Estate Services shall maintain a file containing copies of all documents relating to right-of-way crossings or uses, except for temporary encroachment permits, and is responsible for the assignment of right-of-way crossing numbers to approved documents.

The Engineering and Construction Department shall maintain as-built and right-of-way drawings and other information of pipelines. Updates to these drawings shall be made following:

1. Grant of Revocable License or Easement. Notice to be supplied by the Manager of Real Estate Services.
2. Completion of crossing construction covered by license or easement. Notice, including "as built" location data, to be supplied by the applicant to the Water Supply Division or Water Treatment and Distribution Division for transmittal to the Engineering and Construction Department. This notice will be routed through the Engineering and Construction Department, as necessary, then to the Manager of Real Estate Services.
3. Termination of any pipeline right-of-way use. Notice to be supplied by the Manager of Real Estate Services.

Drawings of right-of-way crossings and uses within the service area will be updated in GIS applications by Mapping Services based on information provided from Real Estate Services.

Required Fees

Pipeline right-of-way fees for the processing of applications and documents related to proposed uses are included in the "Water and Wastewater System Schedules of Rates and Charges, Capacity Charges, and Other Fees". The Manager of Water Supply and Manager of Water Treatment and Distribution are responsible for periodic review and updating of Requirements for Entry or Use. The Manager of Real Estate Services is responsible for review and updating of Fees and Documentation Charges, Use of Aqueduct and Distribution Pipeline Rights-of-Way by Others.

References

Policy 7.01 – Aqueduct and Distribution Pipeline Rights-of-Way Maintenance
Procedure 108 – Real Estate Transactions
Procedure 436 – Miscellaneous Accounts Receivable and Cash Receipts
Procedure 706 – Facilities: Inspection, Maintenance and Repair
Requirements for Entry or Use of Pipeline Rights-of-Way (attached)
Water and Wastewater System Schedules of Rates and Charges, Capacity Charges, and Other Fees (as updated periodically)



**EBMUD REQUIREMENTS FOR
ENTRY OR USE OF PIPELINE RIGHTS-OF-WAY**

East Bay Municipal Utility District

1. Requests for encroachment rights or for other uses of the District's raw and distribution water aqueduct and pipeline ("pipeline") properties shall be directed to the Manager of Water Supply, 1804 West Main Street, Stockton, California 95203. Property uses shall only be permitted subject to appropriate written permit, license, easement, or lease agreement.
2. Requests for property uses shall be in writing and accompanied by a completed application, application fees, plan and profile drawings of the area and work involved. District pipeline stationing and adjacent above-ground structures must be shown. Applicant's horizontal and vertical control must be correlated to the District's. Drawings and maps shall be ANSI D size (22x34 inch) or ANSI B size (11x17 inch) and must also be provided in electronic .pdf format. Application must include complete insurance documentation.
3. The applicant must indemnify, defend, and hold harmless the District and associated personnel from and against any claims, losses, and liability arising by reason of the applicant's use of District's property or the applicant's acts or omissions pursuant to any permit or approval issued by the District, on such terms as the District may require. The applicant may be required to provide evidence of insurance coverage.
4. All requests for uses of District property must be consistent with requirements and limitations set forth by Procedure 718 and will be reviewed and approved on a case-by-case basis.
5. District land and facilities shall be restored to a condition as good as that which existed before applicant's entry on the right-of-way.
6. Applicant's use of property shall not increase District costs or interfere with District access, operations, maintenance, or repair of its facilities.
7. The applicant must pay the District the appraised value of the easement or lease, if appropriate, for the rights granted to the applicant. Appropriate environmental documentation must be completed in accordance with the California Environmental Quality Act before the rights can be granted. The District may require the applicant to prepare the documentation at its expense before the application will be considered for approval. The District will review the environmental documentation to determine whether it (i) adequately describes the applicant's project, (ii) contains a detailed disclosure and analysis of the project's impacts, (iii) describes feasible measures to mitigate any construction impacts to the District's right-of-way to a level of no significant impact, and (iv) is otherwise legally sufficient. The District may rely on any existing environmental documentation for the applicant's project if the District determines that the existing documentation meets the above-described standards.
8. For any District-approved encroachment, the applicant must pay the District for any of the following measures, as determined necessary by the District:
 - a. Design of structural protective measures
 - b. Design of fences or other structures
 - c. Corrosion control protective measures
 - d. District engineering, plan review, and inspection of activities
 - e. Environmental documentation
 - f. Application, permit or license fees.
9. The plan for the execution of the work must be approved by the District.
10. The type and weight of equipment working over the pipelines must be approved by the District.
11. The use of vibratory compaction equipment is prohibited on the pipeline right-of-way unless otherwise approved by EBMUD. Allowable compaction effort, allowable equipment, and maximum depth of each lift of fill shall be subject to District review and approval before start of construction.
12. A minimum of 48 business hours' notice must be given to the District before work commences on District pipeline right-of-way. Contact information will be provided in permit.

13. A preconstruction meeting is required prior to start of work.
14. No building or portions of buildings shall be constructed on the property. No other types of structures shall be constructed unless specific approval is given by the District.
15. No longitudinal encroachments such as drainage ditches; gas, phone, or electrical lines; pipelines, or roads will be permitted. All property line fences (including footings) must be located completely outside District property lines.
16. District staff shall monitor pile driving or other work which can result in vibration and occurs within 100 feet of the aqueducts. District staff shall also monitor other work located within 100 feet of the pipeline right-of-way, if such work has the potential to result in ground movements that could damage the District's facilities (i.e., large excavations with potential for horizontal or vertical ground deformations within the District's rights-of-way).
17. Railroad, freeway and highway crossings of the pipeline right-of-way shall be on permanent bridges with a minimum vertical clearance of 14 feet 6 inches between the finished ground surface and the underside of the bridge. Crossings of pipeline rights of way, on grade will be over structurally-encased aqueducts with a sleeve for a fourth aqueduct.
18. Street and road crossings constructed on grade shall incorporate protection of the pipelines. Protective measures will be designed by applicant's licensed engineer to District standards with specific District approval of each design.
19. Existing pipeline protective measures such as concrete slabs shall not be cut, penetrated, or otherwise disturbed. If a protective measure is cut, penetrated, or disturbed, it shall be replaced with a new protective measure, designed by applicant's licensed engineer to District standards with specific District approval of design.
20. Traffic control fences or approved barriers shall be installed along each side of the street, road or trail before opening to the public.
21. Temporary construction fences and barricades shall be installed by contractor as directed by the District.
22. No geotechnical exploration such as drilling or boring shall be allowed on an pipeline right-of-way without prior written approval from the District.
23. Any changes in finished grade in the pipeline right-of-way must be approved by the Aqueduct Section. Earth fills or cuts on adjacent property shall not encroach onto District property except where authorized for vehicular crossings on grade and where the District determines that there will be no detrimental effect on or maintenance of the pipelines.
24. Crossings shall be perpendicular to the pipelines and on a constant grade across District property.
25. Sanitary sewers, water lines, petroleum product lines, or other lines crossing above the pipelines must be encased in a steel, polyvinyl chloride (PVC), or reinforced concrete pipe conduit or be imbedded in reinforced concrete with a minimum vertical clearance of two (2) feet between the casing/embedment and the top of District pipelines. The casing shall extend the entire width of the pipelines right-of-way.
26. All pipelines crossing below the pipelines must be encased in a steel or reinforced concrete conduit and provide a minimum of three (3) feet of clearance between the casing and the bottom of the District pipelines.

27. Trenchless construction methods such as horizontal directional drilling or jack-and-bore between the top of the pipelines and the bottom of the protective structure (slab) are prohibited.
28. On pressurized pipe crossings, shutoff valves shall be provided outside and adjacent to both sides of District property.
29. At the point of crossing, steel pipeline crossings and steel casings shall incorporate electrolysis test leads, bond leads, and leads necessary for interference testing. Corrosion control devices, when required, must be approved by the District.
30. Cathodic protection for steel encasements must be installed as follows:
 - Provide a dielectric coating to the exterior surface of the steel casing within the District's right-of-way, 16 mil epoxy or equivalent.
 - Provide galvanic protection to the portion of the steel casing within the District's right-of-way in accordance with the National Association of Corrosion Engineers RP-01-69.
 - If the carrier pipe is constructed of ductile iron or steel, provide electrical isolation between the carrier and casing using casing insulators; redwood skids are not permitted.
 - Provide test results to the District demonstrating the adequacy of the cathodic protection system, and the adequacy of the electrical isolation of the carrier (if metallic) from the casing. The District reserves the right to witness any such tests.
31. Gravity drainage of District property shall be maintained. Open channels constructed across the right-of-way shall be paved with reinforced concrete. Headwalls, inlets, and other appurtenances shall be located outside District property. Drainage facilities shall be provided outside the District's property at the top and/or toe of fill slopes or cuts constructed adjacent to District property to assure adequate drainage.
32. Overhead electrical power conductors across the property shall be a minimum of 30 feet above ground. Communication and cable TV crossings shall be a minimum of 20 feet above the ground. Supporting poles or towers shall be located outside the pipelines right-of-way.
33. Buried electrical cables passing over the pipelines shall be installed in PVC conduit and encased in red concrete across the entire width of the right-of-way. In some cases, PVC-coated steel conduit with a red concrete cap may be substituted. All other buried cables shall be installed in conduits and marked in the appropriate Underground Service Alert (USA) colored marking materials and with surface signs installed at 4-foot intervals that include the utility name, type, and emergency contact information across the entire width of the right-of-way. The minimum vertical clearance between the conduit and the top of the District's pipelines is two (2) feet.
34. Electrical or telecommunications cables shall not be allowed to pass under the pipelines.
35. Vehicular parking and storage of equipment or material on aqueduct or distribution pipelines property are prohibited.
36. All District survey monuments and markers shall be undisturbed. If any District survey markers or monuments must be disturbed, they will be replaced or relocated by the District at applicant's expense prior to the start of any ground disturbing work.
37. All pipeline crossings involving mechanical excavation on the right-of-way require potholing of all pipelines at the site of the proposed crossing. Visible reference markings showing the pipeline alignments and depths to top of pipe shall be maintained for the duration of any mechanical excavation on District property. Excavations within two (2) feet of pipelines shall be made by hand. Entry permits are required for pothole work.
38. All grading or excavating of the right-of-way requires USA notification and the maintenance of a current inquiry identification number.

39. Certified six-sack mix is the minimum acceptable concrete batch to be used on the pipelines right-of-way. Concrete compression strength shall be 3,000 per square inch (PSI) or better at 28 days. If samples do not reach 3,000 PSI at 28 days, the entire section of slab or encasement related to that sample must be removed and replaced at applicant's expense.
40. Each truckload of concrete to be placed on the right-of-way may be sampled by the District. No water may be added to the mix after sampling.
41. Maximum allowable slump is three inches. All concrete exceeding three inches will be rejected and cannot be used on the right-of-way.
42. No traffic will be allowed over protective slabs until 3,000 PSI is reached.
43. All work areas shall be inspected by the District for final approval. As-built drawing submittals are required for District approval.
44. No work is allowed on weekends or District-recognized holidays unless otherwise authorized in the required permit.



Applicant Pipeline Design Criteria

EBMUD values applicant pipeline projects and is committed to providing a thorough and efficient design. To ensure an efficient design process and to avoid significant delays the design criteria below should be adhered to when submitting improvement plans.

Design Criteria

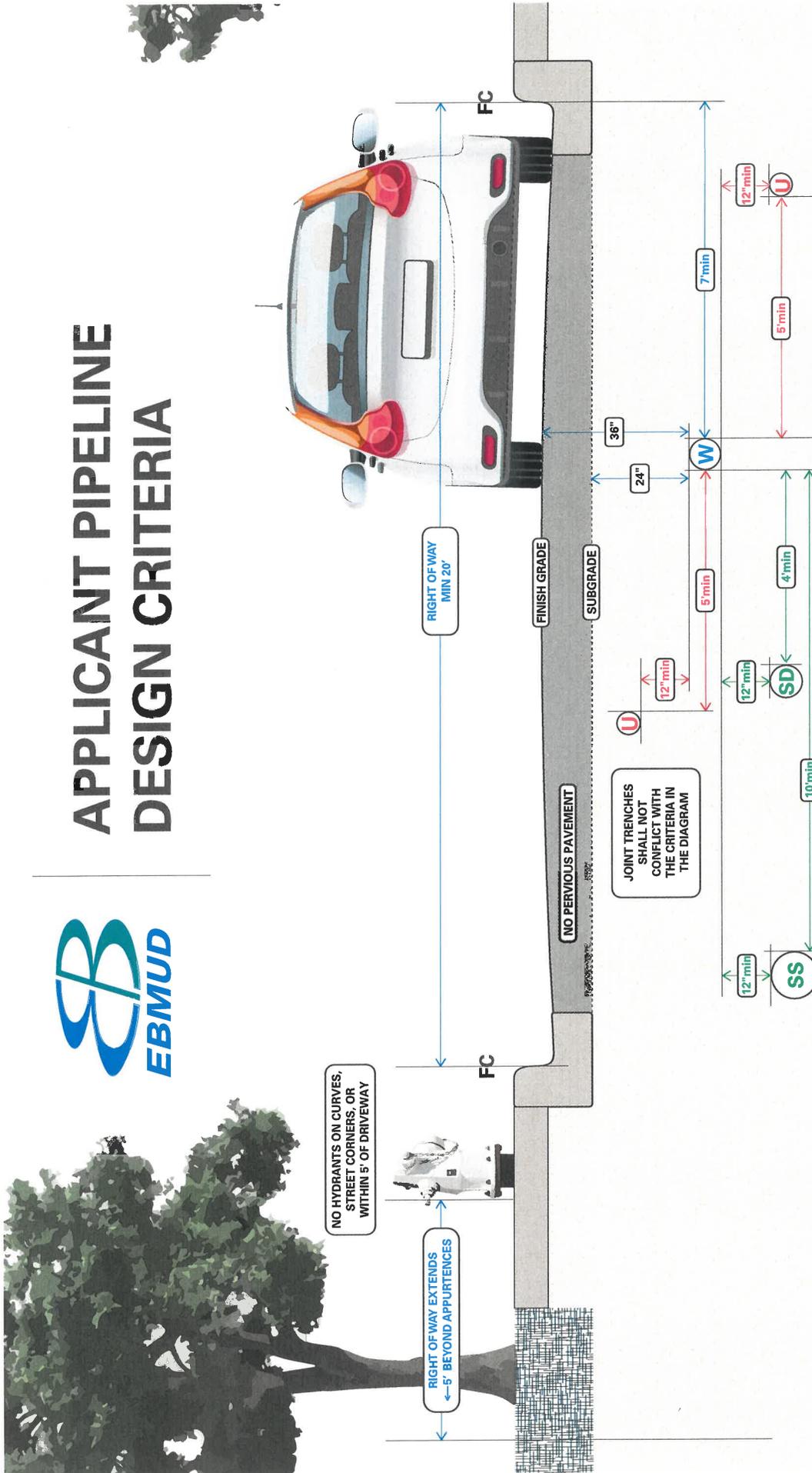
- Water mains shall be seven (7) feet from face of curb.
- Water mains shall maintain a minimum one (1) foot vertical and five (5) foot horizontal clearance from other utilities.
- Gas mains shall meet the one (1) foot vertical separation requirement by installing the gas main below the water main only.
- Water mains shall maintain a minimum ten (10) foot horizontal clearance (O.D. to O.D.) and be located a minimum one (1) foot above any sewer main. Title 22 CCR
- Water mains shall maintain a minimum four (4) feet horizontal clearance (O.D. to O.D.) and be located a minimum one (1) foot above any storm drain. Title 22 CCR
- Water mains shall have a 36-inch cover to final grade and 24-inch cover to pavement subgrade.
- Joint trenches that are in conflict with the criteria above may delay the project. Submit to EBMUD final joint trench plans (no intent plans) which include the size of the joint trench and the utilities located inside.
- Water mains shall not be installed under pervious pavement.
- Water mains installed under decorative pavement, pavers, or stamped concrete will require an additional paving agreement.
- Hydrants shall not be located on curved sections of street, street corners, or within five feet of a driveway.
- Right of ways for 6-inch and 8-inch water mains shall be a minimum of 20 feet wide and extend five (5) feet past the water main centerline.
- Right of ways for 12-inch to 24-inch water mains shall be a minimum of 20 feet wide and extend eight (8) feet past the water main centerline.

