THE TOWN OF DANVILLE

2030 GENERAL PLAN

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Adopted March 19, 2013

TOWN OF DANVILLE
510 LA GONDA WAY
DANVILLE, CALIFORNIA 94526

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PROLOGUE

The General Plan expresses the visions and goals of Danville citizens for the future of our community. The Plan contains goals, policies, and programs to guide the Town's decision makers toward this vision. Our goals have been shaped by four basic principles:

1. The small town way of life enjoyed by Danville residents should be reinforced, preserving present aesthetics and other community qualities.
2. The quality of life within existing developed areas of the community should be protected.
3. Orderly and appropriate growth must be coupled with the ability to maintain high quality public facilities and services.
4. Harmony should be achieved between Danville's development and its physical setting by protecting natural resources, avoiding development of hazardous areas, and preserving critical open space areas.

These principles are the foundation of the Plan and are the basis for a strategy to preserve the quality and character of our Town as the Tri-Valley region and Bay Area continue to grow.

CHAPTER

1

INTRODUCTION

A. WHAT IS A GENERAL PLAN?

A General Plan presents a vision for a community's future and the policies necessary to make that vision a reality. The plan guides future decisions on development, resource management, and public safety. It is the official adopted statement of how and where growth will be managed and how the defining qualities of the community will be protected and enhanced in the coming years. General plans also typically contain background information, maps, and diagrams. A key component of the plan is a map indicating the land uses and densities that will be permitted in different parts of the community in the future, including areas to be preserved as open space.

All California cities and counties are required by the State of California to have a General Plan (California Government Code Section 65300 et seq.). State law requires the General Plan to address seven specific topics (or "elements"), including Land Use, housing, circulation, safety, open space, conservation, and noise (Sections 65302 and 65303). General plans may include a variety of other elements, if so desired.

State law requires the General Plan to be long-range. Most communities use a 15 to 25 year horizon, allowing the plan to be forward-thinking and providing enough time to achieve long-term objectives. Danville has used 2030 as the horizon year for this plan. The plan's goals express Danville's priorities for the next 17 years and outline the ways the Town will respond to change during that time. Since the future is inherently unpredictable, the plan may be amended or updated before the horizon year arrives.

B. THE PLAN'S VISION

The Danville 2030 General Plan seeks to preserve the fundamental qualities that make Danville an exceptional place today. These qualities include the Town's high-quality residential neighborhoods, its historic downtown, excellent schools and parks, convenient local shopping, attractive and well-maintained streets, wooded hillsides and scenic vistas, abundant open spaces, high level of public safety, and small town ambiance. Danville's 42,000 residents enjoy an outstanding quality of life today in large part due to a commitment to sustain these qualities since incorporation in 1982.

Preserving Danville's quality of life does not mean the Town will not change in the next 17 years. In fact, the 2005 General Plan (adopted in 1987) and the 2010 General Plan (adopted

Mt Diablo vista from Tao House, Eugene O'Neill National Historic Site. Photo courtesy of Candice Rana.

in 1999) expressed the same overarching vision, while still accommodating carefully managed growth. Danville has changed a great deal since 1987, increasing its population by over 40 percent. Despite the addition of more than 3,600 new homes in the 1990s and slower growth that added just over 300 residents between 2000 and 2010, Danville has retained its reputation as being one of the Bay Area's most desirable communities. Danville still is—and in 17 years still will be—a great place to call home.

New challenges have emerged since the late 1990s when the last General Plan was updated. Cities and towns across California are being asked to grow more sustainably. The housing market has grown more volatile and unpredictable, at the same time the need for affordable housing continues to increase. Technology continues to reshape the way we live and work. A prolonged recession has strained the resources of state and local governments, and led to high unemployment and a sluggish local economy. Yet the Bay Area continues to grow—and issues such as traffic congestion, air and water quality, and urban sprawl continue to require our attention.

California's population is also being transformed. The three components of population change—births, deaths, and migration—will result in major demographic shifts at the state and regional levels. The number of Californians over 65 will almost double in the next 20 years and the percentage of foreign-born residents will continue to rise. These changes will affect the demand for community services, as well as the demand for housing and land. Cities across the state must respond to change by planning ahead.

The 2030 General Plan balances the desire to retain Danville's small town character with the realities of life in the Bay Area and the state of California in the next 17 years. The General Plan anticipates approximately 1,050 new households in the Town of Danville between 2010 and 2030, or about 50 households a year. This is much lower than the 1990-2010 growth rate, but is still a substantial increase. The Plan also anticipates about 1,900 new jobs in Danville between 2010 and 2030, bringing the Town's total employment to almost 17,000.

Future development will need to be carefully managed to maintain and enhance the qualities that make Danville a special place. The objective is to make Downtown Danville a more vibrant center. New development will be accommodated on vacant and underutilized sites while respecting

and preserving the character of historic Old Town. Through design guidelines, zoning regulations, and other tools, the Town will ensure that new development is consistent with the ambiance of Danville today.

Sustainability is part of the Town's vision for the coming decades. Sustainability is defined as the ability to meet the needs of current residents without compromising the ability of future generations to meet their needs. Sustainable methods include a shift toward "greener" building, including the use of recycled materials, solar energy, bay-friendly landscaping, and reclaimed water. Danville can also be a more sustainable place by preserving and expanding its tree canopy, managing stormwater runoff, encouraging energy conservation in existing structures, and supporting recycling. Chapter 6 of the General Plan provides more detail on sustainability policies and programs.

"The 2030 General Plan seeks to balance the desire to retain Danville's small town character, in light of continued growth and change occurring in the Bay Area and state of California."

HISTORY OF THE DANVILLE GENERAL PLAN

Prior to incorporation, land use decisions in Danville were governed by Contra Costa County. In 1977, the County Board of Supervisors adopted the San Ramon Valley Area Plan, which included parts of Danville, San Ramon, and Alamo. When Danville incorporated in 1982, relevant portions of the County Plan were adopted by the new Town Council.

In 1987, Danville adopted its first General Plan, intended to guide growth through 2005. A major update of this plan took place in the late 1990s and the horizon year was moved to 2010. On August 3, 1999, the Danville Town Council adopted the 2010 Plan. A major amendment to the Plan took place in 2000 when Danville voters approved Measure S. The 2010 Plan was also amended through the adoption of new Housing Elements in 2003 and 2009.

As the horizon year of the 2010 Plan approached, Town leaders initiated work on the 2030 Plan. This document is the product of that effort.

Sycamore Valley looking west. Photo courtesy of Karl Nielsen.

C. CONTENTS OF THE DANVILLE GENERAL PLAN

The 2030 Plan integrates technical studies, General Plan Amendments, implementing ordinances, and design guidelines prepared by the Town since the 2010 Plan was adopted. It maintains many of the goals and policies from the 2010 Plan. New goals and policies have been added in response to the issues of the past 13 years and the emerging challenges the Town will face in the decades ahead. The 2030 Plan also includes minor revisions to the Town's Land Use map. The new goals, policies, and Land Use map designations will not result in significant changes to the amount or rate of development in Danville.

While the General Plan elements mandated by the state are incorporated into the 2030 Plan, the Plan is not organized into traditional "elements" as defined by state law. Rather, it is organized into four major policy areas: Planning and Development, Mobility, Public Facilities, and Resources and Hazards. The Planning and Development Chapter includes the Town's Growth Management Element, a mandated element for Contra Costa County jurisdictions in light of obligations established by the voter approved Measure J (2005).

The core of the General Plan consists of goals and policies associated with each major topic. Each policy is accompanied by a bulleted list of implementation strategies. The goals and policies are preceded by related background information and forecasts. They are followed by further information on the implementation strategies, including the specific actions to be taken after the General Plan is adopted.

Danville has also adopted a Housing Element as part of its General Plan, consistent with Government Code Section 65580, et seq. The Element was adopted by the Town in December, 2009 and was certified by the State Department of Housing and Community Development in 2010. It provides policy and program direction through 2014. Due to its length and technical nature, which is mandated by state law, the Housing Element stands on its own as a separate document. The Danville Housing Element is incorporated into the 2030 Plan by reference and is scheduled to be updated again in 2014. The goals and policies in the Housing Element are fully consistent with those in this volume of the General Plan, and vice versa.

Figure 1 indicates where the mandated General Plan elements are addressed in the 2030 Plan.

Museum of the San Ramon Valley. Photo courtesy of Paige Green.

FIGURE 1

STATE-MANDATED AND PERMITTED GENERAL PLAN ELEMENTS

TOWN OF DANVILLE

GENERAL PLAN ELEMENT	GENERAL PLAN CHAPTER AND PAGE NUMBERS			
MANDATED ELEMENTS	**PLANNING AND DEVELOPMENT**	**MOBILITY**	**PUBLIC FACILITIES**	**RESOURCES AND HAZARDS**
LAND USE	3 (3-1 to 3-63)			
HOUSING[1]				
CIRCULATION		4 (4-1 to 4-48)		
SAFETY				6 (6-13 to 6-37)
OPEN SPACE			5 (5-7 to 5-25)	
CONSERVATION				6 (6-1 to 6-12)
NOISE				6 (19 to 25, 32-34)
GROWTH MANAGEMENT[2]	3 (3-64 to 3-73)			
OPTIONAL ELEMENTS				
COMMUNITY DESIGN	3 (3-19, 3-26 to 3-27)			
ECONOMIC DEVELOPMENT	3 (3-80 to 3-87)			
HISTORIC PRESERVATION	3 (3-74 to 3-79)			
PUBLIC FACILITIES			5 (5-1 to 5-42)	
RECREATION			5 (5-7 to 5-25)	
SUSTAINABILITY & GREENHOUSE GAS REDUCTION				6 (6-38 to 6-53)

Footnotes: (1) The Danville 2007-2014 Housing Element is incorporated by reference and is available as a separate document.