Please contact the New Business Office representative assigned to your project if there are any questions regarding the requirements listed above. Meeting this criteria will enable the most efficient design possible.

March 2021



APPLICANT PIPELINE DESIGN CRITERIA



W = WATER	U = UTILITY	SS = SANITARY SEWER	SD = STORM DRAIN	FC= FACE OF CURB
24" cover to subgrade	min 12" vertical clearance	min 12" below water	min 12" below water	
36" cover to final grade	min 5' horizontal clearance	min 10' horizontal clearance	min 4' horizontal clearance	
7' inset from face of curb				

From: [Mark Buckman](#)
To: [Will Nelson](#)
Subject: Discovery Bay Development
Date: Wednesday, March 8, 2023 6:55:37 AM

Discovery Bay is a small community with limited access routes and will be seriously impacted if all 4 sites are developed. We should do our part to provide housing, but this is too much. Brentwood is a much larger area but I do not see any proposed development there. Some of the 4 sites should be in Brentwood, not all in the tiny community of Discovery Bay.

Mark A Buckman

Get [Outlook for iOS](#)

From: [Craig McClearen](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Re: High Density Housing Development in Discovery Bay
Date: Thursday, March 9, 2023 11:40:40 AM

Dear Sir,

We would like to express our concern with the plans to build these projects in Discovery Bay.

*A lack of public transportation *Limited emergency services, such as Sheriff and Fire
*Traffic issues, especially if there are no plans to widen Highway 4 or replace the two bridges on Highway 4 *Limited job availability in the immediate area *Stress on our Schools
*Proposed developments may not match our current aesthetics *Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate

There are plenty of more favorable locations in Contra Costa County.
It would be greatly appreciated if these projects are reconsidered.

Best Regards,

Craig McClearen
Broker/Owner
The McClearen Group
Mortgage Loan Officer
BC Financial Group
BRE# 01010243NMLS#1661886
(925)699-8860

From: daviddivecchio@gmail.com
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov; "hdivecchio"
Subject: Public Comment on (EIR) Housing Element Program being proposed (Discovery Bay)
Date: Friday, March 10, 2023 11:58:33 AM

Hello Mr. Nelson,

I am a property owner and concerned resident of Discovery Bay. The four high density housing and retail projects that are being considered in Discovery Bay cannot be supported based on the following reasons.

- Limited emergency services, such as Police and Fire
- Overwhelmed utilities and infrastructure
- Takes currently zoned commercial property needed for future town to incorporation
- Stress on our Schools
- Traffic issues on Highway 4 and surrounding side roads
- A lack of public transportation
- Limited job availability in the immediate area

Discovery Bay has already exceeded its limit in density and emergency services are already lacking for its current population. Our community does not have the resources or infrastructure to support the addition of high density housing. We already have constant power, water and supply issues. Traffic on Highway 4 is already a gridlock especially during commute hours. Residents must plan there travels around those hours just to get by. Or schools are at their class limits.

Please deny these proposed high density housing projects in Discovery Bay.

Sincerely,

David DiVecchio

5563 Drakes Dr

Discovery Bay, CA 94505

(925) 595-9194 Tel

daviddivecchio@gmail.com

From: daviddivecchio@gmail.com
To: [Will Nelson](#)
Cc: "[hdivecchio](#)"; todbadmin@todb.ca.gov
Subject: Public Comment on (EIR) Housing Element Program being proposed (Discovery Bay)
Date: Friday, March 10, 2023 12:02:48 PM

Hello Mr. Nelson,

I am a property owner and concerned resident of Discovery Bay. The four high density housing and retail projects that are being considered in Discovery Bay cannot be supported based on the following reasons.

- Limited emergency services, such as Police and Fire
- Overwhelmed utilities and infrastructure
- Takes currently zoned commercial property needed for future town to incorporation
- Stress on our Schools
- Traffic issues on Highway 4 and surrounding side roads
- A lack of public transportation
- Limited job availability in the immediate area

Discovery Bay has already exceeded its limit in density and emergency services are already lacking for its current population. Our community does not have the resources or infrastructure to support the addition of high density housing. We already have constant power, water and supply issues. Traffic on Highway 4 is already a gridlock especially during commute hours. Residents must plan there travels around those hours just to get by. Or schools are at their class limits.

Please deny these proposed high density housing projects in Discovery Bay.

Sincerely,

David DiVecchio

5563 Drakes Dr

Discovery Bay, CA 94505

(925) 595-9194 Tel

daviddivecchio@gmail.com

From: [Darlynn Hall](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Planned developments in Discovery Bay, CA
Date: Sunday, March 12, 2023 5:39:37 PM

Darlynn Hall
1400 Shell Ct.
Discovery Bay, CA 94505

Hello Will,

I am a property owner and a concerned resident of Discovery Bay.

The four high density housing/retail projects that are being considered in Discovery Bay are not a good fit for our community. Please read further to understand why.

Discovery Bay is an isolated community that was originally developed as a weekend recreation location. So far, its controlled growth has maintained the intended use and has been able to include full-time residents.

It was apparent that the Discovery Bay community reached its limit in density, as soon as the emergency services that should go along with the number of residences became an ongoing issue. I have witnessed this since we moved here in 2013.

Our police and fire services are sorely lacking at the present time, yet you are considering adding to the number of houses and residents that will surely need those services. This is an egregious situation to say the least!!

If a call goes in during a change of shift, we see the few sheriffs that have a field office in the community, fire fighters, and other first responders are a good 20 min away. This is not adequate for the community we have, let alone with the addition of more high-density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery Bay and there is no public transportation available. I have seen many new businesses come and go, but the majority do not stay.

Traffic on Highway 4 is already insufferable especially during commute hours. My husband and I literally have to plan our appointments to avoid those hours of congested traffic. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4 to accommodate more cars or trucks.

Our schools are already at their class limits and will not be able to accommodate higher growth.

The proposed developments will definitely create a traffic congestion problem here, considering that Discovery Bay Boulevard is the one street that most of our residents use to drop their children off at school, and travel daily in order to get to their jobs.

In addition, I understand that building on the land that is currently zoned Commercial could impact the town's ability to incorporate. We need to incorporate to be able to fund the public services that are currently needed and lacking.

I know that developers are being given huge incentives by the state to build high-density housing properties. The expansion in Dublin makes sense, because it has a BART station with access throughout the Bay Area. Further, development makes sense in communities that are in close proximity to large scale businesses. However, building multiple developments are a bad decision for an already underserved, stressed, isolated, unincorporated community such as Discovery Bay!

Please reconsider rejecting these proposed developments, and consider moving them to an area that will be able to

handle the increase in population and county services.

Thank you for considering and seeing the existing community's needs over big developers' profits.

Darlynne Hall
darlynneahall@yahoo.com

Sent from Yahoo Mail on Android

From: [Bonnie Clawson](#)
To: [Will Nelson](#)
Subject: High density housing developments in Discovery Bay
Date: Monday, March 13, 2023 10:27:00 AM

I want to express my nay vote for the proposal to build high density housing here in Discovery Bay.

The following are some of the reasons for these projects not to move forward:

A lack of public transportation - There are no buses or access to any nearby public transportation.

Traffic issues - There is only one road in and out of Discovery Bay proper (Discovery Bay Blvd.) and only Highway 4 and Bixler Road for other access which is not adequate for additional traffic.

Limited emergency service such as Sheriff and local Fire Department
Limited job availability in the immediate area and only Vasco Road to get into and out of the area.

*Stress on our Schools

*Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate

Bonnie Clawson

From: [LORAN DODGE](#)
To: [Will Nelson](#)
Subject: Low income housing
Date: Monday, March 13, 2023 11:38:50 AM

Loran Dodge. 4859 Cabrillo Point, Discovery Bay

Hello,

I am a property owner and a concerned resident of Discovery Bay. The four high density housing/retail projects that are being considered have no place in Discovery Bay. DB is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking.

If it's change of shift, we see the few sheriffs that have a field office in the community and the fire first responders are a good 20 min away. This is not adequate for the community we have let alone the addition of high density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery bay and there flat out is no public transportation.

Our sewer system is at capacity and our water lines are severely overloaded. We would also need to recalculate the water resources in the town well based on that many more folks

Traffic on Highway 4 is already in sufferable especially during commute hours. I literally plan my travels around those hours. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4. We have one road in/out of the heart of town, which poses a safety concern as is. We

Or schools are already at their class limits.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov Newsom to build high density housing properties. Focus on the decrepit already dense houses, and redevelop and make them taller, etc. No need to take over new land. These developments are bad for an already underserved, stressed, isolated, unincorporated community.

Californias population has seen a steady decline over the past two years as well. Why force cramming more housing with that trend?

Please look elsewhere for land to develop for high density homes. Discovery Bay is not the place, thank you for your understanding.

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From: [Tara & Daniel Burmann](#)
To: [Will Nelson: todbadmin@todb.ca.gov](#)
Subject: Public Comments for EIR Housing in Contra Costa
Date: Monday, March 13, 2023 11:06:35 AM
Attachments: [Letter to County.docx](#)

Will.Nelson@dcd.cccounty.us

CC: todbadmin@todb.ca.gov

30 Muir Road Martinez, CA 94553

Tara Burmann
4650 Discovery Pt
Discovery Bay, CA 94505

Hello,

I am a property owner and a concerned resident of Discovery Bay. The four high density housing/retail projects that are being considered have no place in Discovery Bay. DB is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking.

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Traffic on Highway 4 is already in sufferable especially during commute hours. I literally plan my travels around those hours. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4. We have one road in/out of the heart of town, which poses a safety concern as is. We

Or schools are already at their class limits.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to

be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov Newsom to build high density housing properties. Focus on the decrepit already dense houses, and redevelop and make them taller, etc. No need to take over new land. These developments are bad for an already underserved, stressed, isolated, unincorporated community. Californias population has seen a steady decline over the past two years as well. Why force cramming more housing with that trend?

Please look elsewhere for land to develop for high density homes. Discovery Bay is not the place, thank you for your understanding.

Tara & Daniel Burmann

theburmanns@gmail.com

From: [Tina Duncan](#)
To: [Will Nelson: todbadmin@todb.ca.gov](mailto:todbadmin@todb.ca.gov)
Subject: Comment on EIR for CCC Housing Element
Date: Monday, March 13, 2023 3:26:14 PM

After reviewing the Housing Element public draft January 2023, I would like to voice my comments with regard to the development areas proposed in Discovery Bay.

1. First, any public/county infrastructure or support required by additional housing/population must be PAID FOR BY DEVELOPERS of projects, NOT residents of the area, purchasers of said housing, etc. NO MELLO ROOS type of payment structure! No new taxes on our property!

2. There are already significant traffic issues in the areas surrounding Discovery Bay, much of which are exacerbated by there being little or no alternative routes. Major accidents and road closures can require traffic to be routed 10, 20, 30 miles around because Discovery Bay is bounded by the Delta on 2 sides, and infused with water ways. There is only one way in and out of the main part of Discovery Bay, designed to be a "vacation community" it never was designed to accommodate the population and traffic proposed without endangering ALL the citizens of the community.

3. Emergency services have become more limited, not improved over the 25 years I have resided in Discovery Bay as a full time resident. More population requires SIGNIFICANT increases in Sheriff and Fire services. Not to mention how far we are from any medical services... Again Discovery Bay was designed as a "vacation community" not a "bedroom community".

4. Our School facilities have a maximum space, there is not room to build additional schools and that does not seem to be a wise choice anyway as eventually the population will age away. Any housing proposal, especially high-density that would attract young families, must consider whether the local school system has the capacity to accommodate such growth. With the cost of housing in the bay area, it would be wrong to assume these units would not be attractive to young families. Would developers pay for remodeling/refurbishing current schools to accommodate increased students?

What does Discovery Bay need? NOT population growth. It needs better county services or the ability to incorporate. It needs better access to medical services. Rather than high density housing, how about a Senior Living/Assisted Living facility? There seems to be more need for that and it would not have the traffic/school/infrastructure impacts that high density housing requires. All of the housing element sites would be excellent locations for this type of housing. A nursing care facility and medical offices near the Safeway. Senior Living/Assisted Living on Discovery Bay Blvd or near Lakeshore development. These would add greatly to our town, offer a place for residents to move as they age while staying near familiar faces, or a place for residents to move family members who need better care.

Finally we already have a housing development under construction (Pantages) that is adding to the crushing demands on infrastructure. We need smart development or none at all.

Thank you for your consideration,
Tina Duncan

From: [Brooke Russell](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Public comment for EIR Housing in Discovery Bay
Date: Tuesday, March 14, 2023 2:35:48 PM

Brooke Russell
2285 Firwood Ct
Discovery Bay, CA 94505

Hello,

I am a property owner and a concerned resident of Discovery Bay. The four high density housing/retail projects that are being considered have no place in Discovery Bay. DB is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking.

If it's change of shift, we see the few sheriffs that have a field office in the community and the fire first responders are a good 20 min away. This is not adequate for the community we have let alone the addition of high density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery bay and there flat out is no public transportation.

Our sewer system is at capacity and our water lines are severely overloaded. We would also need to recalculate the water resources in the town well based on that many more folks.

Traffic on Highway 4 is already in sufferable especially during commute hours. I literally plan my travels around those hours. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4. We have one road in/out of the heart of town, which poses a safety concern as is.

Our schools are already at their class limits and our only private elementary school already has a waitlist for the 2023-2024 school year.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov Newsom to build high density housing properties. Focus on the decrepit already dense houses, and redevelop and make them taller, etc. No need to take over new land. These developments

are bad for an already underserved, stressed, isolated, unincorporated community. Californias population has seen a steady decline over the past two years as well. Why force cramming more housing with that trend?

Please look elsewhere for land to develop for high density homes. Discovery Bay is not the place, thank you for your understanding.

Brooke Russell

BRussell@agcschool.net

From: [Jason Martin](#)
To: [Will Nelson: todbadmin@todb.ca.gov](mailto:todbadmin@todb.ca.gov)
Subject: Discovery Bay
Date: Tuesday, March 14, 2023 12:03:28 PM

Will,

I am a property owner and a concerned resident of Discovery Bay. The four high density housing/retail projects that are being considered have no place in Discovery Bay. DB is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking.

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Our sewer system is at capacity and our water lines are severely overloaded. We would also need to recalculate the water resources in the town well based on that many more folks

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Or schools are already at their class limits.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov Newsom to build high density housing properties. Focus on the decrepit already dense houses, and redevelop and make them taller, etc. No need to

take over new land. These developments are bad for an already underserved, stressed, isolated, unincorporated community. Californias population has seen a steady decline over the past two years as well. Why force cramming more housing with that trend?

Please look elsewhere for land to develop for high density homes. Discovery Bay is not the place, thank you for your understanding.

Jason Martin
4912 South Point
Discovery Bay, CA 94505

From: landon.bura
To: [Will Nelson](mailto:Will.Nelson)
Cc: todbadmin@todb.ca.gov
Subject: Public comment for EIR Housing in Disco Bay
Date: Tuesday, March 14, 2023 3:05:34 PM

Landon Bura
4089 Beacon Pl
Discovery Bay, CA 94505

Hello,

I am a property owner and a concerned resident of Discovery Bay. The four high density housing/retail projects that are being considered have no place in Discovery Bay. Discovery Bay is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are already sorely lacking.

If it's change of shift, we see the few sheriffs that have a field office in the community and the fire first responders are a good 30 min away. This is not adequate for the community we have let alone the addition of high density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery bay and there flat out is no public transportation.

Our sewer system is at capacity and our water lines are severely overloaded. We would also need to recalculate the water resources in the town well based on that many more proposed residents.

Traffic on Highway 4 is already in sufferable especially during commute hours. I literally plan my travels around those hours. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4. We have one road in/out of the heart of town, which poses a safety concern as is.

Our schools are already at their class limits and school resources are already stretched thin in our community to support an additional large influx of residents.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov. Newsom to

build high density housing properties. Focus on the decrepit already dense houses, and redevelop and make them taller, etc. No need to take over new land. These developments are bad for an already underserved, stressed, isolated, unincorporated community. Californias population has seen a steady decline over the past two years as well. Why force cramming more housing with that trend?

Discovery Bay was not originally developed to support density at this scale and is not the right the place to build. Adding the proposed developments would not only bring hardships to the current residents, it would also bring hardships to the future residents the proposed developments would be intended for. Please look elsewhere for land to develop for high density home/retail projects. Thank you for your understanding.

Landon & Nicolle Bura
Landon_Bura@yahoo.com

From: [Ed Loyd](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Potential upcoming Apartments in Discovery Bay
Date: Monday, March 13, 2023 11:36:03 PM

Mr. Nelson,

I'm writing to you regarding the potential upcoming apartments or homes that may be built in Discovery Bay.

My concerns are as follows:

1. There is a lack of public transportation in Discovery Bay.
2. There are limited emergency services such as a Sheriff and a local Fire Department.
3. Stress on our schools.
4. Traffic issues.
5. Limited job availability in the immediate area.
6. Taking property away that is currently zoned Commercial could impact the towns ability to incorporate.
7. Proposed developments may not match our current aesthetics.

I do not think putting in 2 to 3 story apartments or homes on Discovery Bay Blvd., putting apartments or homes next to the Post Office or putting apartments/homes on Bixler and Timber Point will help Discovery Bay. These projects will have a MAJOR IMPACT on our community.

Please do not allow these projects to happen.

Thank You.
Mary Anne Loyd
Discovery Bay Resident

Sent from my iPhone

From: [M. Davis](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Discovery Bay housing project
Date: Tuesday, March 14, 2023 5:18:49 PM
Attachments: [Letter to County.docx](#)
[Letter to County.docx](#)

Michael Davis
2360 Sand Point Ct

Discovery Bay, CA 94505

Hello,

I am a property owner and a concerned resident of Discovery Bay. The four high density housing/retail projects that are being considered have no place in Discovery Bay. DB is an isolated community that was developed as a weekend boating location. It's controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking.

If it's change of shift, we see the few sheriffs that have a field office in the community and the fire first responders are a good 20 min away. This is not adequate for the community we have let alone the addition of high density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery bay and there flat out is no public transportation.

Our sewer system is at capacity and our water lines are severely overloaded. We would also need to recalculate the water resources in the town well based on that many more folks

Traffic on Highway 4 is already in sufferable especially during commute hours. I literally plan my travels around those hours. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4. We have one road in/out of the heart of town, which poses a safety concern as is. We

Or schools are already at their class limits.

Along with building right next to the schools this will be endangering our children with a high traffic area which already is very unregulated.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate. We need to incorporate to be able to fund the public services that are currently absent.

I know that developers are being given huge incentives by the state and Gov Newsom to build high density housing properties. Focus on the decrepit already dense houses, and redevelop and make them taller, etc. No need to take over new land. These developments are bad for an already underserved, stressed, isolated, unincorporated community. Californias population has seen a steady decline over the past two years as well. Why force cramming more housing with that trend?

Please look elsewhere for land to develop for high density homes. Discovery Bay is not the place, thank you for your understanding.

Michael Davis

Breakz77@yahoo.com

From: [Ariele Teran](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Re: Discovery Bay Proposed Development
Date: Wednesday, March 15, 2023 8:37:38 AM

Bento & Ariele Teran
2005 Edgeview Way
Discovery Bay, CA 94505

Hello,

I am a property owner and a concerned resident of Discovery Bay. The four high density housing/retail projects that are being considered have no place in Discovery Bay. Discovery Bay is an isolated community that was developed as a weekend boating location - which is why so many people have decided to make it their quiet place of living. Its controlled growth has maintained the intended use and has been able to include full time residents. It's reached its limit in density and the emergency services that should go along with the number of residences are sorely lacking.

If it's a change of shift, we see the few sheriffs that have a field office in the community and the fire first responders are a good 20 min away. This is not adequate for the community we have let alone the addition of high density housing.

High density housing usually brings the need for jobs nearby and or public transportation. We have neither. Very few businesses have been able to take root in Discovery bay and there flat out is no public transportation.

Our sewer system is at capacity and our water lines are severely overloaded. We would also need to recalculate the water resources in the town well based on that many more folks

Traffic on Highway 4 is already insufferable especially during commute hours. I literally plan my travels around those hours. To my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4. We have one road in/out of the heart of town, which poses a safety concern as is.

Our schools are already at their class limits as well as school pick-up and drop-off already a challenging event. Our class sizes just got brought down to a healthy number in our 2023 school year. Adding more to the community will directly have a negative effect on local students and teachers, and putting an unnecessary stress on local resources.

It also has been statistically proven that with growth of cities, other things increase as well - such as crime. Our local Safeway and stores close to Highway 4 already deal with mass amounts of crime and theft. We are not looking to increase that activity in our small town. Overall, with the impact this will have on local businesses, schools, traffic, etc., we will

lower the quality of life of current residents and decrease our property values in the long run.

The proposed developments will not match our current aesthetics as a sleepy weekend based boating community, and I understand that taking property away that is currently zoned Commercial could impact the Towns ability to incorporate in the future. We need to incorporate to be able to fund the public services that are currently absent. This comes before growth of residents, not overwhelming an already strained local system.

I know that developers are being given huge incentives by the state and Governor Newsom to build high density housing properties. Focus on the decrepit already dense houses, and redevelop and make them taller, etc. No need to take over new land. These developments are bad for an already underserved, stressed, isolated, unincorporated community. Californias population has seen a steady decline over the past two years as well. Why force cramming more housing with that trend?

Please look elsewhere for land to develop for high density homes. Discovery Bay is not the place, thank you for your understanding.

Bento and Ariele Teran



From: [Billy Martini](#)
To: [Will Nelson](#)
Subject: Envision 2040 and Port Costa ULL
Date: Thursday, March 16, 2023 1:46:48 PM

Hello Will,

I am a homeowner in Port Costa, across the street from the Port Costa School. I was looking at the Envision 2040 website, and noticed that the land around the lake, above the school is designated as open space on the "Current Land Use" map, and the school property is labeled "Parks & Recreation". On the "proposed land use map", both the school property and the property around the lake are labeled "TBD".

Have zoning changes become effective, and if so, how are they zoned now? Or is it something that is being considered under the new General Plan? If it has been changed, how did that occur, and when were the public hearings? Are there plans to have any further community involvement? I see that the last meeting with Port Costa residents was in 2019. I'm not sure if Covid affected the status of meetings or of updating the General Plan?

Many citizens in Port Costa are very interested in what is happening both at the school, and at the lake property. Any information you can give me would be greatly appreciated.

Thank you for your time,
William Vance
billy@billymartini.com
831-247-2747

From: [tsteller](#)
To: [Will Nelson](#)
Cc: [CAROLYN GRAHAM](#); todbadmin@todb.ca.gov
Subject: Proposed high density housing for Discovery Bay.
Date: Friday, March 17, 2023 3:32:10 PM
Importance: High

Mr Nelson.

I am hereby requesting to informed via Email of any further hearings actions taken on the above proposal.

I have lived here in Discovery Bay full time for 37 years.

The proposed developments would completely change the character of our community.

DB is the last community in Contra Costa county.

We do not have any of the infrastructure needed to support large numbers of working age , young families.

No schools, no jobs, no police and fire protection no utilities no parks.

These new residents would have to be commuting into Concord Livermore Pleasanton Antioch in order to find employment.

Commute into Livermore Dublin, Pleasanton is an average of 35 to 40 miles one way. .All on aging 2 lane roads.

The average daily commute would be + or - 40 miles.

The roads out of Discovery Bay are a mix of 2 lane and some 4 lane roads. Beginning at Borden Junction, the roads become poor two lane rads that are unsafe even today.

In order to get to Brentwood, commuters would be traveling 16 miles one way on two lane roads.

The nearest medical facility is 14 miles from here

Hwy 4 between Discovery bay and Borden junction would have to be made 4 lanes and 2 bridges would need to be widened from 2 to 4 lanes.

Camino Diablo and Vasco roads are unsafe any time of the day.

Our utilities are underground and the electrical, and gas utilities would require a major upgrade.

We would need at least one if not 2 new schools, Parks etc. to accommodate the young families.

Discovery Bay Blvd cannot be upgraded.

Some of the soil around Discovery Bay is peat land. It will not support the weight of high rise apartments.

We have already experienced major slides on Drakes drive as well as on River lake road. Stabilizing these areas proved to be a very costly expense.

Contra Costa County has countless areas of Open space. Building the proposed high density housing would require the kind of infrastructure upgrades that would be far more costly than building a new community someplace closer to the available jobs. Taking something onto the existing facilities is not an option.

Upgrading our roads and other facilities would far more costly than starting a new community closer to where the jobs are.

Submitted by Anthony Steller

790 Beaver Ct, Discovery Bay.

From: [Becca Stuart](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Public Comment for EIR Housing in Discovery Bay
Date: Friday, March 17, 2023 3:54:48 PM

Will Nelson
30 Muir Road
Martinez, CA 94553

Hello,

I am a concerned resident of Discovery Bay. The four proposed high-density housing/retail projects do not belong in Discovery Bay. We are an isolated community, and our infrastructure is not built for high-density housing. We have one road in and out of the heart of town, which poses a safety concern as well. Discovery Bay has reached its population limit and the emergency services that go along with the number of residences are already sorely lacking.

We have a few sheriffs in the community and the fire and ambulance first responders are 20+ minutes away. This is not acceptable for the community we have, let alone the addition of high-density housing.

High-density housing brings the need for nearby jobs and public transportation, and we have neither. Very few businesses have been able to take root in Discovery Bay to provide jobs, and we have 0 public transportation.

Our sewer system is at capacity and our water lines are severely overloaded. We would also need to recalculate the water resources in the town well based on the population.

Traffic on Highway 4 is already awful, especially during commute hours. Adding more residences is only going to make the traffic worse. Also, to my knowledge, the current bridge work does not include building extra lanes and there are no plans to widen Highway 4.

It's also important to remember, our schools are already at their class limits.

To my understanding, changing property that is currently zoned commercial could affect the town's ability to incorporate. Incorporating could help us fund the public services that are currently absent.

I know developers are being given enormous incentives by the state to build high-density housing

properties. I think it's best we focus on the high-density housing that is decrepit and redevelop them into nice places to live again. There is no need to take over new land. The new housing would be terrible for an already underserved, stressed, isolated, unincorporated community. California's population has seen a steady decline over the past two years as well. Why force more housing with that trend?

Please look elsewhere for land to develop high-density homes. Discovery Bay is not the place.

Thank you for your time and your understanding.

Becca Hernandez
1682 Dune Point Ct.
Discovery Bay, CA 94505

From: [Stephen Hernandez](#)
To: [Will Nelson](#)
Cc: todbadmin@todb.ca.gov
Subject: Public Comment for EIR Housing in Discovery Bay
Date: Friday, March 17, 2023 5:11:33 PM

Will Nelson
30 Muir Road
Martinez, CA 94553

Hello,

I am a concerned resident of Discovery Bay. The four proposed high-density housing/retail projects do not belong in Discovery Bay. We are an isolated community, and our infrastructure is not built for high-density housing. We have one road in and out of the heart of town, which poses a safety concern as well. Discovery Bay has reached its population limit and the emergency services that go along with the number of residences are already sorely lacking.

We have a few sheriffs in the community and the fire and ambulance first responders are 20+ minutes away. This is not acceptable for the community we have, let alone the addition of high-density housing.

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properties. I think it's best we focus on the high-density housing that is decrepit and redevelop them into nice places to live again. There is no need to take over new land. The new housing would be terrible for an already underserved, stressed, isolated, unincorporated community. California's population has seen a steady decline over the past two years as well. Why force more housing with that trend?

Please look elsewhere for land to develop high-density homes. Discovery Bay is not the place.

Thank you for your time and your understanding.

Stephen Hernandez
1682 Dune Point Ct.
Discovery Bay, CA 94505

From: [AT&T](#)
To: [Will Nelson](#)
Subject: Response to Proposed EIR & Housing in and around Discovery Bay
Date: Saturday, March 18, 2023 4:32:55 PM

After reading what I could find about the possibility of adding two-three story housing development in and around D.B...prompts me to write in with my concerns.

1. TRAFFIC. - I surely hope someone from the county comes out to our area to review the traffic situation ... lots of traffic exiting the area every morning, early afternoon when school lets out and after work Highway 4 gets crazy (single lane adds to more road rage). With all the number of cars and crazy drivers, I personally do not leave my house until I know that it is safe. So looking at the big picture, adding more homes will impact to our overly crowded road, this is just crazy!

2. EMERGENCY NEEDS - POLICE & MEDICAL - This has been a problem for years ...response time out here is not good. I think you will find studies have been conducted but because of budget constraints, the county has not added emergency service to our area. (Always lack of funds). So now, you want to add more people, how's that going to work? This also includes the Sheriff's Department. Personally, I and others are worried about the possibility of increasing robbery's not to mention the increasing gun problems, Again, crazy!