(2) Mandated by Contra Costa County Measure J (2005) - the Contra Costa Transportation Improvement and Growth Management Program.

Sources: Town of Danville, 2012.

D. DEVELOPMENT OF THE GENERAL PLAN

Danville's 2030 General Plan was developed through a cooperative effort among citizens, the Town Council, the Planning Commission, the Parks and Leisure Services Commission, the Heritage Resource Commission, the Arts Commission, Town staff and consultants, and representatives of other government agencies.

Early in the General Plan Update process, stakeholders chose to retain the basic direction provided by the Town's original General Plan. This direction was initially articulated in the mid-1980s by a 17-member General Plan Task Force utilized for the formation of the 2005 Plan.

The Town Council and Planning Commission conducted study sessions during the first half of 2010 to review a "factual update" of the existing Plan. The factual update moved the planning period forward from 1998-2010 to 2013-2030, and made technical corrections and edits to the document first drafted in 1998-99. The study sessions continued into Winter 2010-11 and Spring 2011, shifting the focus to the Land Use map and the development of new policies in response to emerging issues. Through this process, the Town solicited community input on Danville's future as well as focused review of "Opportunity Sites" and "Special Concern Areas." A limited number of Land Use map changes and a variety of new policies and implementation programs were developed.

A Draft General Plan and the associated Environmental Impact Report (EIR) required by the California Environmental Quality Act (CEQA) were circulated for public review during October, 2012. Public hearings on the Draft General Plan and the Plan EIR were conducted from November, 2012 through March, 2013.

E. USING THE DANVILLE GENERAL PLAN

The Danville 2030 General Plan reflects the vision and goals of Danville's residents and their elected and appointed representatives. The Plan will be used by the Town Council, the Planning Commission, and other Town Commissions in considering land use and development related decisions. Town staff will use the Plan on a day-to-day basis in administering and regulating land use and development activity. Citizens can use the Plan to understand Danville's approach to regulating development and protecting resources and community values.

Policy Framework

The 2030 Danville General Plan uses a "vocabulary" of planning terms common to most long-range planning documents. These terms are defined below:

- ***Goals*** are broad statements of direction leading to a desired end state or vision. Because goals are general in nature they tend to have broad community support, and are typically not controversial.
- ***Policies*** are more precise expressions regarding how a particular goal will be interpreted and/or implemented. Policies guide the day to day decisions of staff, elected officials, commissioners, and others with decision-making authority.
- ***Standards*** are policy statements that include a specific, quantified measure of performance.
- ***Objectives*** are policy statements where very specific results, dates, or products are included.

Some of the goals and policies in the General Plan are followed by text in italicized font. This text is not part of the policy, but is included to provide context, clarify the policy's intent, and/ or explain how the policy should be applied.

A General Plan must balance the views of many constituents and cover thousands of properties. For example, the Town seeks to preserve its small town character at the same time it must meet the housing production targets set by state and regional agencies. One goal suggests preserving things "as is" while the other implies growth and development. Policies in the Danville 2030 Plan have been carefully worded to indicate the degree of discretion that may be used as each policy is applied. In some cases, policies must be interpreted quite literally; other policies are

more subjective. One of the important roles of the Planning Commission and Town Council is to reconcile competing objectives as the General Plan is used.

Policies typically begin with an action-oriented verb expressing a directive for future decisions. The verb indicates whether a policy is mandatory or advisory. For example, policies beginning with "require," "ensure," "protect," "mandate," and similar verbs indicate binding directives. The use of "shall" or "will" in a sentence likewise indicates a binding directive. Conformity with such policies is necessary for proposals or actions to be determined consistent with the General Plan. On the other hand, policies beginning with "encourage," "support," "avoid," and similar verbs indicate more aspirational directives.

Maps and Diagrams

Maps and diagrams are graphic expressions of policy, typically showing geographic base data and thematic information. The General Plan contains the following three maps that are policy expressions:

- Land Use map
- Circulation Map
- Open Space, Parks and Recreation Map

The Land Use map is the major graphic expression of goals and policies contained in the Danville General Plan. It shows the geographic extent of each land use category. The land use categories are a set of official definitions for the land use types and intensities found in Danville. Each category defines the specific uses permitted, the intensity of the use, and other policy considerations.

The boundaries of land use designations on the Land Use map are based on a variety of factors, including existing land use patterns, and natural and man-made features. While the boundaries typically appear to coincide with property lines, the land use designations are not meant to be precise, legal boundaries. By definition, Land Use map boundaries are subject to interpretation based on area specific conditions and uses.

The Danville Zoning Ordinance, which implements the Land Use map, provides precise legal boundaries of zoning districts consistent with the underlying land use designations. At times, when referring to or interpreting the Land Use map, it may be necessary to review the more detailed maps upon which a given boundary is based.

Figure 2 shows the geographic area covered by the General Plan. This is referred to as the "Planning Area." It includes all land within the Town limits, adjacent land within the Danville sphere of influence, and unincorporated land beyond the sphere of influence where land use decisions could potentially impact Danville. The Map indicates a proposed expansion of the Town's existing sphere of influence to include a number of already-developed properties on the east side of Danville, and a proposed contraction of the sphere to eliminate a permanent open space area on the west side.

Monitoring and Implementation

The goals and policies contained in the General Plan are directly associated with specific implementation measures. These implementation measures include existing Town ordinances and operating procedures, as well as recommended amendments to existing ordinances and procedures, and recommendations for entirely new measures. An overall implementation strategy for the goals and policies in each policy area is provided in each Chapter, citing both existing and recommended measures.

Implementation measures related to specific policies include a variety of monitoring efforts. This monitoring activity will help the Town measure the success of the General Plan and its implementation. An Annual General Plan Progress Report, as required by Government Code Section 65400 (b), will be prepared by the Town indicating its progress towards achieving its General Plan goals and policies.

Revision of the General Plan

A General Plan should not attempt to create a static end state for a community. Rather, it should focus upon a specific time horizon, and, during the period prior to this time horizon, be

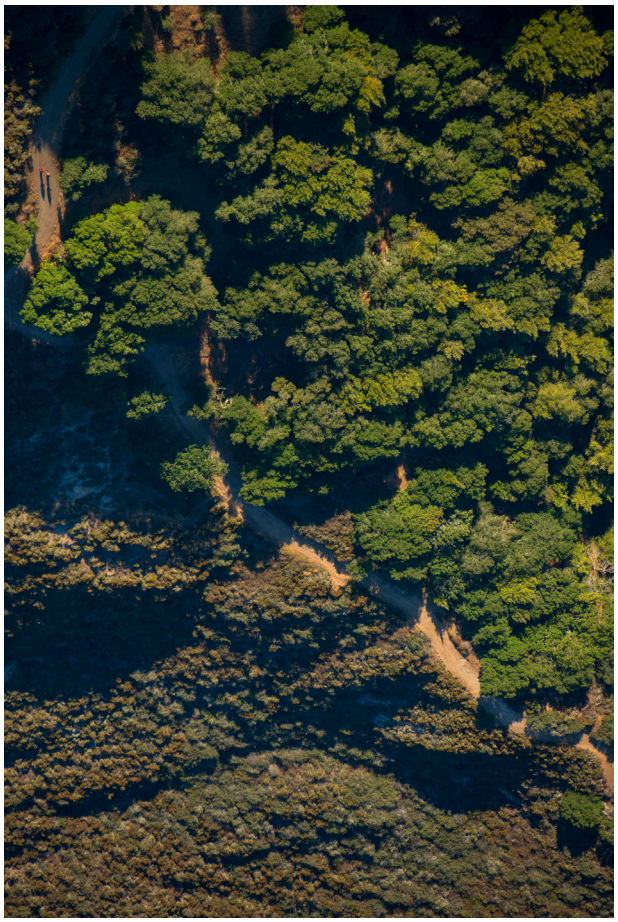
capable of responding to the changing needs of the community.

The Danville 2030 General Plan establishes goals, policies, and an implementation program which must be followed over time. As noted earlier, the Plan utilizes a 17-year planning horizon, selected because of its correspondence with available forecasts and projections used in formulating the Plan. To make the Plan responsive to changes that occur over the next 17 years, amendments in accordance with state law may be made before the planning horizon.