3. SCHOOLS - Has anybody done an enrollment check on our schools? I bet not! I have no idea how many children would be moving in if these four units are built I know for sure, we will be short instructors, buses, ESL instructors (English as a Second Language), where is the money coming from to fund the expansion?

I could keep going and going, my thoughts would be the same the impact of all these people moving in to our small area just won't work. ... we don't have any transportation (buses, taxi's) for those who do not drive, and only one grocery store.... Crazy!!

Thank you for hearing me out, please re-think the county plans Let's not make it all about what the county will receive in revenue, think about how many retirees that have worked many years and want to continue our quiet life in D.B.

Linda Ferrante
Saint Andrews Dr., D.B.

From: [Blythe Bruntz](#)
To: [Will Nelson](#)
Subject: High Density Housing in Discovery Bay
Date: Monday, March 20, 2023 8:10:11 PM

Will,

I am vehemently against the high-density housing designation for the 4 Discovery Bay parcels as was recently discussed at the Town Meeting!!!!!!!!!!

Among my concerns:

- Lack of public transportation
- Lack of Emergency Services
- It will worsen our already heavy Traffic issues, especially if there are no plans to widen Highway 4 or replace the two bridges on Highway 4.
- Little to no local jobs available
- Stress on our Schools.
- Proposed developments may not match our current aesthetics (there is talk of a 2-3 story structure at the main intersection of our town. We don't currently have any structures more than 2 stories). Our beautiful town needs development that fits our area. This is not a city with multiple story commercial structures.
- Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate in the future.
- Increase in crime?

It appears to me that the County is opening the door for the state to do whatever they want without consideration of that community's ability to support the growth or the negative effects.

Thanks for taking my comments into consideration.

Respectfully,

Blythe Bruntz

This email may be confidential or privileged. If you received this communication by mistake, please do not forward it to anyone else. Please erase all copies and attachments, and please let me know that it went to the wrong person. Thank You.



March 20, 2023

Diane Burgis, Chair
Contra Costa County Board of Supervisors

John Vasquez, Vice Chair
Solano County Board of Supervisors

Oscar Villegas
Yolo County Board of Supervisors

Patrick Hume
Sacramento County Board of Supervisors

Steven Ding
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Ron Kott
Cities of Contra Costa and Solano Counties

Paul Steele
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Alan Nakanishi
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Jim Paroli
Central Delta Reclamation Districts

Tom Slater
North Delta Reclamation Districts

Nick Mussi
South Delta Reclamation Districts

Toks Omishakin
CA State Transportation Agency

Karen Ross
CA Department of Food and Agriculture

Wade Crowfoot
CA Natural Resources Agency

Brian Bugsch
CA State Lands Commission

Ex Officio Members

Honorable Susan Eggman
California State Senate

Honorable Carlos Villapudua
California State Assembly

Daniel Barrios
Contra Costa County
Department of Conservation and Development
30 Muir Road Martinez, CA 94553
Via email:

Re: Contra Costa County 6th Cycle Housing Element Update Draft Environmental Impact Report (SCH # 2022070481)

Dear Mr. Barrios,

Thank you for providing the Delta Protection Commission (Commission) the opportunity to comment on the Draft Environmental Impact Report (DEIR) for the proposed Contra Costa County 6th Cycle Housing Element Update (Project).

The Commission is a state agency charged with ensuring orderly, balanced conservation and development of Delta land resources and improved flood protection. Proposed local government projects within the primary zone of the Legal Delta must be consistent with the Commission's Land Use and Resource Management Plan (LURMP) (California Public Resources Code Sections 29700-29780). The Commission also submits comments under Public Resource Code Section 29770(d) which states that the Commission may comment on projects that impact the primary zone. The Project area lies within the boundary of both the primary and secondary zones.

In addition, we submit these comments pursuant to Public Resource Code Sections 5852-5855 (The Great California Delta Trail Act). This statute directs the Commission to develop and adopt a plan and implementation program for a continuous regional recreational corridor extending throughout the five Delta Counties linking the San Francisco Bay Trail system to the Sacramento River trails. The Commission recently approved the final Great California Delta Trail Master Plan (Master Plan).

The Project proposes to redesignate six sites in the Delta to meet regional housing needs. All six sites are located within the secondary zone and the County's Urban Limit Line (ULL). Three of these sites are residential with a proposed increase in allowable density. The remaining two are non-residential sites proposed to allow residential uses. Together, the sites would allow up to 1,375 residential units in the communities of Byron and Discovery Bay.

The Commission is supportive of the County's continued use of the ULL to direct residential development outside the primary zone. The Project is consistent with the following LURMP policies which direct non-agriculturally land uses outside the primary zone and encourage programs, such as an ULL, to preserve agriculture:

Land Use Policy 2. Local government general plans, as defined in Government Code Section 65300 et seq., and zoning codes shall continue to promote and facilitate agriculture and agriculturally supporting commercial and industrial uses as the primary land uses in the Primary Zone; recreation and natural resources land uses shall be supported in appropriate locations and where conflicts with agricultural land uses or other beneficial uses can be minimized.

Agriculture Policy 2. Conversion of land to non-agriculturally-oriented uses should occur first where productivity and agricultural values are lowest.

Agriculture Policy 5. Local governments shall encourage implementation of the necessary plans and ordinances to: maximize agricultural parcel size; reduce subdivision of agricultural lands; protect agriculture and related activities; protect agricultural land from conversion to nonagriculturally-oriented uses. An optimum package of regulatory and incentive programs Delta Protection Commission Management Plan could include: (1) an urban limit line; (2) minimum parcel size consistent with local agricultural practices and needs; (3) strict subdivision regulations regarding subdivision of agricultural lands to ensure that subdivided lands will continue to contain agriculturally-oriented land uses; (4) require adequate buffers between agricultural and non-agricultural land uses particularly residential development outside but adjacent to the Primary Zone; (5) an agriculture element of the general plan; (6) a Right-to-Farm ordinance; and (7) a conservation easement program.

The Project is also consistent with the following LURMP policy to provide housing for agricultural workers:

Land Use Policy 13. Support the implementation of appropriately located agricultural labor camps and housing that serve agricultural operations, which are constructed and sited consistent with Sections 17021.5 and 17021.6 of the California Health and Safety Code and consistent with the requirements of local building codes.

We appreciate the County's commitment to keeping residential development in the secondary zone. However, the Commission is concerned about the Project's impacts on agricultural resources and transportation corridors in the Delta. We also encourage County staff to consider how new trails or trail segments could be integrated into new developments to meet increased recreation demands. Our specific comments on the Project and DEIR are provided below.

Impacts to Agriculture Resources

The Project would convert 22.86 acres of Prime Farmland and Farmland of Local Importance in the secondary zone to residential land use (DEIR p. 5.2-10). No parcels in the primary zone or parcels with Williamson Act contracts would be converted.

Any farmland in the secondary zone converted to residential use should be mitigated to the fullest extent feasible. We also encourage the County to require buffers between residential and agricultural parcels when approving specific projects, consistent with the following LURMP policy:

Land Use Policy 3. New non-agriculturally oriented residential, recreational, commercial, habitat, restoration, or industrial development shall ensure that appropriate buffer areas are provided by those proposing new development to prevent conflicts between any proposed use and existing adjacent agricultural parcels. Buffers shall adequately protect integrity of land for existing and future agricultural uses and shall not include uses that conflict with agricultural operations on adjacent agricultural lands. Appropriate buffer setbacks shall be determined in consultation with local Agricultural Commissioners, and shall be based on applicable general plan policies and criteria included in Right-to-Farm Ordinances adopted by local jurisdictions.

The DEIR states that water connections for new residential developments would be regulated by Section 4-14-4.2 of the County Ordinance Code (DERI p.5-2-11). The Code requires project proponents to submit tentative subdivision maps and building permit applications to the County health officer for him to review the availability of an approved water supply prior to recordation of final maps and issuance of building permits. Prior to issuing a project's final maps and building permits, County staff should consider and evaluate how the increase in consumptive water use will impact the availability of water for agricultural uses, particularly in dry years.

Impacts to Transportation

The DEIR states that growth patterns created by the additional housing sites would not increase vehicle miles traveled (VMT) per capita due to the Housing Element's focus on infill, increasing density, and promoting affordability (DEIR p. 5.15-17). The VMT modeling conducted for the DEIR shows that the Project will decrease VMT per capita by 2040 (DEIR p. 5.15-16).

However, we believe the transportation analysis in the DEIR has not fully considered how the Project will increase traffic along Highway 4 in both Contra Costa and San Joaquin Counties. The cumulative impacts to traffic and transportation should consider other specific developments in the County, such as the Cecchini Ranch development which would add 2,000 units in the Town of Discovery Bay along Highway 4 and could potentially impact primary zone resources in San Joaquin County.

Impacts to Recreation

The DEIR states that the increase in population in the County would result in an increase in demand for recreational facilities (pg. 5.15-34). In addition, almost all local parks and recreation providers in the County do not provide enough parks and recreation facilities to meet the County's four acres per 1,000 residents standard.

To meet the increased demand in recreation facilities, the Commission encourages County staff to consider how new trails or trail segments could be integrated into new developments, particularly in locations that could be designated as segments of the Great California Delta Trail (Delta Trail). An

enhanced trail system, particularly with enhanced bicycle traffic, could reduce vehicle trips in the primary zone. Trails can also provide additional park space for the new development.

East Bay Regional Parks District has numerous Delta access trails planned throughout eastern Contra Costa County including a planned route to Discovery Bay, one of the communities included in the Project's Sites Inventory. Commission staff can work with the County on possible locations for trails for potential incorporation into the Great Delta Trail system, if desired.

Thank you for the opportunity to provide input. Please contact Kirsten Pringle, Senior Environmental Planner, at (530) 650-6327 for any questions regarding the comments provided.

Sincerely,

A handwritten signature in black ink that reads "Bruce Blodgett". The signature is written in a cursive, slightly slanted style.

Bruce Blodgett
Executive Director

cc: Diane Burgis, Commission Chair, Contra Costa County Supervisor

From: [Eve Ferrante](#)
To: [Will Nelson](#)
Subject: Environmental Impact Report impact on Discovery Bay
Date: Monday, March 20, 2023 4:10:15 PM

Good afternoon Will,

I hope this note find its way to you on the last day for comments & concerns regarding the upcoming potential high density housing units here in Discovery Bay~

After living here for 20 years, I believe our biggest concerns lies in the infrastructure or lack there of. I'm a avid cyclist, and can't begin to count the number of times I've come close to being hit on the streets here, once even being shoved into the curb by a motorist - I now ride my bike in the very early hours- We had a health emergency with my elderly parent and took far longer than a safe time line for the emergency crews to arrive as they were on other calls - if the house was on fire, it surely would have burned to a total loss. We no longer have emergency personnel here to support the residents we currently have. In addition to that, we are limited to general services; public transportation, bike lanes, medical offices, places for kids to go, our parks are not even close to these proposed sites- and many other services that would be in walking or cycling distance.

I get that we have a tough situation on our hands with our housing crisis, homelessness, mental health challenges, etc, but I wonder why you would select a neighborhood with zero apartments as part of the overall community look and feel, and in an area with no public assistance and services.

In closing, and without a proper way to voice this without sounding like a terrible person, but... I've worked hard my entire life, I started in the Southbay renting, then with a 1 bedroom condo I purchased in a short sale, I then sold years later and moved up to a 2.5 bedroom townhome, and then to a single family home, all the while saving, and working a ton- Finally I was able to move here, to this amazing beautiful community on the water, and now I'm faced with having a low income 3 story housing complex 1 block away from the house I was planning to retire in and live out my years. I know, I know, everyone says, "not in my neighborhood" but then what motivates people to work hard, save their money for a better life, move into a nice neighborhood they can feel safe in and feel proud of, raise their kids in and enjoy the standard of living they have worked for and continue to maintain?

For so many reasons we just can not bring another 178 housing x 3 average occupants 500+ people, potentially 250 more cars, etc...

*A lack of public transportation *No emergency services, such as Sheriff and Fire *Traffic issues, already HWY 4 is solid traffic morning and afternoons and I see no plans to widen Highway 4 or replace the two bridges on Highway 4 *No jobs in our immediate area except for restaurant business *Over crowded elementary Schools *Proposed developments would not match our current aesthetics *Taking property away that is currently zoned Commercial could impact the Towns ability to incorporate down the road

***Ken and Eve Ferrante
1780 Surfside Place
925-775-8635***

From: [Bruce Ole Ohlson](#)
To: [DCD Housing Element](#)
Cc: [Delta Pedalers Board](#); [Bike Concord](#); [BEB Advocacy Department](#); [Robert Prinz](#)
Subject: Housing Element comment
Date: Friday, February 3, 2023 7:44:03 PM

Daniel,

Thank you for all the work you are putting into the updated housing element for the County.

Bicyclists would like to see one point added. Every house built according to this plan must be on or within a few hundred meters of a bicycle facility. Motorists have a complete network of motor vehicle facilities that allow them to drive to any destination in the county. Bicyclists, especially in light of climate change, should have access to a similar network. Currently, the space between the curb-faces is fixed. Most of the streets and roads in our county were planned and constructed when the automobile was supreme and all other modes of transportation were ignored. It will be PROHIBITIVELY expensive to widen our roads if that is even possible. We are faced with the necessity of parceling out space on our public streets a bit more equitably. In many instances, just narrowing the vehicle traffic lanes will permit the painting of bicycle lanes. Where this is not possible, a vehicle traffic lane will have to be removed in order to paint two bicycle lanes on the street. These bicycle lanes must be part of a continuous network. Each lane must extend all the way to and away from the limit line of each intersection. This is the 21st Century. That's just the way things will have to be.

Thank you for your concern with the transportation needs of all people, not just those in cars.

All best wishes,

~Ole

Bruce "Ole" Ohlson
Bike East Bay

Delta Pedalers Bicycle Club
Contra Costa Countywide Bicycle Advisory Committee
CCTA Bicycle & Pedestrian Advisory Committee
Caltrans District 4 Bicycle Advisory Committee
TRANSPLAN appointee to Highway 4 Integrated Corridor Management
Study
Healthy and Livable Pittsburg Collaborative



March 20, 2023

Daniel Barrios
Contra Costa County
Department of Conservation and Development
30 Muir Road Martinez, CA 94553
Via email:

Re: Contra Costa County 6th Cycle Housing Element Update Draft Environmental Impact Report (SCH # 2022070481)

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In addition, we submit these comments pursuant to Public Resource Code Sections 5852-5855 (The Great California Delta Trail Act). This statute directs the Commission to develop and adopt a plan and implementation program for a continuous regional recreational corridor extending throughout the five Delta Counties linking the San Francisco Bay Trail system to the Sacramento River trails. The Commission recently approved the final Great California Delta Trail Master Plan (Master Plan).

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Diane Burgis, Chair
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Oscar Villegas
Yolo County Board of Supervisors

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Sacramento County Board of Supervisors

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San Joaquin County Board of Supervisors

Ron Kott
Cities of Contra Costa and Solano Counties

Paul Steele
Cities of Sacramento and Yolo Counties

Alan Nakanishi
Cities of San Joaquin County

Jim Paroli
Central Delta Reclamation Districts

Tom Slater
North Delta Reclamation Districts

Nick Mussi
South Delta Reclamation Districts

Toks Omishakin
CA State Transportation Agency

Karen Ross
CA Department of Food and Agriculture

Wade Crowfoot
CA Natural Resources Agency

Brian Bugsch
CA State Lands Commission

Ex Officio Members

Honorable Susan Eggman
California State Senate

Honorable Carlos Villapudua
California State Assembly

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Land Use Policy 2. Local government general plans, as defined in Government Code Section 65300 et seq., and zoning codes shall continue to promote and facilitate agriculture and agriculturally supporting commercial and industrial uses as the primary land uses in the Primary Zone; recreation and natural resources land uses shall be supported in appropriate locations and where conflicts with agricultural land uses or other beneficial uses can be minimized.

Agriculture Policy 2. Conversion of land to non-agriculturally-oriented uses should occur first where productivity and agricultural values are lowest.

Agriculture Policy 5. Local governments shall encourage implementation of the necessary plans and ordinances to: maximize agricultural parcel size; reduce subdivision of agricultural lands; protect agriculture and related activities; protect agricultural land from conversion to nonagriculturally-oriented uses. An optimum package of regulatory and incentive programs Delta Protection Commission Management Plan could include: (1) an urban limit line; (2) minimum parcel size consistent with local agricultural practices and needs; (3) strict subdivision regulations regarding subdivision of agricultural lands to ensure that subdivided lands will continue to contain agriculturally-oriented land uses; (4) require adequate buffers between agricultural and non-agricultural land uses particularly residential development outside but adjacent to the Primary Zone; (5) an agriculture element of the general plan; (6) a Right-to-Farm ordinance; and (7) a conservation easement program.

The Project is also consistent with the following LURMP policy to provide housing for agricultural workers:

Land Use Policy 13. Support the implementation of appropriately located agricultural labor camps and housing that serve agricultural operations, which are constructed and sited consistent with Sections 17021.5 and 17021.6 of the California Health and Safety Code and consistent with the requirements of local building codes.

We appreciate the County's commitment to keeping residential development in the secondary zone. However, the Commission is concerned about the Project's impacts on agricultural resources and transportation corridors in the Delta. We also encourage County staff to consider how new trails or trail segments could be integrated into new developments to meet increased recreation demands. Our specific comments on the Project and DEIR are provided below.

Impacts to Agriculture Resources

The Project would convert 22.86 acres of Prime Farmland and Farmland of Local Importance in the secondary zone to residential land use (DEIR p. 5.2-10). No parcels in the primary zone or parcels with Williamson Act contracts would be converted.

Any farmland in the secondary zone converted to residential use should be mitigated to the fullest extent feasible. We also encourage the County to require buffers between residential and agricultural parcels when approving specific projects, consistent with the following LURMP policy:

Land Use Policy 3. New non-agriculturally oriented residential, recreational, commercial, habitat, restoration, or industrial development shall ensure that appropriate buffer areas are provided by those proposing new development to prevent conflicts between any proposed use and existing adjacent agricultural parcels. Buffers shall adequately protect integrity of land for existing and future agricultural uses and shall not include uses that conflict with agricultural operations on adjacent agricultural lands. Appropriate buffer setbacks shall be determined in consultation with local Agricultural Commissioners, and shall be based on applicable general plan policies and criteria included in Right-to-Farm Ordinances adopted by local jurisdictions.

The DEIR states that water connections for new residential developments would be regulated by Section 4-14-4.2 of the County Ordinance Code (DERI p.5-2-11). The Code requires project proponents to submit tentative subdivision maps and building permit applications to the County health officer for him to review the availability of an approved water supply prior to recordation of final maps and issuance of building permits. Prior to issuing a project's final maps and building permits, County staff should consider and evaluate how the increase in consumptive water use will impact the availability of water for agricultural uses, particularly in dry years.

Impacts to Transportation

The DEIR states that growth patterns created by the additional housing sites would not increase vehicle miles traveled (VMT) per capita due to the Housing Element's focus on infill, increasing density, and promoting affordability (DEIR p. 5.15-17). The VMT modeling conducted for the DEIR shows that the Project will decrease VMT per capita by 2040 (DEIR p. 5.15-16).

However, we believe the transportation analysis in the DEIR has not fully considered how the Project will increase traffic along Highway 4 in both Contra Costa and San Joaquin Counties. The cumulative impacts to traffic and transportation should consider other specific developments in the County, such as the Cecchini Ranch development which would add 2,000 units in the Town of Discovery Bay along Highway 4 and could potentially impact primary zone resources in San Joaquin County.

Impacts to Recreation

The DEIR states that the increase in population in the County would result in an increase in demand for recreational facilities (pg. 5.15-34). In addition, almost all local parks and recreation providers in the County do not provide enough parks and recreation facilities to meet the County's four acres per 1,000 residents standard.

To meet the increased demand in recreation facilities, the Commission encourages County staff to consider how new trails or trail segments could be integrated into new developments, particularly in locations that could be designated as segments of the Great California Delta Trail (Delta Trail). An

enhanced trail system, particularly with enhanced bicycle traffic, could reduce vehicle trips in the primary zone. Trails can also provide additional park space for the new development.

East Bay Regional Parks District has numerous Delta access trails planned throughout eastern Contra Costa County including a planned route to Discovery Bay, one of the communities included in the Project's Sites Inventory. Commission staff can work with the County on possible locations for trails for potential incorporation into the Great Delta Trail system, if desired.

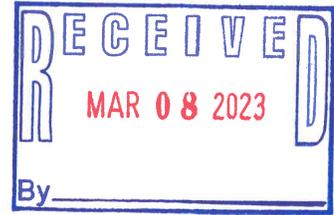
Thank you for the opportunity to provide input. Please contact Kirsten Pringle, Senior Environmental Planner, at (530) 650-6327 for any questions regarding the comments provided.

Sincerely,

A handwritten signature in black ink that reads "Bruce Blodgett". The signature is written in a cursive, slightly slanted style.

Bruce Blodgett
Executive Director

cc: Diane Burgis, Commission Chair, Contra Costa County Supervisor



March 6, 2023

Daniel Barrios, Senior Planner
Contra Costa County
Department of Conservation and Development
30 Muir Road
Martinez, CA 94553

Re: Draft Environmental Impact Report for the Contra Costa County 6th Cycle Housing Element Update

Dear Mr. Barrios:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft Environmental Impact Report (EIR) for the Contra Costa County 6th Cycle Housing Element Update located in the County of Contra Costa (County). EBMUD commented on the Notice of Preparation of a Draft EIR for the Housing Element Update on December 29, 2022. EBMUD's original comments (see enclosure) still apply regarding water service, Mokelumne Aqueducts, water recycling and water conservation.

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,

A handwritten signature in blue ink that reads 'David J. Rehnstrom'.

David J. Rehnstrom
Manager of Water Distribution Planning

DJR:EZ:kvv
wdpd23_070 Contra Costa County 6th Cycle housing Element Update Draft EIR

Enclosure



Daniel Barrios, Senior Planner
Department of Conservation and Development
Contra Costa County
30 Muir Road
Martinez, CA 94553

Re: Notice of Preparation of a Draft Environmental Impact Report for the Contra Costa County 6th Cycle Housing Element Update

Dear Mr. Barrios:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of a Draft Environmental Impact Report for the Contra Costa County 6th Cycle Housing Element Update, which encompasses areas within Contra Costa County (County). EBMUD has the following comments.

WATER SERVICE

Effective January 1, 2018, water service for new multi-unit structures shall be individually metered or sub-metered in compliance with California State Senate Bill 7 (SB-7). SB-7 encourages conservation of water in multi-family residential, mixed-use multi-family and commercial buildings through metering infrastructure for each dwelling unit, including appropriate water billing safeguards for both tenants and landlords. EBMUD water services shall be conditioned for all development projects within the Housing Element Update that are subject to SB-7 requirements and will be released only after the project sponsor has satisfied all requirements and provided evidence of conformance with SB-7.

Main extensions that may be required to serve any specific developments within the Housing Element Update to provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. Please see the enclosed EBMUD documents for California (Waterworks Standards) Code of Regulations, Title 22, Section 64572 (Water Main Separation) and EBMUD requirements for placement of water mains. Pipeline and fire hydrant relocations and replacements due to modifications of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. When the development plans are finalized for individual projects within the Housing Element Update, project sponsors for individual projects should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water service to the development. Engineering and installation of new and relocated pipelines and services require substantial lead time, which should be provided for in the project sponsor's development schedule.

Project sponsors for individual projects within the Housing Element Update should be aware that EBMUD will not install piping or services in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may be hazardous to the health and safety of construction and maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping or services in areas where groundwater contaminant concentrations exceed specified limits for discharge to the sanitary sewer system and sewage treatment plants. The project sponsor must submit copies to EBMUD of all known information regarding soil and groundwater quality within or adjacent to the project boundary and a legally sufficient, complete, and specific written remediation plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of contaminated soil and groundwater.

EBMUD will not design piping or services until soil and groundwater quality data and remediation plans have been received and reviewed and will not start underground work until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists, or the information supplied by the project sponsor is insufficient, EBMUD may require the project sponsor to perform sampling and analysis to characterize the soil and groundwater that may be encountered during excavation, or EBMUD may perform such sampling and analysis at the project sponsor's expense. If evidence of contamination is discovered during EBMUD work on the project site, work may be suspended until such contamination is adequately characterized and remediated to EBMUD standards.

MOKELUMNE AQUEDUCTS

EBMUD's Mokelumne Aqueducts (Aqueduct) right-of-way (owned in fee) is located throughout the County. Any projects being planned within or immediately adjacent to EBMUD Aqueduct property will need to follow EBMUD's Procedure 718 – Authorized Uses of Pipeline Rights-of-Way. A copy of the procedure is enclosed for your reference.

Design drawings for any project encroachment (roadway, utility, facility, etc.) or restoration projects crossing or within the Aqueduct right-of-way will need to be submitted to EBMUD for review of possible drainage, site grading, fencing, construction access, and other conditions that may impact EBMUD property. EBMUD requires a full set of drawings (full size or 11" x 17") as well as an electronic copy in PDF format. All submittals shall be sent to the attention of Vincent H. Pon, P.E., Superintendent of Aqueduct Section, 1804 West Main Street, Stockton, CA 95203. Additional information and an encroachment package are included in EBMUD's Procedure 718. Applications for non-EBMUD uses will not be processed unless accompanied by the appropriate application fees outlined in the current applicable Water and Wastewater System Schedule of Rates and Charges and Fees. Contractors must secure an encroachment permit from EBMUD Aqueduct Section prior to mobilizing and starting construction work. A pre-construction meeting with EBMUD is mandatory.

When a project involves the construction of a retaining wall and fence along the property line; these must be constructed completely outside of EBMUD property, including all footings. The project sponsor shall contact EBMUD's Survey Section to coordinate identifying, locating and marking correct property lines.

WATER RECYCLING

EBMUD's Policy 9.05 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health, and not injurious to plant, fish and, wildlife to offset demand on EBMUD's limited potable water supply.

Some portions of the County's southeast quadrant in San Ramon and Danville falls within and around the service area of the Dublin San Ramon Service District-EBMUD Recycled Water Authority (DERWA) and EBMUD's San Ramon Valley's Recycled Water Project transmission and distribution pipeline infrastructure. Although the Housing Element Update is residential in nature, many projects and related non-residential and recreational developments present opportunities for recycled water uses. Appropriate recycled water uses range from landscape irrigation, toilet flushing, cooling, agricultural, and other non-potable applications which can potentially be served by existing or expanded recycled water pipelines in the future.

In 2019, DERWA and the participating agencies implemented a moratorium on new recycled water connections in San Ramon and Danville until additional wastewater sources are secured that can be utilized to expand the treatment and service of recycled water within the San Ramon Valley Region. As EBMUD advances plans and implements its recycled water supply expansion, EBMUD requests the County and project sponsors for individual projects within the Housing Element Update to coordinate closely with EBMUD and provide an estimate of expected water demand for potential recycled water uses for each specific project during the planning of the various housing components. Accordingly, EBMUD will assess and consider the feasibility of providing recycled water to individual projects within the Housing Element Update for appropriate uses.

WATER CONSERVATION

Individual projects within the Housing Element Update presents an opportunity to incorporate water conservation measures. EBMUD requests that the County include in its conditions of approval a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). Project sponsors should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

Daniel Barrios, Senior Planner
December 29, 2022
Page 4

If you have any questions concerning this response, please contact Timothy R. McGowan,
Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,

Handwritten signature of Timothy R. McGowan in blue ink, with the initials 'for' written below the signature.

David J. Rehnstrom
Manager of Water Distribution Planning

DJR:EZ
sb22_370 Contra Costa County Housing Element Update NOP Response

Enclosures: EBMUD Requirements for Placement of Water Mains
EBMUD Procedure 718 – Authorized Uses of Pipeline Rights-of-Way



Procedure 718

EFFECTIVE 13 DEC 22

SUPERSEDES 08 JUL 20

LEAD DEPARTMENT O&M

AUTHORIZED USES OF PIPELINE RIGHTS-OF-WAY

PURPOSE – To establish procedures and criteria for review and authorization of overhead, surface, and sub-surface use of District-owned and easement established property containing raw and distribution water aqueducts and pipelines (“pipelines”) for purposes other than installation, maintenance, and operation of District pipelines.

Forms Used	L-14 Limited Land Use Permit
	K-47 Work Request Agreement
	N-15 Certificate of Public Liability Insurance
	N-17 Certificate of Workers’ Compensation Insurance
	Application for Use of EBMUD Property or Request for Information
	General Fund Receipts for Miscellaneous Payments

Authority and Responsibility

Use, development, and control of fee-owned and easement established rights-of-way for District and non-District uses must be consistent with the District’s operations, maintenance, security, and the rights and obligations of the District. District and non-District uses of District-owned pipeline rights-of-way may be permitted, at the District’s sole discretion, only if the uses conform to Policy 7.01 - Aqueduct and Distribution Pipeline Rights-of-Way Maintenance and the requirements of this Procedure.

- No use of District pipeline rights of way or property by others will be permitted as a condition to meet city/county zoning requirements or to obtain any land use permit, approval, or entitlement affecting properties not owned by the District.
- No use of District properties by others will be permitted except under terms of a written agreement.
- Use of pipeline rights-of-way for District purposes shall have the concurrence of the Director of Operations and Maintenance and shall include all applicable protections required for similar third-party use.
- The Board of Directors has exclusive authority to approve any proposed right-of-way use requiring the adoption and implementation of one or more mitigation measures to minimize potentially significant environmental impacts.
- The decision whether to authorize any party other than the District to use District-owned property containing pipelines for any non-District purpose is a legislative act undertaken at the sole discretion of District staff. No notice or hearing is required to consider an application for use of such property, and staff’s decision is not subject to appeal.

Acceptable long-term uses of the pipeline rights-of-way include but are not necessarily limited to: utility crossings, road crossings, limited agriculture, equestrian and pedestrian trails, parks, oil and gas leases, and District-owned ground water wells. Acceptable long-term uses of rights-of-way and easements for future pipelines will be evaluated upon facility completion. Such uses will be authorized in writing. All approved uses will conform to the requirements and limitations described in the attached EBMUD Requirements for Entry or Use of Pipeline Rights-of-Way (Requirements for Entry or Use) and all other conditions as specified in the written approval.