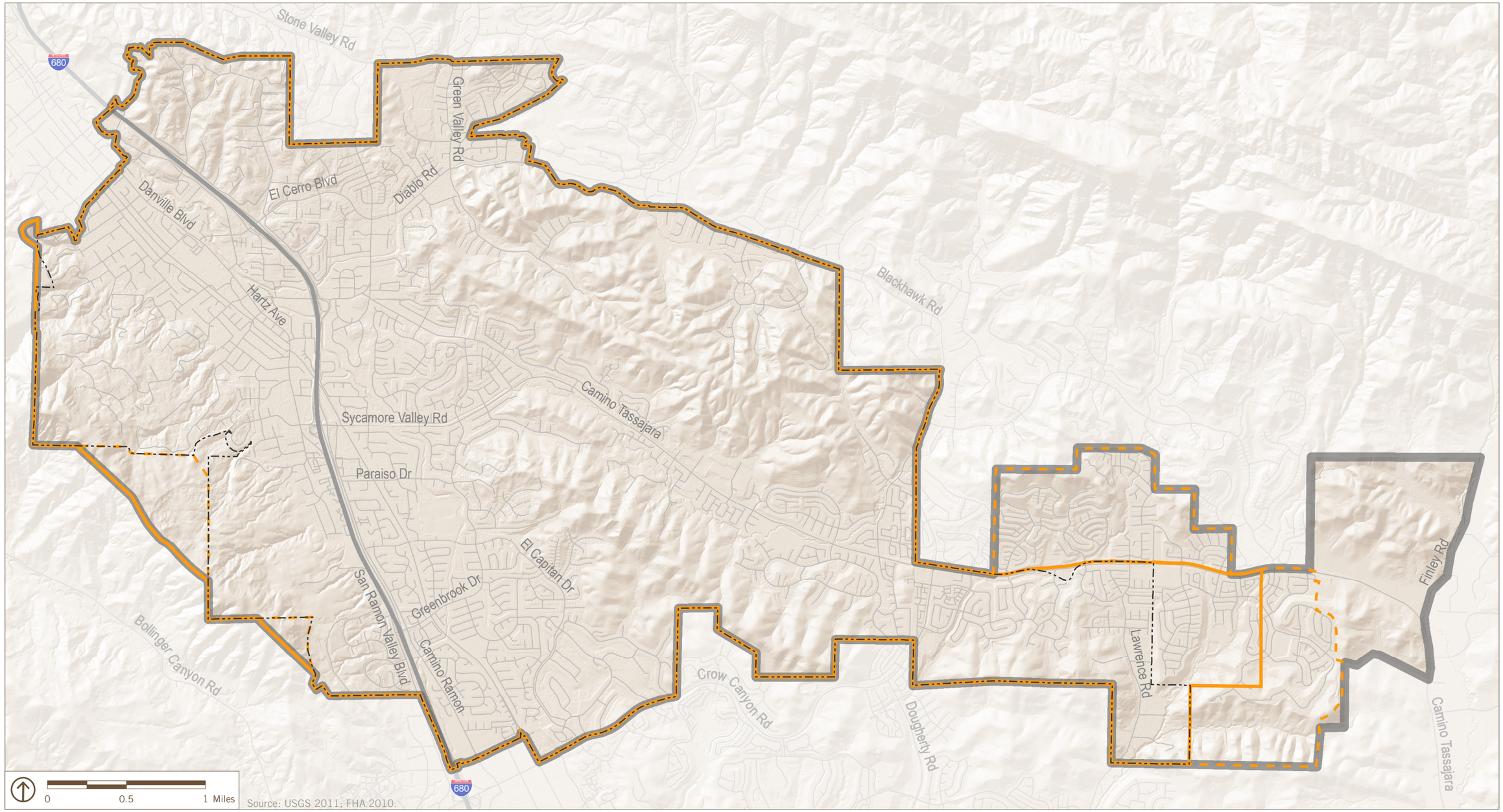
General Plan amendments can be initiated by the Town or by private individuals. State law (Government Code Section 65358 (a)) limits the number of times amendments can be made to four times a year. Amendments may be major revisions, additions, or small adjustments to the Land Use map, to other policy maps, or to the text of the Plan. Amendments may be grouped together for simultaneous action so a change in the land use designation of multiple sites may be made at the same time and still constitute just one of the four General Plan amendments allowed in one year.

Complete updates of the General Plan are not required on a state-established schedule; however, review of the Housing Element is required according to a cycle established by the state. The next cycle begins in 2014 and extends to 2022. If it is deemed necessary, a review of the entire General Plan can be initiated at any time prior to the full horizon period elapsing. Such review would allow the Town to amend the Plan to meet unforeseen changes in internal or external conditions, to utilize better information as it becomes available, and to respond to changes in community values.

When considering amendments and revisions, the Town recognizes that the General Plan is a policy document for the entire community and that it may only be amended "in the public interest" (Government Code Section 65358). Additionally, map amendments must be found consistent with the goals and policies of the General Plan, and will be subject to environmental review as required by the California Environmental Quality Act.



Las Trampas Regional Wilderness. Photo courtesy of Karl Nielsen.



Danville Town Limits

Planning Area Boundary

Existing Sphere of Influence (SOI) per 2010 General Plan

Proposed SOI Expansion/Contraction per 2030 General Plan

FIGURE 2

DANVILLE 2030 PLANNING AREA

F. LINKS TO OTHER LOCAL PLANNING EFFORTS

The Danville 2030 General Plan reflects planning activity conducted by Danville over the last decade, including special planning studies, General Plan amendments, adoption of ordinances, and preparation of design guidelines.

There are 11 areas that are identified as Special Concern Areas. The Special Concern Areas are listed to the right. They are unique for a variety of reasons and are the focus of special planning considerations in the 2030 Plan. Special Concern Areas are discussed on the pages list at right.

Because of the special nature of these areas, more detailed planning analysis has been undertaken as part of the Plan's update or will be necessary when subsequent planning entitlements are submitted for consideration. This may result in site-specific land use designations and/or site-specific development policies. The planning reviews that have been prepared for these sites are incorporated by reference and are intended to augment and clarify the General Plan.

G. CONSISTENCY WITH IMPLEMENTING ORDINANCES AND PROCEDURES

State law provides cities with a variety of techniques for implementing General Plans. The implementation strategies and programs included in this document encompass many of these techniques. State law requires that implementation techniques be consistent with the General Plan. The relationship between these techniques and the General Plan is discussed below.

Zoning Ordinance

The zoning ordinance and zoning map are parcel specific statements of how land may be used, and the specific conditions of use that the Town will impose, consistent with the overall policy framework of the General Plan and the Land Use map. As such, zoning should not be confused with the General Plan or the Land Use map. The latter are not parcel specific and therefore may not show detailed land use distinctions, nor in all cases, reflect existing use of the land.

Government Code Section 65860 requires that the zoning ordinance be consistent with the General Plan. Consistency means that the various land uses authorized by the zoning ordinance, and the distribution of these uses, must serve to implement the goals and policies of the General Plan. Specific zoning districts must correspond with Land Use map designations and the geographic extent of these designations on the Land Use map, even if they vary from actual existing conditions.

Special Concern Area	Page
Diablo/Green Valley/Stone Valley Corridor	3-51
Magee Ranch	3-51
Historic Wood Family Ranch Headquarters	3-52
Tassajara Lane/Sherburne Hills Road	3-53
Elworthy East/Bolero	3-54
Elworthy West/Podva	3-55
Borel Property	3-57
Fostoria East	3-58
Upper Tassajara Valley	3-58
Downtown Danville(*)	3-59
GMMR LLC/ West El Pintado	3-63

(*) includes North Hartz, Diablo Gateway, and San Ramon Valley Boulevard Gateway subareas.

Subdivision Ordinance

Government Code Section 66410 et seq. requires that local jurisdictions regulate and control subdivision activity through adoption and use of a subdivision ordinance. Section 66473.5 requires that local governments approve a proposed subdivision map only after determining that the subdivision, including its design and proposed land uses, are consistent with the goals and policies of the General Plan. The subdivision consistency requirement applies to all subdivisions for which parcel maps are filed, including tentative and final maps.

Section 66474 specifically requires that a jurisdiction shall deny approval of tentative and final maps if it finds that the proposed map,

Tassajara Ranch Drive median construction

its design, or the proposed improvements are inconsistent with the General Plan.

Capital Improvement Program

The California Government Code requires that local governments obtain lists of all public works projects recommended for study, design, or construction during each ensuing year from municipal officials and departments, and from special districts operating within their corporate limits. The list of public works projects must be organized into a coordinated capital improvement program. The program and its component projects must be reviewed by the jurisdiction to assure that any projects deemed inconsistent with the General Plan are either deleted or modified to conform to the General Plan.

Environmental Review Process

The California Environmental Quality Act (CEQA) (California Administrative Code Section 14100 et seq.) contains several references to the relationship between environmental review and General Plans. Section 15080 of CEQA requires that the environmental review process be combined with the existing planning, review, and project approval process used by the jurisdiction. Section 15125(b) requires environmental review to discuss any inconsistencies between a proposed project and the General Plan. Projects may be found to have a significant adverse effect on the environment if they conflict with adopted environmental plans and goals of the community set forth in the General Plan.

A discussion of the environmental review process for the Danville 2030 General Plan is contained in the next section of this Chapter.

Former Redevelopment Project Area

In 1986, the Town of Danville established a Redevelopment Project Area for the Downtown Area and prepared a Downtown Redevelopment Plan The Plan discussed streets, buildings, and open space, contained a description of the major public facilities planned, and explained how these facilities would be financed. In 2011-

12, the Governor's Office dissolved California's redevelopment agencies. New mechanisms will be needed to finance capital improvements and carry out the objectives expressed in the Redevelopment Plan.

Other Consistency Requirements

State housing law (Health and Safety Code Sections 17910 et seq.) requires that local jurisdictions adopt regulations imposing substantially the same standards as those contained in the various uniform industry codes (e.g., for building, plumbing, etc.). State law also imposes special standards which may be more stringent than the uniform industry codes to protect against certain types of hazards (e.g., fire, noise, earthquakes, unstable soils, etc.) and to conserve energy and achieve other resource management goals. Danville may adopt regulations and standards that vary from those mandated by state law, if justified by local conditions. If Town-specific regulations and standards are appropriate, the General Plan can serve as the vehicle for documenting local conditions that specify regulatory responses beyond those mandated by state law.

H. ENVIRONMENTAL IMPACT ANALYSIS

Adoption of a General Plan, a General Plan element, or a General Plan amendment constitutes a "project" under the California Environmental Quality Act (CEQA). If any aspect of the General Plan or amendment, either individually or cumulatively, leads to a significant effect on the environment, the community must prepare an Environmental Impact Report (Title 14, California Administrative Code, Section 15080). If impacts are potentially significant but can be mitigated to less than significant levels by modifying the project, then a Mitigated Negative Declaration of Environmental Significance may be prepared (California Administrative Code, Section 15070). The public has the opportunity to review and comment on the environmental document.

In accordance with these requirements, an Environmental Impact Report (EIR) was prepared for the 2030 Plan Update. The EIR explored the impacts of changes to Land Use map designations as well as the impacts of new and edited plan policies. Potential impacts were assessed not only in the context of the Town of Danville, but also in a regional context which considered the cumulative impacts of development in the East Bay over the next 17 years. Specific mitigation measures were identified through the environmental evaluation. As appropriate, these measures have been incorporated into this Plan as policies, enabling the Plan to be largely "self-mitigating."