The Water Supply Division and the Water Treatment and Distribution Division are each primarily responsible to implement this Procedure with respect to proposed uses of rights-of-way containing a facility “owned” by that Division. Facility “ownership” for this purpose is determined based on which Division has “Overall Responsibility” for the facility according to Table 1 of Procedure 706 – Facilities: Inspection, Maintenance and Repair. Wherever this Procedure allocates responsibility to both Divisions in the

alternative, the responsibility shall rest with the Division which owns the facility within the right-of-way which is proposed to be used.

The Water Supply or the Water Treatment and Distribution Divisions are responsible for monitoring permitted uses and detecting and preventing unauthorized uses of pipeline rights-of-way, respectively.

The Office of General Counsel and the Manager of Real Estate Services will be consulted when an unauthorized user will not voluntarily desist.

The Water Supply or the Water Treatment and Distribution Divisions are responsible for coordinating the development of recommendations with respect to the terms and conditions to be stipulated when a District or non-District use of a pipeline right-of-way is to be permitted.

The Director of Engineering and Construction shall be consulted as necessary to provide location analysis or to determine what structural, grading, drainage, corrosion protection or other engineering measures are required and to obtain estimates of engineering, design and inspection costs.

Inquiries and Applications for Use

Applications and inquiries for use of pipeline rights-of-way shall be processed by the Water Operations Department. Applications for non-District uses will not be processed unless accompanied by the appropriate application fees specified in the District's "Water and Wastewater System Schedules of Rates and Charges, Capacity Charges, and Other Fees".

The **Water Operations Department** is responsible for:

- Providing requirements for use of the District's pipeline rights-of-way to applicants requesting use of the right-of-way. See the attached Requirements for Entry or Use.
- Providing requirements to applicants for proposed work located adjacent to the District's pipeline rights-of-way which has the potential to impact the District's pipelines (e.g., proposed excavations that may include use of tiebacks that could result in a vertical encroachment and/or excavations that have the potential for ground movements that could damage District pipelines).
- Checking for completeness of any permit (e.g., Encroachment Permit Application) to ensure compliance with the requirements for entry or use of pipeline rights-of-way contained in Requirements for Entry or Use plus any other conditions applicable to the proposed use.
- Collecting engineering, plan review and construction inspection costs and documentation of insurance coverage, if necessary.
- Monitoring existing encroachments and inspection of the construction of new approved encroachments.
- Providing information to the Engineering and Construction Department for technical input regarding additional permit requirements or special restrictions that may be applicable (in addition to those outlined in the Requirements for Entry or Use).
- Assuring proper environmental documentation for proposed uses through consultation with the Water Distribution Planning Division, when appropriate. Policy 7.01 - Aqueduct and Distribution Pipeline Rights-of-Way Maintenance, requires the District to ensure that any construction impacts from third-party use of District rights of way are mitigated to the level of "no significant impact."

Real Estate Services is responsible for:

- Advising the Manager of Water Supply or the Manager of Water Treatment and Distribution of any real estate matters which relate to a specific proposed use.
- Collecting application fees and charges, preparing and executing limited land use permits, leases, easements, and all other property-related agreements (except for revocable licenses and temporary entry permits) and recommending fees and charges appropriate to the property use allowed, and for securing payment. See the current applicable Water and Wastewater System Schedule of Rates and Charges and Fees.
- Maintaining records relating to rights-of-way crossings and use, and providing information to the Engineering and Construction Department for the update of District pipeline drawings and GIS applications.

Types of Permit License or Easement

The Manager of Water Supply or Manager of Water Treatment and Distribution shall keep available the forms listing the general requirements set forth in Requirements for Entry or Use for each of the following:

Temporary Entry/Temporary Construction Permit

For temporary access to pipeline rights-of-way such as for surveying, potholing, construction, for temporary access via the District's right-of-way to property adjacent to the right-of-way, and other similar short-term situations.

Revocable License and Revocable Landscape License

For pipelines, sewers, storm drains, overhead and underground cables, public trails, landscaping and other crossings or lateral encroachments.

Limited Land Use Permit

Provides for agricultural or other surface use of the right-of-way for a period not to exceed one year (vehicular parking is prohibited). These permits are renewable annually if inspection reveals satisfactory conformance to conditions of permit.

Easement

For streets, highways, large diameter pipelines, canals and railroads, and other permanent publicly-owned encroachments. Easements are officially recorded with the county having jurisdiction. The consideration for the easement (e.g., fee) will be based on the value of the property being encumbered.

The Manager of Water Supply or Manager of Water Treatment and Distribution shall request review of any proposed revisions to application forms and lists of requirements from the Engineering and Construction Department, Real Estate Services Division, Office of General Counsel, and the District's Pipe Committee.

Processing Applications

Temporary Entry Permits and Temporary Construction Permits

The Manager of Water Supply or Manager of Water Treatment and Distribution (or designee) may issue temporary entry and construction permits including imposing standard and temporary conditions relating to the use. The Manager of Real Estate Services and the Office of General Counsel will be consulted regarding unusual circumstances.

Revocable Licenses

The Manager of Water Supply or Manager of Water Treatment and Distribution (or designee), if warranted, shall conduct a field investigation to determine pipeline protection requirements and in consultation with the Design Division or the Pipeline Infrastructure Division, will set forth the engineering and operating requirements.

The Manager of Water Supply or Manager of Water Treatment and Distribution (or designee), shall then specify any and all requirements, including special conditions to the applicant, and discuss the terms and conditions of the license agreement as well as any processing, design and inspection costs and license fee. The Manager of Water Supply or Manager of Water Treatment and Distribution may then enter into a standard license agreement with relevant special conditions on behalf of the District. The Manager of Real Estate Services and the Office of General Counsel shall be consulted regarding any unusual circumstances.

Copies of all revocable licenses issued by the Water Supply Division or the Water Treatment and Distribution Division shall be provided to the Manager of Real Estate Services.

Copies of all licenses or leases issued by the Manager of Real Estate Services on Pipeline Rights-of-Ways shall be provided to the Water Supply Division or the Water Treatment and Distribution Division.

Limited Land Use Permits

The Manager of Water Supply or Manager of Water Treatment and Distribution (or designee), shall convey the District's requirements to the applicant and investigate to determine any special conditions.

Real Estate Services shall prepare the Limited Land Use Permit (Form L-14) in duplicate, including special conditions or stipulations, accompanied by a District-prepared location sketch that will refer to pipeline stationing and other appropriate location identifiers, including adjacent pipeline structures.

Engineering and Construction Department shall prepare the location sketch.

After payment of the stipulated consideration determined by Real Estate Services, the Manager of Water Supply or Manager of Water Treatment and Distribution (or designee) shall review and execute the permit. These copies are then returned to the Manager of Real Estate Services, together with any stipulated consideration.

Forty-five days before expiration of a Limited Land Use Permit, the Manager of Real Estate Services shall notify the Manager of Water Supply or Manager of Water Treatment and Distribution, who shall investigate the permittee's operations. If renewal of the permit is recommended, the permit will be renewed by letter from the Manager of Real Estate Services.

Leases and Easements

The Water Supply or Water Treatment and Distribution Divisions shall conduct a field investigation to determine requirements for pipeline protection and, in consultation with the Design Division or Pipeline Infrastructure Division, if necessary, will set forth the engineering and operating requirements.

If structural or corrosion protective facilities are required, the Manager of Water Supply or Manager of Water Treatment and Distribution (or designee) shall request the Manager of Design Division or Pipeline Infrastructure Division to proceed with the required design or plan reviews. (During design, the designer will communicate with the applicant's engineer.) Upon completion of design, the plans will be delivered to the applicant via the Manager of Water Supply or Manager of Water Treatment and Distribution (or designee), who will arrange for inspection as required. The Manager of Real Estate Services shall discuss with the applicant the terms of the agreement and the amount of the consideration, including any processing, design, and inspection costs. Real Estate Services shall obtain an appraisal and engineering estimates, if necessary.

Upon agreement with the applicant, the Manager of Real Estate Services, shall draft, for review and approval by the Manager of Water Supply Division or the Manager of Water Treatment and Distribution Division and Office of General Counsel, an agreement granting the applicant the property interest under the terms and for the consideration as approved. Real Estate Services shall assure that evidence of insurance is provided, if required. The lease or easement shall be submitted to the District's Board of Directors for approval, if required by Procedure 108 - Real Estate Transactions. Two copies of the lease or easement shall be sent to the applicant with instructions to sign and return the copies, together with the consideration, to the Manager of Real Estate Services. Easements shall be recorded and the applicant shall provide the Manager of Real Estate Services with the recording data.

Approvals

District and non-District uses of pipeline rights-of-way shall be confirmed in writing, listing any special conditions which may apply to the proposed use to the requesting District departments or third parties by the Manager of Water Supply or Manager of Water Treatment and Distribution (or designee).

Terminations

Any third-party use of the District's pipeline property may be terminated at the District's sole discretion, so long as the termination is authorized by and done in a manner compliant with the terms and conditions of the permit, license, or lease that governs the use. If the Water Supply Division or the Water Treatment and Distribution Division terminates any permit or license, the Manager of Real Estate Services and the Design Division shall be so notified by memo. The Office of General Counsel may be consulted before undertaking a termination which may affect the District's legal interests.

Terms and Conditions

The final determination of generally applicable terms and conditions appropriate for District uses of pipeline properties rests with the Director of Operations and Maintenance.

A specific third-party applicant for use of pipeline property may be required, as a condition of approval of the application, to comply with the generally applicable terms and conditions, or with different or additional terms and conditions that are determined to be in the District's best interest. The decision to approve or deny an application, and the selection of terms and conditions of any approval, shall rest with the Director of Operations and Maintenance. There is no right to an administrative appeal or hearing, and the decision of the Director or designee is final.

Records

The Manager of Real Estate Services shall maintain a file containing copies of all documents relating to right-of-way crossings or uses, except for temporary encroachment permits, and is responsible for the assignment of right-of-way crossing numbers to approved documents.

The Engineering and Construction Department shall maintain as-built and right-of-way drawings and other information of pipelines. Updates to these drawings shall be made following:

1. Grant of Revocable License or Easement. Notice to be supplied by the Manager of Real Estate Services.
2. Completion of crossing construction covered by license or easement. Notice, including "as built" location data, to be supplied by the applicant to the Water Supply Division or Water Treatment and Distribution Division for transmittal to the Engineering and Construction Department. This notice will be routed through the Engineering and Construction Department, as necessary, then to the Manager of Real Estate Services.
3. Termination of any pipeline right-of-way use. Notice to be supplied by the Manager of Real Estate Services.

Drawings of right-of-way crossings and uses within the service area will be updated in GIS applications by Mapping Services based on information provided from Real Estate Services.

Required Fees

Pipeline right-of-way fees for the processing of applications and documents related to proposed uses are included in the "Water and Wastewater System Schedules of Rates and Charges, Capacity Charges, and Other Fees". The Manager of Water Supply and Manager of Water Treatment and Distribution are responsible for periodic review and updating of Requirements for Entry or Use. The Manager of Real Estate Services is responsible for review and updating of Fees and Documentation Charges, Use of Aqueduct and Distribution Pipeline Rights-of-Way by Others.

References

Policy 7.01 – Aqueduct and Distribution Pipeline Rights-of-Way Maintenance
 Procedure 108 – Real Estate Transactions
 Procedure 436 – Miscellaneous Accounts Receivable and Cash Receipts
 Procedure 706 – Facilities: Inspection, Maintenance and Repair
 Requirements for Entry or Use of Pipeline Rights-of-Way (attached)
 Water and Wastewater System Schedules of Rates and Charges, Capacity Charges,
 and Other Fees (as updated periodically)



**EBMUD REQUIREMENTS FOR
ENTRY OR USE OF PIPELINE RIGHTS-OF-WAY**

East Bay Municipal Utility District

1. Requests for encroachment rights or for other uses of the District's raw and distribution water aqueduct and pipeline ("pipeline") properties shall be directed to the Manager of Water Supply, 1804 West Main Street, Stockton, California 95203. Property uses shall only be permitted subject to appropriate written permit, license, easement, or lease agreement.
2. Requests for property uses shall be in writing and accompanied by a completed application, application fees, plan and profile drawings of the area and work involved. District pipeline stationing and adjacent above-ground structures must be shown. Applicant's horizontal and vertical control must be correlated to the District's. Drawings and maps shall be ANSI D size (22x34 inch) or ANSI B size (11x17 inch) and must also be provided in electronic .pdf format. Application must include complete insurance documentation.
3. The applicant must indemnify, defend, and hold harmless the District and associated personnel from and against any claims, losses, and liability arising by reason of the applicant's use of District's property or the applicant's acts or omissions pursuant to any permit or approval issued by the District, on such terms as the District may require. The applicant may be required to provide evidence of insurance coverage.
4. All requests for uses of District property must be consistent with requirements and limitations set forth by Procedure 718 and will be reviewed and approved on a case-by-case basis.
5. District land and facilities shall be restored to a condition as good as that which existed before applicant's entry on the right-of-way.
6. Applicant's use of property shall not increase District costs or interfere with District access, operations, maintenance, or repair of its facilities.
7. The applicant must pay the District the appraised value of the easement or lease, if appropriate, for the rights granted to the applicant. Appropriate environmental documentation must be completed in accordance with the California Environmental Quality Act before the rights can be granted. The District may require the applicant to prepare the documentation at its expense before the application will be considered for approval. The District will review the environmental documentation to determine whether it (i) adequately describes the applicant's project, (ii) contains a detailed disclosure and analysis of the project's impacts, (iii) describes feasible measures to mitigate any construction impacts to the District's right-of-way to a level of no significant impact, and (iv) is otherwise legally sufficient. The District may rely on any existing environmental documentation for the applicant's project if the District determines that the existing documentation meets the above-described standards.
8. For any District-approved encroachment, the applicant must pay the District for any of the following measures, as determined necessary by the District:
 - a. Design of structural protective measures
 - b. Design of fences or other structures
 - c. Corrosion control protective measures
 - d. District engineering, plan review, and inspection of activities
 - e. Environmental documentation
 - f. Application, permit or license fees.
9. The plan for the execution of the work must be approved by the District.
10. The type and weight of equipment working over the pipelines must be approved by the District.
11. The use of vibratory compaction equipment is prohibited on the pipeline right-of-way unless otherwise approved by EBMUD. Allowable compaction effort, allowable equipment, and maximum depth of each lift of fill shall be subject to District review and approval before start of construction.
12. A minimum of 48 business hours' notice must be given to the District before work commences on District pipeline right-of-way. Contact information will be provided in permit.

13. A preconstruction meeting is required prior to start of work.
14. No building or portions of buildings shall be constructed on the property. No other types of structures shall be constructed unless specific approval is given by the District.
15. No longitudinal encroachments such as drainage ditches; gas, phone, or electrical lines; pipelines, or roads will be permitted. All property line fences (including footings) must be located completely outside District property lines.
16. District staff shall monitor pile driving or other work which can result in vibration and occurs within 100 feet of the aqueducts. District staff shall also monitor other work located within 100 feet of the pipeline right-of-way, if such work has the potential to result in ground movements that could damage the District's facilities (i.e., large excavations with potential for horizontal or vertical ground deformations within the District's rights-of-way).
17. Railroad, freeway and highway crossings of the pipeline right-of-way shall be on permanent bridges with a minimum vertical clearance of 14 feet 6 inches between the finished ground surface and the underside of the bridge. Crossings of pipeline rights of way, on grade will be over structurally-encased aqueducts with a sleeve for a fourth aqueduct.
18. Street and road crossings constructed on grade shall incorporate protection of the pipelines. Protective measures will be designed by applicant's licensed engineer to District standards with specific District approval of each design.
19. Existing pipeline protective measures such as concrete slabs shall not be cut, penetrated, or otherwise disturbed. If a protective measure is cut, penetrated, or disturbed, it shall be replaced with a new protective measure, designed by applicant's licensed engineer to District standards with specific District approval of design.
20. Traffic control fences or approved barriers shall be installed along each side of the street, road or trail before opening to the public.
21. Temporary construction fences and barricades shall be installed by contractor as directed by the District.
22. No geotechnical exploration such as drilling or boring shall be allowed on an pipeline right-of-way without prior written approval from the District.
23. Any changes in finished grade in the pipeline right-of-way must be approved by the Aqueduct Section. Earth fills or cuts on adjacent property shall not encroach onto District property except where authorized for vehicular crossings on grade and where the District determines that there will be no detrimental effect on or maintenance of the pipelines.
24. Crossings shall be perpendicular to the pipelines and on a constant grade across District property.
25. Sanitary sewers, water lines, petroleum product lines, or other lines crossing above the pipelines must be encased in a steel, polyvinyl chloride (PVC), or reinforced concrete pipe conduit or be imbedded in reinforced concrete with a minimum vertical clearance of two (2) feet between the casing/embedment and the top of District pipelines. The casing shall extend the entire width of the pipelines right-of-way.
26. All pipelines crossing below the pipelines must be encased in a steel or reinforced concrete conduit and provide a minimum of three (3) feet of clearance between the casing and the bottom of the District pipelines.

27. Trenchless construction methods such as horizontal directional drilling or jack-and-bore between the top of the pipelines and the bottom of the protective structure (slab) are prohibited.
28. On pressurized pipe crossings, shutoff valves shall be provided outside and adjacent to both sides of District property.
29. At the point of crossing, steel pipeline crossings and steel casings shall incorporate electrolysis test leads, bond leads, and leads necessary for interference testing. Corrosion control devices, when required, must be approved by the District.
30. Cathodic protection for steel encasements must be installed as follows:
 - Provide a dielectric coating to the exterior surface of the steel casing within the District's right-of-way, 16 mil epoxy or equivalent.
 - Provide galvanic protection to the portion of the steel casing within the District's right-of-way in accordance with the National Association of Corrosion Engineers RP-01-69.
 - If the carrier pipe is constructed of ductile iron or steel, provide electrical isolation between the carrier and casing using casing insulators; redwood skids are not permitted.
 - Provide test results to the District demonstrating the adequacy of the cathodic protection system, and the adequacy of the electrical isolation of the carrier (if metallic) from the casing. The District reserves the right to witness any such tests.
31. Gravity drainage of District property shall be maintained. Open channels constructed across the right-of-way shall be paved with reinforced concrete. Headwalls, inlets, and other appurtenances shall be located outside District property. Drainage facilities shall be provided outside the District's property at the top and/or toe of fill slopes or cuts constructed adjacent to District property to assure adequate drainage.
32. Overhead electrical power conductors across the property shall be a minimum of 30 feet above ground. Communication and cable TV crossings shall be a minimum of 20 feet above the ground. Supporting poles or towers shall be located outside the pipelines right-of-way.
33. Buried electrical cables passing over the pipelines shall be installed in PVC conduit and encased in red concrete across the entire width of the right-of-way. In some cases, PVC-coated steel conduit with a red concrete cap may be substituted. All other buried cables shall be installed in conduits and marked in the appropriate Underground Service Alert (USA) colored marking materials and with surface signs installed at 4-foot intervals that include the utility name, type, and emergency contact information across the entire width of the right-of-way. The minimum vertical clearance between the conduit and the top of the District's pipelines is two (2) feet.
34. Electrical or telecommunications cables shall not be allowed to pass under the pipelines.
35. Vehicular parking and storage of equipment or material on aqueduct or distribution pipelines property are prohibited.
36. All District survey monuments and markers shall be undisturbed. If any District survey markers or monuments must be disturbed, they will be replaced or relocated by the District at applicant's expense prior to the start of any ground disturbing work.
37. All pipeline crossings involving mechanical excavation on the right-of-way require potholing of all pipelines at the site of the proposed crossing. Visible reference markings showing the pipeline alignments and depths to top of pipe shall be maintained for the duration of any mechanical excavation on District property. Excavations within two (2) feet of pipelines shall be made by hand. Entry permits are required for pothole work.
38. All grading or excavating of the right-of-way requires USA notification and the maintenance of a current inquiry identification number.

39. Certified six-sack mix is the minimum acceptable concrete batch to be used on the pipelines right-of-way. Concrete compression strength shall be 3,000 per square inch (PSI) or better at 28 days. If samples do not reach 3,000 PSI at 28 days, the entire section of slab or encasement related to that sample must be removed and replaced at applicant's expense.
40. Each truckload of concrete to be placed on the right-of-way may be sampled by the District. No water may be added to the mix after sampling.
41. Maximum allowable slump is three inches. All concrete exceeding three inches will be rejected and cannot be used on the right-of-way.
42. No traffic will be allowed over protective slabs until 3,000 PSI is reached.
43. All work areas shall be inspected by the District for final approval. As-built drawing submittals are required for District approval.
44. No work is allowed on weekends or District-recognized holidays unless otherwise authorized in the required permit.



Applicant Pipeline Design Criteria

EBMUD values applicant pipeline projects and is committed to providing a thorough and efficient design. To ensure an efficient design process and to avoid significant delays the design criteria below should be adhered to when submitting improvement plans.

Design Criteria

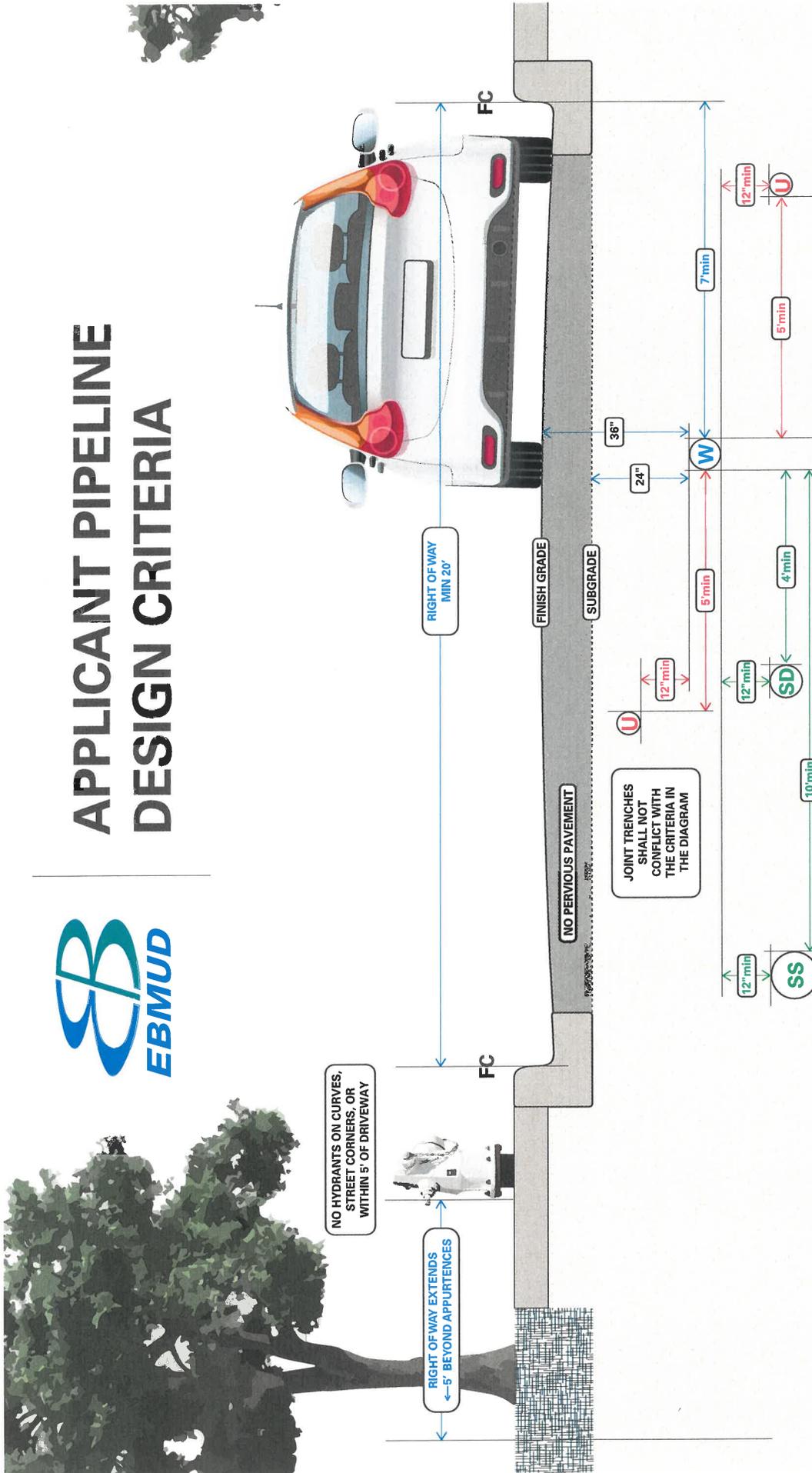
- Water mains shall be seven (7) feet from face of curb.
- Water mains shall maintain a minimum one (1) foot vertical and five (5) foot horizontal clearance from other utilities.
- Gas mains shall meet the one (1) foot vertical separation requirement by installing the gas main below the water main only.
- Water mains shall maintain a minimum ten (10) foot horizontal clearance (O.D. to O.D.) and be located a minimum one (1) foot above any sewer main. Title 22 CCR
- Water mains shall maintain a minimum four (4) feet horizontal clearance (O.D. to O.D.) and be located a minimum one (1) foot above any storm drain. Title 22 CCR
- Water mains shall have a 36-inch cover to final grade and 24-inch cover to pavement subgrade.
- Joint trenches that are in conflict with the criteria above may delay the project. Submit to EBMUD final joint trench plans (no intent plans) which include the size of the joint trench and the utilities located inside.
- Water mains shall not be installed under pervious pavement.
- Water mains installed under decorative pavement, pavers, or stamped concrete will require an additional paving agreement.
- Hydrants shall not be located on curved sections of street, street corners, or within five feet of a driveway.
- Right of ways for 6-inch and 8-inch water mains shall be a minimum of 20 feet wide and extend five (5) feet past the water main centerline.
- Right of ways for 12-inch to 24-inch water mains shall be a minimum of 20 feet wide and extend eight (8) feet past the water main centerline.

Please contact the New Business Office representative assigned to your project if there are any questions regarding the requirements listed above. Meeting this criteria will enable the most efficient design possible.

March 2021



APPLICANT PIPELINE DESIGN CRITERIA

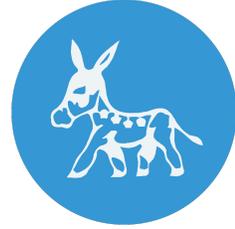


W = WATER	U = UTILITY	SS = SANITARY SEWER	SD = STORM DRAIN	FC= FACE OF CURB
24" cover to subgrade	min 12" vertical clearance	min 12" below water	min 12" below water	
36" cover to final grade	min 5' horizontal clearance	min 10' horizontal clearance	min 4' horizontal clearance	
7' inset from face of curb				

From: [Karen Case](#)
To: [DCD Housing Element](#)
Subject: EIR housing element
Date: Saturday, February 4, 2023 6:53:02 PM

Please consider neglected infrastructure in the county, including inadequate sewage treatment, neglected road rebuilding, over-population, inability to maintain roads and highways including poor or no litter cleanup and lack of maintenance on landscaping, lack of water for new buildings, no changes to improve building codes to help with constant drought, and lack of mental health for uninsured homeless.

Sent from my iPhone



Maureen Toms

Contra Costa County - Department of Conservation and Development

30 Muir Road

Martinez, CA 94553

Esteemed Planning Commissioners:

We write to you concerning the second draft of the county's 6th cycle Housing Element. We thank the County for the additional detail, explanations, and evidence for decisions and goals added to the second draft. However, the new draft still fails to meaningfully address macro disparities in how regional housing needs are met. Minor edits to the policies, actions, and site inventory do not address the fact that for years to come, new residents will live in areas more exposed to pollution, further from jobs, and in worse schools. The current plan shows a willingness to rezone and increase density in these communities, in ways it avoids in higher income parts of the county.

Executive Summary

- The second draft fails to make any progress on any of the important fair housing outcomes - how many new homes are in unpolluted areas, how many are close to jobs, or how many are in areas with good schools.
- Every Housing Element site now has a PUD-1 designation but the County does not provide any information about the development standards (heights, setbacks, lot coverage, parking) for this zone, all of which are critical to development suitability.

Fair Housing

After reviewing the first draft, HCD's determination letter devoted almost two of nine pages to concerns about fair housing. We are disappointed to see almost zero mention of fair housing in the County's June 1 staff report. In December 2022, the County's own charts on fair housing made the case for us that the draft was insufficient. On the most important outcomes:

- How many new residents will be able to send their kids to high-performing schools?
- How many new residents will have a chance to live in an unpolluted neighborhood?
- How many new residents will live close to a job center?
- How many new residents will have an opportunity to live in a higher income neighborhood?

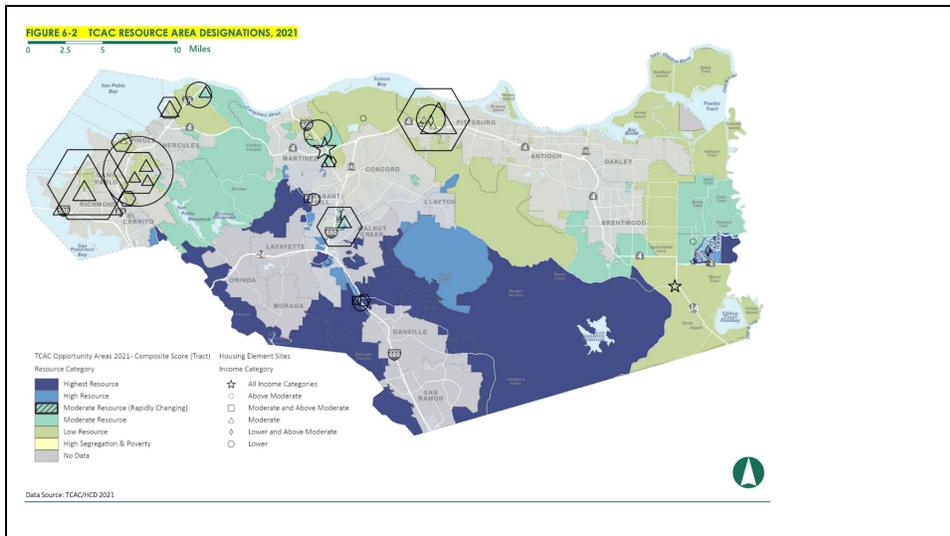
The County's second draft shows zero progress. Additionally, in the second draft, the County **removed information from the charts about existing levels of poverty/schooling/pollution in the County,**¹ so readers cannot make comparisons between existing conditions and the new RHNA levels. The County also **changes the valence of colors between charts** - in one chart, blue color / left hand side will be a bad thing (share of population with the worst schools), and in the next one, it will be a good thing (fewest residents below the poverty line). Together these mislead about how poorly the County is doing on fair housing.