More detailed environmental review will be required as individual projects are proposed, even if these projects are consistent with the General Plan. However, the required extent and level of detail of environmental review may be lessened as a result of the General Plan EIR. Future projects that are consistent with the Land Use map and other aspects of the Plan can "tier off" the Plan's EIR—their environmental review can focus on specific project-level impacts such as traffic and noise.

The General Plan EIR includes descriptions of the environmental setting, potential impacts, and mitigation measures for each topic area. Pursuant to state law, the Draft EIR was circulated to various state, regional, and local agencies, as well as the community at large. Following public review, responses were prepared for comments received and the EIR was edited accordingly. The environmental document was considered and approved prior to adoption of the 2030 Plan.

KEY CHANGES BETWEEN THE 2030 PLAN AND THE 2010 PLAN

The 2030 Plan carries forward much of the content of the 2010 Plan, and embodies the same essential values and goals for Danville's future. The following list summarizes the key differences between this plan and the one that preceded it:

- The planning period has shifted forward from 1999-2010 to 2013-2030. Factual information and projections have been updated accordingly.
- A section on sustainability and greenhouse gas reduction has been added.
- A section on economic development has been added.
- The Circulation section of the Plan, which was formerly covered under "Public Facilities," has been moved to a new Chapter called "Mobility." The Chapter has been revised to address multiple modes of transportation rather than focusing on cars.

Mt. Diablo from Las Trampas. Photo courtesy of Karl Nielsen.

- The Planning Area has been expanded to include unincorporated lands along Camino Tassajara on the far east side of Danville. Expansion of the Danville sphere of influence is proposed to include some of this area.
- The residential land use categories have changed, with a new category added to accommodate development up to 30 units per acre.
- The designation of two properties on the Land Use map have changed in order to meet the Town's regional housing needs.

CHAPTER

2

PLANNING CONTEXT

Danville is centrally located in the San Ramon Valley, an area long considered one of the most desirable areas in Contra Costa County due to its scenic beauty, pleasant semi-rural ambiance, predominance of large lot single family housing, and proximity to major employment centers in the Bay Area.

During the 1980s and 1990s, the San Ramon Valley became the focus of major development activity. Once a predominantly residential and rural area, the Valley experienced major residential, commercial, and office growth which altered its rural character. Within this context, Danville seeks to preserve the amenities that make it such a desirable place to live.

The key trends and planning issues in the San Ramon Valley that affect Danville are discussed below.

A. HISTORY OF DANVILLE

Danville began as a small rural village formed during the 1850s to serve the commercial and cultural needs of the surrounding agricultural areas. Production of cattle and grain, followed by fruit and nut growing, were dominant agricultural activities.

With the construction of the Bay Bridge in 1936 and the Caldecott Tunnel in 1937, central Contra Costa County became accessible to the large and growing employment centers in San Francisco and other parts of the Bay Area. A significant amount of residential development began to occur in the San Ramon Valley during the late 1940s. The first large residential subdivisions in Danville occurred during this period.

During the 1950s and 1960s, Danville evolved into a pleasant, desirable residential community. The Downtown area, focused along Hartz Avenue and San Ramon Valley Boulevard, became the major commercial center of the San Ramon Valley. The completion of the I-680 freeway in 1968 greatly improved access to the area and led to increased amounts of residential development activity throughout the Valley.

During the 1970s, major changes began to occur. Large new developments were planned, including Blackhawk and the Bishop Ranch Business Park. The intensity of development and its associated pressures on existing residential and commercial areas led to increased concern among Danville residents about unforeseen and unwanted change. These concerns led to a successful effort to incorporate Danville in 1982.

Similar concerns led to successful incorporation efforts by Dublin in 1982 and San Ramon in 1983.

Mt. Diablo & Sycamore Valley eastbound. Photo courtesy of Karl Nielsen.

The growth pressures in the San Ramon Valley have been paralleled by similar concerns in the Livermore and Amador Valleys, including the communities of Livermore and Pleasanton. Taken in aggregate, these three valleys are known as the Tri-Valley region.

Danville continued to grow during the 1980s and 1990s, particularly on the east side of the I-680 freeway. A significant portion of this development was based on approvals granted by Contra Costa County, prior to Danville's incorporation (e.g., the development associated with the County-approved Sycamore Valley Specific Plan).

Another significant portion of this development involved lands annexed by the Town of Danville following incorporation (i.e., development associated with the County-approved General Plan Amendment leading to the Tassajara Ranch planned unit development and development associated with the Town-approved Lawrence/Leema Road Specific Plan).

Infill development and new commercial projects have continued to be built in Downtown Danville and in a limited number of other locations. Significant public improvements in the form of new parks and civic facilities have been added since incorporation to serve the growing population. The San Ramon Valley has matured into a major regional employment and business center. Growth is projected to continue during the coming years in the Dougherty Valley and Alamo Creek areas abutting the southern and eastern edges of Danville as well as in other parts of the Tri-Valley region.

B. ECONOMIC BASE

The economic base of the San Ramon Valley was dominated by agriculture prior to the residential growth that began in the late 1940s. The local economy shifted to retail and services after World War II as many new residents were employed in San Francisco and other parts of the Bay Area. By 1995, more than three-quarters of Danville's employed residents commuted to jobs in other communities.

During the 1980s, a shift in employment patterns began to occur in the San Ramon Valley and in the Tri-Valley region at-large. Major office, commercial, and industrial firms, employing

thousands of workers, began locating in new suburban commercial areas and business parks. A combination of regional growth in high technology industries and the relocation of major firms from San Francisco and the Inner East Bay significantly contributed to this growth. This trend continued into the 1990s.

Major centers of office development within Central and Southern Contra Costa County and Southeastern Alameda County include the downtown areas of Concord and Walnut Creek, Shadelands Business Park (Walnut Creek), Bishop Ranch Business Park (San Ramon), Hacienda Business Park (Pleasanton), Eastern Dublin, and Triad Business Park (Livermore). Employment growth in these areas has stimulated additional economic development in the San Ramon Valley, including basic employment and increased service and trade employment. Job growth in the Tri-Valley region measurably contributed to overall growth in the metropolitan Bay Area and influenced the rapid housing construction that took place in rural communities as far away as the Central Valley.

In 1990, 45,150 jobs existed in the San Ramon Valley, 8,800 of which were in Danville or its surrounding sphere of influence (SOI) area.[1] In 2000, 60,270 jobs existed in the Valley, 14,740 of which were in Danville or its SOI area. Due to the economic downturn that started in 2007, there was virtually no net job growth in the Valley between 2000 and 2010. By 2010, there were 60,300 jobs in the Valley, 15,260 of which were in the Danville Planning Area.

In 2000, slightly more than one third of Danville's employment base consisted of jobs in the "Finance and Professional" category, with roughly another one third in the "Health, Education and Recreational Services" category. The mix of jobs in Danville in 2000 generally aligned with the mix in the Valley at-large, although a higher percentage of Danville's jobs fell in the "Health, Education and Recreational Services" category.

[1] *The San Ramon Valley is defined as the cities of San Ramon and Danville and the unincorporated communities of Alamo and Blackhawk. Data in this section is from Projections 2009 and may not perfectly align with more recent draft ABAG projections.*

Extrapolating forward through to the 2030 planning horizon, job growth in the San Ramon Valley is projected to increase by 24 percent to about 75,000 total jobs. ABAG's regional projections indicate 74,800 jobs in the Valley in 2030. Most of the area's job growth during 2010-2030 is expected to be in San Ramon. Forecasts prepared as part of this General Plan Update indicate employment in the Danville Planning Area will increase by 12 percent over the next 20 years, to about 17,200 jobs.

By 2030, Danville's share of total Valley jobs is projected to slip slightly (22 percent of jobs down from 25 percent of jobs), with the percentage of "Finance and Professional" jobs holding steady and the percentage of "Health, Education and Recreational Services" jobs increasing to almost 37 percent of Danville's jobs.

The number of employed residents and the total number of jobs in Danville are anticipated to grow at about the same rate between 2010 and 2030. A substantial and growing number of Danville residents are involved with home based businesses, a trend which has become more viable with the advent of the internet and other advances in telecommunication.

C. LAND USE

The growing economy of the Bay Area, including Central Contra Costa County and the Tri-Valley, has led to a high demand for developable land. This has caused a major change in the landscape of the San Ramon Valley over the past 40 years. Much of the pastoral agricultural setting has been replaced by suburban and urban residential development, shopping centers, and business parks.

Much of the valley floor and lower slope of the San Ramon Valley was formerly in orchards, row crops, and pasture. From the early 1950s through the early 1970s, most of this land was converted to residential use and supporting commercial and public uses. During the 1980s and 1990s, development began to extend to the surrounding grazing land in the hilly areas, particularly on the east side of the Valley. The Blackhawk development, in unincorporated Contra Costa County, is an

Downtown building on School Street. Photo courtesy of Candice Rana.

example of this trend.

During the ten year period running from 1988 through 1997, Danville experienced its greatest period of growth. During this period the Town's population grew by an average of over 1,000 residents per year. The corresponding increase in housing units averaged over 400 units per year. Most of this development occurred in the Sycamore Valley and along Camino Tassajara on the east side of Danville.

By the late 1990s, new development areas were being established on former ranch land in the Dougherty Valley and in previously rural areas near Dublin and Livermore. At the same time, growing concerns over urban sprawl and its consequences resulted in a new emphasis on infill development throughout the Tri-Valley region.

For the ten year period running from 2000 through 2010, Danville experienced a much slower pace of growth, largely reflective of the fact that the major subdivisions approved in the 1980's and 1990's had been completed. During this period, as reported by the State Department of Finance, the increase in housing units averaged slightly less than 60 units per year.

Commercial development in the San Ramon Valley was historically centered in the downtown areas of Danville and Alamo, and along portions of San Ramon Valley Boulevard. The County-adopted 1977 San Ramon Valley Area General Plan designated large areas in the San Ramon Valley for commercial use, particularly in the vicinity of the I-680/Crow Canyon Road Interchange. Subsequent commercial development, principally the 585-acre Bishop Ranch Business Park, added over five million square feet of office and commercial development to the Valley between 1975 and 1985 alone. Most of this development occurred in what later became the City of San Ramon. Danville's Downtown area has remained the Town's commercial hub and has grown extensively since incorporation. A second major commercial area serving the east side of Danville developed in the 1990's at Crow Canyon Road and Camino Tassajara. A third commercial

area was developed just north of the San Ramon border along Camino Ramon and Fostoria Way following the Town's approval of the Fostoria Way General Plan Amendment Study in 1985.

D. HOUSING AND POPULATION

Housing in the San Ramon Valley historically consisted mainly of single family homes located in subdivisions or rural residential areas. The amenities of the area, including attractive building sites, scenic qualities, available public services and utilities, and access to employment centers supported such development.

Regional demand for housing, combined with the amenities of the San Ramon Valley, led to significantly higher housing costs in the 1990s and early 2000s. Until the economic downturn that started in 2007, housing costs in the Valley were among the highest of any area in Contra Costa County and had been well above regional averages for 30 years or more. By the final quarter of 2007, the California Association of Realtors was reporting that the median sales price of Danville homes had exceeded one million dollars. While it remains unclear when, and to what extent, housing values will recover from the 2008-2011 downturn, it is clear that desirability of living in the Valley stimulated the large amount of development activity that occurred over the past 40 years.

Because of high land values and changing buyer preferences, recent trends have seen development of many residential projects at higher densities than those developed during the 1950's through the 1980's. This has not only meant an increase in the number of townhomes and multifamily units, but also a decrease in the average lot size for single family housing. Another outcome of higher land costs and market trends has been the emergence of new housing types such as "patio" (or "zero lot line") homes, cluster homes and "duets." Even with the recent trends considered, Danville's housing mix continues to be dominated by single family detached units.

In 1990, Danville's 11,459 housing units had the following mix:

- 8,886 single family detached residential units (77.5 percent).
- 2,081 single family attached residential units (18.2 percent).
- 150 multifamily - 2 to 4 units (1.3 percent).
- 342 multifamily - 5 or more units (3.0 percent).

By 2010, Danville had added 4,393 units to take its total housing count to 15,852 units (+38 percent), with the housing mix shifting as follows:

- 12,094 single family detached residential units (76.3 percent).
- 2,597 single family attached residential units (16.4 percent).
- 294 multifamily 2 to 4 units (1.8 percent).
- 867 multifamily 5 or more units (5.5 percent).

In 1990, the Census reported the Town's population at 34,285. By 2010, the population was 42,039, an increase of 23 percent. Approximately 5,000 additional persons resided in unincorporated subdivisions on the east side of town but within the Danville Planning Area.

Projections prepared as part of the 2030 General Plan Update indicate that Danville's population is expected to be approximately 45,210 in 2030, excluding the unincorporated Planning Area. This is a 7.5 percent increase over 2010, which is a much slower growth rate than what was experienced between 1990 and 2010.

E. TRANSPORTATION

The transportation system in Danville is dominated by the I-680 freeway corridor, which bisects the Town in a north to south direction. Traffic volumes in this corridor have increased rapidly as Contra Costa County and the Tri-Valley have developed. As the economic base and land use intensity have changed in the County and the sub-region from predominantly residential to a mixture of

residential/office/commercial, the transportation characteristics have also changed and intensified. Residential growth further away from the center of the sub-region and economic growth in the Silicon Valley have led to longer commutes, extended peak hour travel periods, and increased freeway congestion in suburban and rural areas.

According to the Contra Costa Transportation Authority, the number of vehicular trips on Interstate 680 in the San Ramon Valley corridor is projected to grow by about 40 percent between 2010 and 2030. The only improvements planned to accommodate traffic growth on Interstate 680 in the San Ramon Valley corridor is the completion of the auxiliary lane project, supplementing the first phase of the project completed in 2008. The project established auxiliary lanes (lanes that facilitate exiting and entering traffic) south of Diablo Road and between Crow Canyon Road and Bollinger Canyon Road in San Ramon.

Even with major transportation improvements and improved transit, it is likely that traffic congestion on the I-680 freeway will become a constraint to continued development in the area. Regional traffic on I-680 causes congestion on surface streets in Danville on an increasingly frequent basis as problems and/or congestion on I-680 results in traffic diverting from the freeway. Moreover, development beyond the eastern Town limits will rely on Danville roadways to get to and from the freeway, further increasing local traffic. The resulting traffic volumes and congestion have the potential to increase noise and air pollution, threatening the quality of life in Danville.

F. PUBLIC FACILITIES AND SERVICES

Until 1982, the San Ramon Valley was an unincorporated area served by Contra Costa County and a variety of special districts. The incorporation of Danville in 1982 and the incorporation of San Ramon in 1983 led to a transfer of municipal services to the new cities; however, major utilities are still provided by special districts.

Extension of public facilities and services has played an important role in the development of the San Ramon Valley. Aggressive service extension policies in unincorporated areas by various special districts, along with Contra Costa County land use policies permitting urban development in unincorporated areas, led to the rapid growth that has occurred over the past 40 years. Good schools have continued to attract young families to the area.

Additional information on public facilities and services is found in Chapter 5 of the General Plan.

Sycamore Valley Road Park and Ride Lot

STATE LAW AND THE REGIONAL HOUSING NEEDS ALLOCATION

State law includes Planning and Zoning requirements that apply to all cities and towns in California (California Government Code [CGC] Sections 65580-65589.8). Since 1969, all cities and towns have been required to prepare housing elements as part of their General Plans (CGC Section 65583). Housing elements must address "existing and projected housing needs for all income levels," including the jurisdiction's "share of the regional housing need in accordance with CGC Section 65584." Danville has continuously addressed these requirements since incorporation of the Town in 1982.

Per CGC Section 65584, the State Department of Housing and Community Development (HCD) consults each council of governments (COG) to determine the housing needs for each region of the state. The COG designated for the San Francisco Bay Area is the Association of Bay Area Governments (ABAG). Once HCD makes its final determination on the region's housing needs, the COG is tasked with developing "a proposed methodology for distributing the existing and projected housing needs to cities." This process is known as the Regional Housing Needs Allocation, or RHNA. The RHNA occurs on an eight-year cycle and is intended to coincide with a State-mandated update of each city's housing element. Danville's Housing Element, certified in 2010, addressed the 2007-2014 RHNA.

While the law addresses the need for cities to plan for housing, cities are not required to "expend local revenues for the construction of housing, housing subsidies, or land acquisition" (Section 65589). Cities are required to identify sufficient land to allow for construction of the units assigned through the RHNA.

In order to plan for densities that could be considered affordable to very low and low income households for the current RHNA cycle, the General Plan must include multi-family land use categories that will provide for a minimum of 7.9 acres at densities of at least 25 units per acre and a 1.7 additional acres at densities of at least 20 units per acre. The sites considered through the General Plan Update for the specified multifamily uses were infill sites, including underutilized sites with some amount of current development.

G. ENVIRONMENTAL QUALITY

The environmental quality of the San Ramon Valley has been a key factor in its growth and economic development. However, at some point, excessive and uncontrolled development can cause an irreversible downturn in the very qualities that led to the Valley's attractiveness. The major environmental issues in the Valley are profiled below.

Air Quality

The San Ramon Valley is an area with generally lighter winds and a higher frequency of calm conditions than much of the rest of the Bay Area. Prevailing winds from the south and west may carry pollutants from elsewhere in the Bay Area into the Valley. Automobile and truck traffic are the major sources of local air pollution, but other sources such as wood stoves and fireplaces are also contributors.

Given the terrain and climate, the potential for air pollution in the San Ramon Valley is relatively high. On winter evenings, light winds and surface based inversions can cause pollutant levels to increase. In the summer, ozone and ozone precursors are often transported into the area from both the Central Bay Area and the Central Valley. Additional information on air quality is contained in the Resources and Hazards Chapter of the General Plan.

Noise

Because of the dominance of residential development in the San Ramon Valley, noise problems in Danville are primarily associated with automobile traffic. Increases in traffic along the I-680 freeway and major thoroughfares have caused steadily increasing levels of noise. These increases have become particularly bothersome to residential neighborhoods that border heavily traveled roads.

Due to cumulative increases in noise which have occurred in Danville and growing community concern, the Town has adopted a Noise Ordinance. The Ordinance's primary objective is protection of residential neighborhoods from unacceptable noise levels. The Town has also adopted land use compatibility standards related to noise, as required by state law. These standards indicate the acceptable outdoor noise levels for different land uses, and may be found in the Resources and Hazards Chapter of the General Plan.

Open Space And Scenic Resources

A major amenity of the San Ramon Valley is its open space resources, including scenic hillsides, agricultural areas, and natural habitat areas. Some open space is protected in state and regional parks; however, many hillsides and agricultural areas have been subject to continued development. Preservation of open space and scenic resources is important to maintain the quality of life for residents of the Valley.

In 1984, Danville began working with the East Bay Regional Park District toward the development of a regional open space system in the Sycamore Valley. As residential development occurred in the Sycamore Valley, development rights were dedicated to the public for the undeveloped slopes located above the various residential projects. While much of those lands were retained in private/Home Owners Association ownership, selected properties were transferred to the East Bay Regional Park District (EBRPD) starting in the late 1980's. The 328 acre southern portion of EBRPD's Sycamore Valley Regional Open Space Preserve known as the Sherburne Hills unit, located south of Camino Tassajara, was acquired by the Park District in 1989. In 1998 the District acquired 255 acres north of Camino Tassajara from the Town of Danville, and an additional 106 acres from Wood Ranch developers, bringing the total acreage of Preserve to approximately 689 acres. With the above cited actions, the amount of land in Danville that is permanent open space (i.e., under public ownership as open space or deed restriction privately held land) exceeds one fourth of the total land area of the Town. At the time of adoption of the 2030 Plan, a total of 3,070 acres of the 11,600 acres within the Town limits was designated as General Open Space.