While the County adds programs to address fair housing (e.g. "Promote the availability of homeownership opportunities") these programs are underspecified (no clear objectives or milestones) and unlikely to be large enough/well funded enough to overcome the issues that are created by the unfair zoning.²

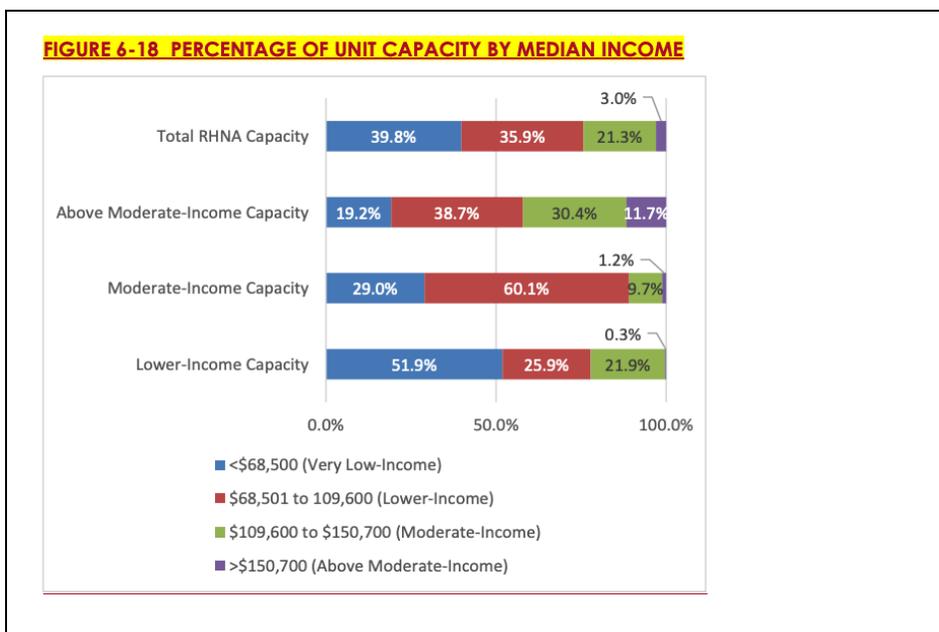
The charts referenced in December tell the same story today. Figure 6-2 demonstrates geographically (look for the larger shapes) that housing is disproportionately planned in lower resourced communities. Likewise, figure 6-18 shows that 75.7% of the total RHNA capacity is sited in lower-income communities, an *increase* from 73.9% in the first draft.

¹ The choice in the first draft to use "acreage" as the baseline was maybe not ideal - it's possible there is empty land that shifted the numbers in an uninformative way. We encourage the County to use a different baseline criteria, for example number of existing homes or existing population.

² There are also a number of spelling errors in this section ("projects", "reviatlizatoin") which suggest the writer was in a hurry or not too bothered about the exact contents.



About a quarter of the County's land is home to residents making above \$150,000 per year, but only 3% of the Sites Inventory is planned for these areas.



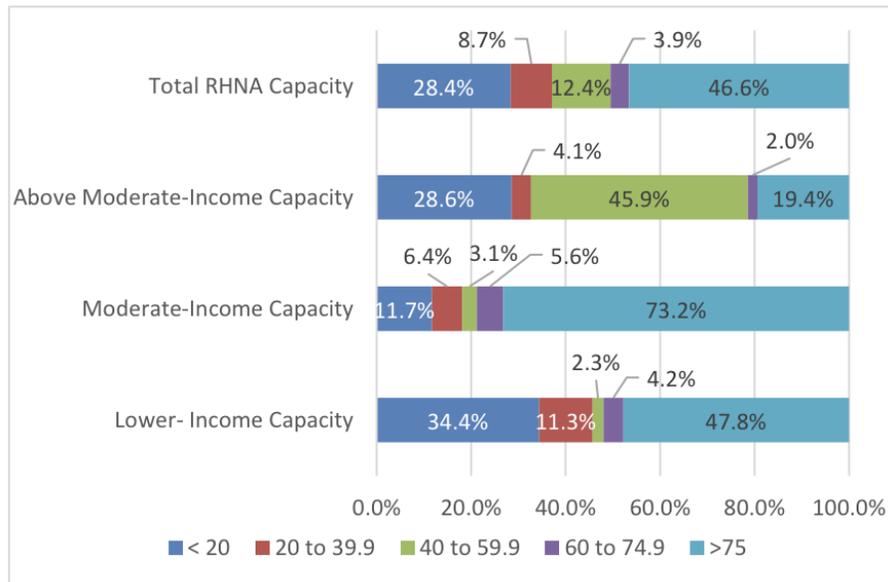
Only 4.7% of the County's land has the worst scores on CalEnviroScreen (teal below), a measure of pollution and environmental quality,³ but almost half of the sites inventory is sited in this 5% of the County's area, so this is a significant concentration of low-income housing in areas with high pollution.

³ This statistic was present in the first draft and omitted from the second draft.

In November 2022, Martinez Refining, a refinery a stone's throw from the Mountain View and Vine Hill communities, emitted 24 tons of spent catalyst into the air, which blanketed nearby homes and schools with a dust containing various chemicals.⁴ The County advised residents not to eat food grown in the soil that was carpeted with chemicals, but has yet to complete soil testing. The FBI and the EPA are now investigating the chemical release.

This incident underscores the importance and justice of placing the majority of new housing in areas that are not as affected by pollution, and mostly located far from heavy industry in e.g. Vine Hill, Mountain View or Crockett.

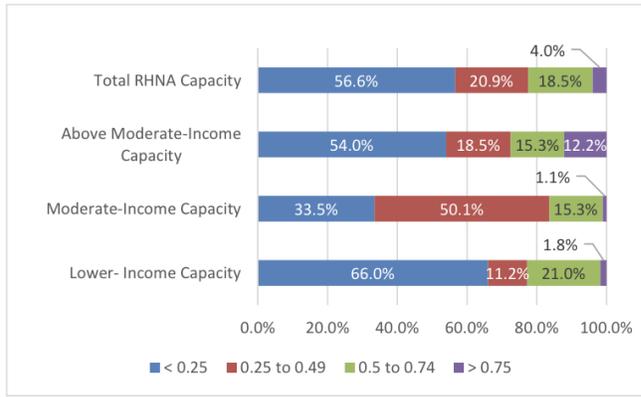
FIGURE 6-25 PERCENTAGE OF UNIT CAPACITY BY CALENVIROSCREEN SCORE



Source: OEHHA, CalEPA, CalEnviroScreen 2021; Contra Costa County Department of Conservation and Development, 2023

⁴ See e.g. "[FBI investigating hazardous fallout from Bay Area refinery](#)".

Only 30% of the County's land has schools in the lowest-performing quartile (<25%) of the distribution, but 66% of the low-income housing is slated to go there. 40% of the County has schools in the highest-performing quartile, but *only 4% of the new housing will be in an area with a high-performing (>75%) school.*



Source: TCAC/HCD, 2021; Contra Costa County Department of Conservation and Development, ~~2022~~2023

As stated in [our previous letter](#): this pattern of disproportionate allocation *may* be acceptable in a city where wealthy and less wealthy residents share the same amenities - schools, parks, hospitals, facilities, transit. In Contra Costa County they do not. Blackhawk is five school districts and 30 miles away from North Richmond.

Fair Housing Sites Suggestions

Our [previous letter](#) (page 10) contained a number of suggestions for additional sites the County could rezone for denser housing that would improve fair housing outcomes. In short:

- Single family zones in the County's lower income areas have a maximum density of 7 units/acre; in higher income areas (Alamo, Diablo, Walnut Creek) they have a maximum density of 3 units/acre. All single family zones in the County should be rezoned for a maximum density of *at least 7 units/acre*.⁵
- Kensington, a wealthy Racially Concentrated Area of Affluence (RCAA), was completely omitted from the County's Housing Element. Several sites in Kensington could be rezoned and then included.⁶

⁵ We encourage the County to include upzoned single family parcels in its Sites Inventory/RHNA calculations, using a probability function similar to ADU calculations.

⁶ We encourage the County to use a probability function to include rezoned sites where there is no evidence for redevelopment; for example, assume that 5% of rezoned parcels will become housing, and then include 5% of the rezoned density in the sites inventory.

- We list several other parcels 1 acre or larger with less than 0.1 FAR and old existing structures which were omitted from the County's rezoning program.

The County should also consider rezoning a 13-acre parcel at the end of Lewis Lane in Alamo for housing. The owner has recently indicated an interest in selling and this would be an excellent site for duplexes or triplexes.

We also encourage the County to strengthen HE-A2.8, to go beyond just "exploring" and commit to a rezoning program using SB 10.

Sites Inventory

PUD-1 zone

The County plans to rezone all of the sites in the inventory using a "Planned Unit District" zoning designation, P-1. The current draft specifies almost nothing about what will be allowable on those parcels in practice, because P-1 is a designation that gives the County flexibility to call almost anything the development standard. For example, the County could impose rules related to heights, setbacks, labor standards, or daylight planes for PUD projects that make affordable housing infeasible.

County staff said via email that they do not plan to impose different development standards for P-1 zones in different parts of the County, but the lack of specificity makes it impossible to guarantee this. The Alamo MAC and Alamo Improvement Association have already asked for Alamo-specific exemptions to density and it is likely they will ask for Alamo-specific exemptions to changes in development standards (heights, setbacks). Stricter development standards in wealthier areas would violate the County's commitment to further fair housing. The County should specify in the document that all areas with the same proposed density will get the same development standards.

It is impossible to evaluate whether development is feasible in the P-1 zone without specifics about the development standards. The County should clarify the development standards that are proposed for the P-1 zone, or at the very least, specify "eventual setbacks no larger than X, eventual maximum heights no lower than Y, eventual parking minimums no higher than Z."

The Town of Danville also attempted to use a P-1 zone for almost all sites in its sites inventory. [HCD's letter to Danville](#) (page 7) indicated that Danville needed to provide specifics about the Planned Development process in order to get certified.

Site Numbering

The County renumbered many of the sites between drafts 1 and 2, which makes it confusing to refer to them, and difficult to cross-reference from both our previous letter and HCD's determination letter, which refer to sites by number. In the future, the County should not reuse numbers that were previously assigned to a site - just assign higher numbers at the end.

Specific sites

We are disappointed to see the County downzone a 4-acre vacant parcel in Alamo owned by the Contra Costa County Office of Education (CCCOE) from a proposed 30 DUA to 3 DUA. This action is a microcosm of why fair housing outcomes in the County are so bad; between the first and second draft the County received dozens of letters from neighbors (\$200k AMI; 80+% White) outraged about the proposal to build homes on this site, and lowered the density in response. The County should reverse this decision. In addition, housing at 3 DUA will be almost impossible for CCCOE to build due to the competitive nature of low income housing financing; this is why the state has developed minimum "Mullin densities" for low income housing.

For site 77 (McAvoy), the County notes part of the site is undergoing environmental remediation but does not provide a timeline for completion of the remediation process. Again we note this site would be the only residential zone on the "wrong side" of four railroad tracks and is also at risk of flooding. This is not a suitable site for residential development.

In HCD's determination letter, the following (first draft numbering) were identified as non-vacant sites in need of further explanation of plausible development: 16, 18, 19, 23, 24, 31, 32, 35, 42, 50, 80, 82 and 91. We thank you for adding more information and context to the site inventory regarding these sites. However, we observe that in addition to those flagged by HCD, second draft sites 1, 4, 5, 19, 32, 33, and 48 appear to be sites with active uses and minimal explanation as to the owners' likelihood to cease those uses for redevelopment.

Additionally, 19 sites (sites 58-76) are identified as housing authority collaborations. The additional context in the County's second draft stating "The County has been working with

Housing Authority staff on redevelopment of this site and the other sites they own in this Housing Element inventory” suggests credible reason to believe these sites will be redeveloped. However, this does not clarify how existing units are being counted (or not) towards the RHNA. The Housing Element should be amended to clearly establish the legal basis for counting the existing homes, or should instead withdraw the sites if the requirements cannot be met.

Policies and Programs

Please see [our previous letter](#) (page 2) for suggestions for policies and programs that would strengthen the County's Housing Element. We are disappointed that Policy HE-P8.2, encouraging better ventilation in residential buildings and encouraging a shift to all-electric appliances, was removed. Improved ventilation is an easy way to help people think more clearly⁷ and reduce trips to the doctor/hospital for asthma.

Constraints

We continue to be concerned about the County's proposed standards for lot coverage, setbacks, and parking minimums, as well as compliance with CEQA determination and completeness timelines. Please refer to [our previous letter](#) (page 4) for detailed comments.

Public Participation

We thank the County for including census tract and other identifying information in the Sites Inventory table, which make it much easier to locate sites in a given area in the County.

Other Public Comments

A number of public comments expressed concern about increased traffic on the west side of Alamo near Rancho Romero Elementary school. While increased traffic is a concern, it is not obvious to us that the County has ever tried to encourage Westside residents to try other transportation modes, or implement a transportation demand management system for Rancho Romero. More than 50% of students in the Palo Alto school district get to school via some method that's not a car; especially with the Iron Horse Trail so close; such a mode share seems achievable in Alamo. The County or SRVUSD could try any of the following to mitigate traffic impacts at Rancho:

⁷ Several studies have shown that students perform better on standardized tests when their classrooms are well ventilated and e.g. free of mold.

- Improve bike and pedestrian access from the Iron Horse Trail
- Prioritize dropoffs from carpooling cars
- Bike rental or checkout program. Education about cargo e-bikes for parents
- Raised crosswalk or curb bulbouts for Iron Horse Trail at Hemme
- Hold an ice cream party for the classroom with the lowest vehicle miles traveled
- Implementing a trip cap

There is a lot of low hanging fruit to reduce car traffic on the Westside that should be attempted before the County concludes we cannot add new housing because of the traffic impact.

Conclusion

With these factors in mind, we ask that you revisit [our previous letter](#) for a full list of suggested ways to address these issues.

Sincerely,

Victor Flores

Greenbelt Alliance

Marti Roach

350 Contra Costa

Benisa Berry

East County Community Leaders Network

Lynda Deschambault

Contra Costa County Climate Leaders
(4CL)

Sue Bock

San Ramon Valley Climate Coalition

Tyler Snortum-Phelps

Sustainable Contra Costa

Chris Allison

East Bay for Everyone

Cody Keller

Contra Costa Young Democrats