Continued preservation of open space resources will be necessary to preserve the scenic ridgeline areas which serve as a backdrop to development in the San Ramon Valley and contribute to the character and charm of the area. In response to this issue, the Town adopted a Scenic Hillside and Major Ridgeline Development Ordinance in 1985 (twice amended since that adoption). The Town also supports the conservation of agricultural land in the Tassajara Valley. The Tassajara Valley is important both as a natural resource and a visual resource for Danville and other communities in the region. Additional discussion of open space preservation in this area is provided in Chapter 3 (Special Concern Areas).

Short Ridge open space. Photo courtesy of Karl Nielsen.

CHAPTER

3

PLANNING AND DEVELOPMENT

COMMUNITY DEVELOPMENT
GROWTH MANAGEMENT
HISTORIC PRESERVATION
ECONOMIC DEVELOPMENT

COMMUNITY DEVELOPMENT

A. SETTING

This section of the General Plan addresses issues typically included in the land use element of general plans, including the type and distribution of urban development and the compatibility of different uses.

The Town of Danville encompasses approximately 11,600 acres (18.1 square miles), and is characterized by suburban and rural density residential neighborhoods. Commercial development is located primarily in the Downtown area, with a limited number of additional locations east of Interstate 680.

When the Danville 2010 General Plan was prepared in 1999, Danville had reached 93 percent of its projected horizon year population of 42,600. The 2030 Plan anticipates a slower rate of growth for the next 17 years. The current population for the Town of Danville still stands at about 93 percent of the horizon year projection. As Danville approaches build out, the focus of new development will continue to shift toward infill sites rather than sites on the outer edges of the Town.

As of 2012, there is very little land remaining in Danville which is considered "vacant." Most vacant sites consist of small, scattered parcels or previously subdivided lots designated for single family residential use. Elsewhere in Danville, a number of already developed sites have the potential to be further subdivided, or redeveloped with more intense uses. The General Plan provides policy guidance to the Town as it evaluates requests for such development. The Town's Zoning Ordinance strictly regulates the level of development activity that may occur on these sites.

Planning Subareas

Danville is divided into 24 Planning Subareas, each distinguished by their location, unique characteristics, age, and natural or constructed boundaries. These areas typically include one or more neighborhoods. Each neighborhood typically has one or more homeowner's associations which may provide services and a focus for community

Magee Ranch neighborhood. Photo courtesy of Alex Lopez.

involvement. For the purposes of this General Plan, the neighborhoods have been consolidated into a set of Planning Subareas which serve as a basis for analysis and policy formulation.

Figure 3 presents a map of the Planning Subareas in Danville.

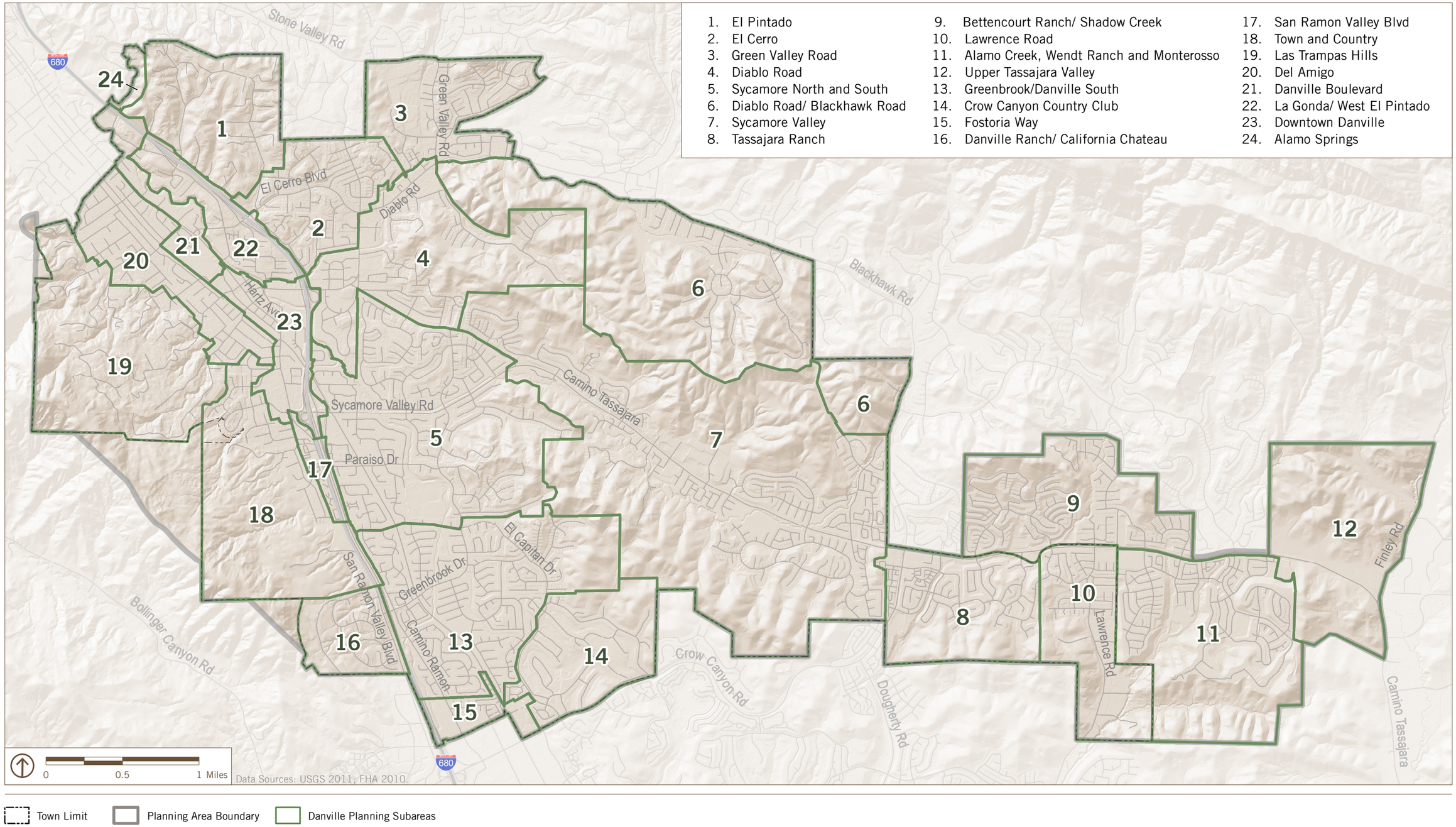


FIGURE 3

PLANNING SUBAREAS 2013

The following section presents a discussion of the land use and planning issues in each Planning Subarea. This discussion is intended to describe and characterize each area, and not to establish land use policies. Subsequent Planning and Development Goals and Policies and the associated Implementation Measures express the land use policies that will affect the Planning Subareas.

1. El Pintado

The El Pintado Planning Subarea is situated along Alamo Ridge at the Town's northern limits. The neighborhood is located immediately east of Interstate 680 and is accessed by El Pintado and El Pinto Roads. Characterized by oak studded hillsides, narrow and rural roads, this residential neighborhood is Danville's largest semi-rural area. Nestled on either side of the "El Pintado Loop," many properties in this area have dramatic views of Mt. Diablo and/or Las Trampas Ridge. Large minimum lot size requirements and the absence of major subdivisions have helped the area maintain its rural character.

Since incorporation, steady infill development has introduced small subdivisions with custom estates into the neighborhood. Its current mixture of older modest ranchettes, often equipped with horse setups, and the new custom estate homes with diverse architectural styles, represent a transition from the more rural nature of the neighborhood's past. El Pintado was designated a Special Concern Area (SCA) in the 2010 Danville General Plan to express the Town's intent to preserve the area's rural character as the remaining lots were developed. Although it is not listed as an SCA in the 2030 Plan since it is now almost fully built out, maintaining rural character is still a high priority.

A number of additional custom estate homes, accompanied by a small number of minor subdivision requests, are anticipated for the area. Zoning for the area should continue to maintain lot sizes in the 40,000 (R-40), 65,000 (R-65), and 100,000 (R-100) square foot ranges, and new homes and remodels should preserve the ambiance of the neighborhood. To the extent feasible, new homes should blend with the natural landscape, conserve the privacy of adjacent neighbors, and minimize visual impacts. "Hobby farming", livestock, and equestrian activities are considered appropriate in this area and should be allowed to continue.

Road and infrastructure standards for the El Pintado area should continue to reflect the desire to retain the "country lane" character of the area's roads. Water and sewer extensions should be designed based on the existing development potential of the area and should not be "oversized" or otherwise designed in a way that might induce additional growth.

2. El Cerro

The El Cerro Planning Subarea encompasses the primarily residential neighborhoods located north and south of El Cerro Blvd, defined by Interstate 680 on the west and Diablo Road on the east. Established in the 1960s, this area is characterized by gently rolling hills and homes generally ranging from 20 to 40 years of age. The lot sizes in this area range from under one-quarter acre to over one acre in size. The larger lots are located along the northern edge of the area, where split rail fences and rolling terrain allude to the semi-rural nature of the area's past. To the east along Matadera Way, and to the south in the Oakcrest and Woodbine neighborhoods, development is newer and consists of attractively landscaped homes built during the 1970s and 1980s. Development along the El Cerro Blvd and Diablo Road corridors occurred a bit earlier, consisting primarily of ranch style homes dating from the 1960s and early 1970s.

Fees and assessments paid by developments further east of this Planning Subarea funded a number of major capital improvement projects in this area during the 1990s. These projects included the installation of the El Cerro Blvd landscape median (refurbished in 2009), the installation of bike lanes, the signalization of the Diablo Road/Green Valley Road and Diablo Road/Matadera Way intersections, as well as the frontage improvements and sidewalks adjacent to the public schools in the area.

While this area is primarily residential, two commercial uses are located along El Cerro Blvd.

One is the office building initially established as the Ward Chiropractic Center, located on corner of El Cerro Blvd and El Pintado Road. The other is the Sloat Garden Center, located at the corner of El Cerro Blvd and Diablo Road. The El Cerro area is mostly built-out and is expected to remain stable through 2030, although these two commercial sites could redevelop in the future.

3. Green Valley Road

The Green Valley Road area is located in the northeastern part of Danville. This area is defined by Oak Hill Park to the west, Stone Valley Road and the unincorporated community of Alamo to the north, the unincorporated community of Diablo to the east, and Diablo Road to the south. Stone Valley, Green Valley and Diablo Roads provide the main access into the area.

This area contains a mix of the oldest and some relatively newer homes in Danville. A number of homes along the west side of Green Valley Road exceed 60 years of age, while some housing along Blemer Road and Waingarth Way is less than twenty years old.

In the eastern half of this area is the Cameo Acres neighborhood, developed with simple ranch and "Cape Cod" style homes. Many of the original homes in this neighborhood are approaching 60 years of age. Primarily as a result of the age and size of the residences in this area, the neighborhood has been experiencing a trend of renovation, expansion, and to a lesser degree, replacement. The newer homes in this area are typically larger and of a more modern design, giving the neighborhood an eclectic character.

The area continues to retain its country atmosphere with its absence of sidewalks, mature tree canopies, and picturesque views to the surrounding hills. In general, this area is mostly built out without potential for much additional development.

This area also contains a large number of the Town's major community, recreation, and institutional facilities. This list of facilities includes Monte Vista High School and Los Cerros Middle School. Oak Hill Park, a community park which features a man-made pond and undeveloped open space areas, is a favorite area for joggers, picnickers and strollers. The children's play area in this park was renovated in 1999 and the All Wars Memorial was added. A major Town-sponsored capital improvement program resulted in the construction of the 6,370 square foot multi-purpose community building which opened in Oak Hill Park in 2007. St. Timothy's and Rolling Hills Churches are also located in this neighborhood.

Because of the number of existing schools located within this area and in the adjacent Diablo Road Planning Subarea, the Green Valley Road and Diablo Road corridors carry a high volume of traffic during school starting and ending times. To minimize the impact of the non-residential uses, past planning actions have established the intent to retain the residential nature of this area as additional development occurs (see also Special Concern Area text, p. 3-51). Development fees and assessments from projects to the east of this Planning Subarea have funded a number of improvements within this area, including traffic signals and sidewalks along Diablo Road.

The Green Valley Planning Subarea includes a 15-acre parcel known as the Weber property. In 2011, the Town approved 22 single family homes on the site. The project includes a new through-street between Blemer Road and Matadera Way, as prescribed by the 2010 General Plan. This will provide a new means of access to Hill Road, which should alleviate congestion at the Green Valley/Diablo intersection. The project also provides an opportunity for a future connection to Oak Hill Park. An adjacent site on Hill Road was under development with an 8-lot subdivision at the time of adoption of the 2030 General Plan. These are the last sizeable vacant parcels in the Planning Subarea.

4. Diablo Road

This area encompasses the neighborhoods located along the Diablo Road corridor. The natural physical features of this area include rolling hills, a creek corridor (Green Valley Creek), and numerous heritage oak trees, including the dramatic canopy of oaks gracing both sides of Diablo Road near its

intersection with Interstate 680.

This area has residential neighborhoods of various ages, including homes which date back to the early 1950s. Mature established neighborhoods are located within the western and southern parts of the area. These neighborhoods are located along La Questa Drive, Alamatos Drive, and between Ramona Road and Camino Tassajara. The semi-rural character of this area is evidenced by the presence of ranch style homes, mature vegetation, ample sized lots, and narrow and curbless streets. The area north of Ramona Road and east of Diablo Road contains newer residential neighborhoods, established between the late 1960s through the early 1980s. Most of the development in the El Cajon Drive/Santiago Drive area was completed approximately 35 years ago, with the addition of some infill development within the last twenty years.

Hidden Valley, a planned unit development project with over 200 homes completed in the late 1990s, is nestled in an isolated valley, tucked away from the Diablo Road corridor. A number of smaller subdivisions have resulted in pockets of newer residential development along Diablo Road.

While mostly residential, this area has a strong presence of local serving commercial and institutional uses. The primary neighborhood commercial use is the Green Valley Shopping Center, which historically has consisted of a grocery store and a complement of supporting businesses. The major tenant space in the center was vacant for a brief period and then split into two tenant spaces which were subsequently occupied by a pharmacy and a grocery store.

Vista Grande Elementary School, Green Valley Elementary School, the Grange Hall (a privately owned facility), several child care facilities, and a fire station are all located along Diablo Road, extending from the intersection of Green Valley Road to the intersection of Camino Tassajara. Other institutional uses include the Diablo Lodge senior housing complex and the Sunrise senior assisted living facility located on opposite sides of Diablo Road, near Green Valley Elementary School. Development fees and assessments from projects further east financed a number of improvements in this area, including traffic signals and sidewalks along Diablo Road.

This area is expected to remain stable during the life of this Plan. There are limited opportunities for infill housing and redevelopment on underutilized parcels throughout the area and along the Diablo Road corridor. As indicated in the Special Concern Area text later in this Chapter, additional commercial or institutional uses are discouraged.

5. Sycamore North and South

This area is bounded by Camino Tassajara on the north, Interstate 680 on the west, and El Capitan Drive on the south. Sycamore Valley Road bisects this area, providing the most direct access into the area's neighborhoods as well as to the large residential areas lying to the east. This area includes the Sycamore Homes, Diablo West, Danville Woods, Danville Crest, Dansborough and Sycamore/Laurel neighborhoods.

Characterized by well-maintained homes, many with dramatic views of Las Trampas Ridge, these established neighborhoods feature an abundance of mature tree cover, a highly desirable system of linear private open space developed between neighborhoods and along Sycamore Creek, and private swimming and recreational facilities. This area also contains a variety of housing types, densities, and architectural styles.

Older homes in the area can be found along Willow Drive, north of Laurel Drive. Homes in the Sycamore Homes and Dansborough areas are approximately 30-40 years of age. The Sycamore Homes area has the distinction of being one of the first large scale planned unit developments (PUDs) in the state, combining single and multifamily units and linear open space elements into a cohesive project. Unique street lighting, signage and landscaping add to the character of this area.

While primarily residential, non-residential uses also are present and provide for a small range of the resident needs in this area. These uses include the San Ramon Valley Unified School District Education Center (District Offices), the Best Western Danville Sycamore Inn, Denny's

restaurant, and the Shell service station backing up to Interstate 680 at Camino Ramon. The former Navlet's Garden Center, a long tenured commercial occupant at the corner of Camino Ramon and Sycamore Road, was redeveloped in the late 2000s with a new mixed use commercial center (the Rose Garden Shopping Center) and a 55-unit multifamily residential project (the Rose Garden Village Apartments). The area also contains several child care centers along Camino Ramon.

Osage Station Park, one of Danville's most heavily used parks, is located at the southern end of Brookside Drive. This community park shares space with Charlotte Wood Middle School and features a popular "dinosaur skeleton" in the children's sand box. With the exception of small areas along Camino Ramon and the end of Bolero Drive, this area is essentially built out, with minimal development potential. Overall, this is a well-established area, and is expected to remain stable through the life of this Plan.

6. Diablo Road/Blackhawk Road

This area features some of the most prominent and scenic ridgelines of eastern Danville. It is defined by Diablo Road and Blackhawk Road on the north and east, and one of Danville's most prominent scenic ridgelines (i.e., Short Ridge) on the south. The east branch of Green Valley Creek meanders through the area on both the north and south sides of Diablo Road. The creek features a string of handsome oak trees along its banks. The area includes a significant land holding belonging to the Magee family, which has historically been used for agricultural purposes. The community generally perceives this area of privately owned land, with its grazing cattle and stately oaks, as a scenic resource and an idealized symbol of the Town's rural past.

Development in this area is characterized by large custom homes on lots averaging one-half acre in size. The area includes the existing Magee Ranch residential development, a 259 home planned unit development nestled within a series of narrow valleys and surrounded by permanent private and public open space. Magee Ranch consists

Sycamore Valley. Photo courtesy of Karl Nielson.

of contemporary Craftsman style homes as well as custom homes ranging in style from French Chateau to Southern Colonial. Other relatively recent subdivisions, such as Diablo Creek and Woodcreek, also offer executive housing on large lots. Many of these homes feature traditional design elements such as wraparound front porches, columns, dormers, and turrets.

This area contains some of the most spectacular specimen oak trees in Danville. Diablo Road is particularly scenic as it winds through this area, providing picturesque views of the oak studded hillsides as well as Mt. Diablo. Trees within this valley have been given precedence over pavement, as several key intersections and sections of roadway are designed around well-established oaks.

Much of the development potential in this area has already been realized. However, there are a few properties where additional housing is possible. Recognizing the visually sensitive character of the area, the Town has designated most of the remaining vacant land as a Special Concern Area, with additional policy guidance provided later in this Chapter.

7. Sycamore Valley

At over 2,500 acres, the Sycamore Valley area is the largest Planning Subarea in Danville. The area is bounded by Short Ridge on the north, Sherburne Hills on the south, the Sycamore Valley Road/ Camino Tassajara intersection on the west and the Tassajara Crossing, Village at Tassajara and Blackhawk Plaza commercial areas on the east.

Most of this area has been developed in accordance with the Sycamore Valley Specific Plan, adopted by Contra Costa County prior to the Town's incorporation in 1982, and the Old Blackhawk Road Specific Plan, adopted by the Town in 1988. The vast majority of the homes developed in this area have been built since the adoption of the two Plans. Through the planning process, development has been generally restricted to the valley floor, retaining the upper slopes along Sherburne Hills and Short Ridge as permanent open space. The Old Blackhawk Road Specific Plan is adopted by reference into the Danville 2030 General Plan. Land use and development decisions in this area should conform to the provisions of the Specific Plan, which contains more detailed development and design standards than the General Plan.

In its geography and development context, the character of the Sycamore Valley differs from the older neighborhoods of Danville. This area features a series of self-contained neighborhoods planned along the base of the valley and accessed only from Camino Tassajara, a four-lane arterial linking the eastern and the western ends of the Town. As envisioned in the Sycamore Valley Specific Plan, Camino Tassajara features a significant landscape buffer of meandering paths along its northern and southern border ranging from 10 feet to 100 feet in width. Camino Tassajara also features fully landscaped and tree lined center medians.

The individual neighborhoods in this area include large single family communities such as Wood Ranch, Northridge Hills, Northridge Estates, Anderson Ranch, and Diablo Highlands Estates, "duet" or patio home communities such as Belleterre, Meadowcreek, and Diablo Highlands Villas, and townhomes such as Meridian Place.

These self-contained residential enclaves, set against the backdrop of rolling hills and distant ridges, are linked together by pedestrian paths and bike lanes along Camino Tassajara and a trail corridor along the meandering Sycamore Creek. Through the planning process, access easements have been attained over private property to develop and connect a public trail along the creek.

8. Tassajara Ranch

This area is located east of Sycamore Valley, along the south side of Camino Tassajara. It features a commercial district as well as large scale residential developments ranging from townhomes to single family detached homes. Virtually all of the development in this area has occurred during the last 25 years. This area was outside the boundaries originally established for Danville but was annexed into the Town in the late 1980s. This area is virtually built out, with only a small number of potential infill sites available for additional development.

Residential development in this area includes single family homes in the Tassajara Ranch and Vista Tassajara neighborhoods as well as townhomes at the California Shadowhawk and Heritage Park developments. As in the Sycamore Valley, these neighborhoods have private recreation centers, club houses, swimming pools and other amenities that supplement the facilities provided by the adjoining community park.

Commercial development includes the Tassajara Crossings Shopping Center, with about 146,000 square feet of leasable space, including a Safeway grocery store. The Village at Tassajara shopping center on the southwest corner of Camino Tassajara and Crow Canyon Road includes retail and office space. Other commercial uses, including a veterinary clinic and a self-storage facility, are located in the area. The commercial activity center around the intersection of Crow Canyon and Camino Tassajara is the only major commercial area in the eastern portion of Danville.

Development in this area has occurred mostly along the valley floor, with much of the gently rolling hillsides set aside as permanent open space through the planning efforts that authorized development. The west branch of Alamo Creek meanders through both the commercial and residential areas. Formerly a seasonal creek, Alamo Creek is now a year round stream fed by the landscape irrigation water of golf courses and surrounding residential developments. Ongoing efforts to establish a creekside trail system through this area to link the neighborhoods and to provide access to Diablo Vista Park recently led to development of a 3/4 mile section of trail extending from Zenith Ridge Drive at Tassajara Ranch Drive to Jasmine Way at Camino Tassajara.

9. Bettencourt Ranch/ Shadow Creek

This Planning Subarea is located on the northern side of Camino Tassajara east of the Blackhawk Plaza Shopping Center. It is located entirely in unincorporated Contra Costa County and is surrounded on three sides by the community of Blackhawk. The area includes the unincorporated planned unit development communities of Bettencourt Ranch, Shadow Creek and Somerset, each developed following County approvals in the 1990s, It also includes older large lot residential development accessed via Hansen Lane and Oak Gate Drive. There are approximately 950 homes in the area. The unincorporated area also contains The Reutlinger Community Jewish Living life care facility, completed in 1998.

The Bettencourt/Shadow Creek is area is considered mostly built out, with relatively low potential for new development in the next 20 years. While the area is outside the Danville Town limits, its residents utilize many Danville services, roads, and public facilities. Many identify as Danville residents. As of 2012, the Town was working with residents to assess the feasibility of annexing this area.

10. Lawrence Road

Lawrence Road is a rural residential/suburban neighborhood located south of Camino Tassajara in the easternmost portion of Danville. Reflective of the Town's agricultural past, the land uses in the area include a mix of horse ranches, boarding kennels, orchards, and ranchettes, along with newer country estates. Much of the area's original rural uses were developed under Contra Costa County's agricultural zoning standards, giving the undeveloped southern portion of the Planning Subarea a rural quality which distinguishes it from the emerging suburban character in the northern section. The area's long-term residents have expressed a desire to retain this rural quality in the future.

In 1989, a group of area property owners approached the Town seeking help in securing public water service from East Bay Municipal Utility District (EBMUD) through annexation to the Town. Prior to its annexation to the Town in 1991, all properties on this road relied upon on-site wells for water and septic systems for sewage disposal. At the time, the area was rural and included about 60 parcels ranging in size from one acre to 17 acres.

Paralleling the annexation process, the Lawrence/Leema Road Specific Plan was established

for the area (adopted in 1992 and amended in 1994). The Plan guided development of the area, directing the highest densities to the northernmost portion of the area while transitioning to very low densities at the southernmost portion. The Plan established minimum lot sizes and other development standards which effectively limit the number of new homes that may be established.

The Plan also established a mechanism to fund the extension of public water, sewer, storm drainage, and roadway improvements to the Lawrence Road area (i.e., the Lawrence Road Benefit District). Phase One of public infrastructure improvements was completed in 1997. The second phase, which extended improvements to the southern terminus of Lawrence Road, was completed in 2000. Consistent with the policy directives of the 2010 General Plan, Lawrence Road should continue to terminate at the southern end of this area and should not be extended to accommodate additional development or link to the Dougherty Valley. Trail links to the Dougherty Valley are encouraged, however, provided that the design and alignment are compatible with existing development patterns and habitat conservation goals.

Most of the major subdivision activity in this area has been completed. A small amount of lot splitting and minor subdivision may occur in the coming years. The southern and middle parts of the area contain many development constraints, including steep slopes, landslide hazards, limited access, and a fragmented land ownership pattern. The General Plan designation for this area is "Country Estates," which reflects these constraints. Any future development in this area should be at the low end of the density range for this category and should conform to the provisions of the Scenic Hillside and Major Ridgeline Development Ordinance.

Although it was not within the boundaries of the Specific Plan area, the County-approved 195-unit California Meadows subdivision (annexed into Danville prior to construction) is located within the Lawrence Road area. The project was developed by KB homes in 1998-2000. Consistent with the Lawrence/Leema Road Specific Plan, Lawrence Road was realigned in the late 1990s to bisect the California Meadows development. California Meadows included the dedication of an eight acre site to the San Ramon Valley Unified School District that led to the construction of Diablo Vista Middle School.

The Lawrence/Leema Road Specific Plan is adopted by reference in the Danville 2030 General Plan. Land use and development decisions in this area should conform to the provisions of the Specific Plan, which contains more detailed development and design standards than the General Plan.

11. Alamo Creek, Wendt Ranch, and Monterosso

From the Lawrence Road area, a number of residential subdivisions extend eastward along the south side of Camino Tassajara. As of 2012, this area was unincorporated and under the planning jurisdiction of Contra Costa County. Prior to 2000, the area was largely agricultural. By 2010, it was almost entirely subdivided, although the easternmost portions still included platted lots yet to be developed.

Residential communities in this area include Monterosso, Wendt Ranch, Ponderosa Colony, and Alamo Creek. Alamo Creek is the largest of these communities. Lots tend to be smaller than in other parts of Danville, and average home sizes range from 1,700 square feet to over 4,000 square feet. The area also includes the Willows Townhomes, an 87-unit complex which includes affordable and market rate for-sale units, and the 96-unit Villas at Monterosso Apartment complex.

This area includes a number of public and quasi-public uses. Creekside Elementary School was recently constructed in Alamo Creek and the Tassajara Learning Center pre-school was built on Casablanca Street. In 2007, the Mustang Soccer League constructed two turf artificial turf fields and a field house on the south side of Camino Tassajara. The site is adjoined by SRVFPD Station 36, a new fire station on Lusitano Street serving the far east side of Danville, Blackhawk and Tassajara Valley.

Greenbrook neighborhood open space. Photo courtesy of Alex Lopez.

12. Upper Tassajara Valley

Upper Tassajara Valley is the easternmost part of the Planning Area. Like Planning Subarea 11, it is entirely outside the Town limits and beyond the Danville sphere of influence in place at the time of General Plan adoption. The Planning Subarea is located on both sides of Camino Tassajara and extends east from Alamo Creek and Blackhawk. The eastern edge of the Area is defined by Finley Road (north of Camino Tassajara) and by Camino Tassajara itself, which bends to the south about one-half mile east of Alamo Creek.

This area is entirely agricultural and is beyond the County's Urban Limit Line. There are a few rural homesteads, but in general the landscape is characterized by grassy rolling hills with scattered oak trees. Parcels are generally between 10 and 80 acres in size and are governed by County A-80 exclusive agricultural zoning (one dwelling unit per 80 acres) and agricultural General Plan designations. The prevailing activity is grazing. Finley Road itself includes rural residences and orchards, although most of this activity is beyond the Planning Subarea boundary.

The Town of Danville expects this area to remain in agricultural and open space uses through the horizon year of this General Plan. However, the Contra Costa County Board of Supervisors authorized a General Plan Amendment Study for a portion of this area in 2007, and an application to facilitate rural residential uses is presently under consideration by the County. For this reason, the Upper Tassajara Valley has been designated a Special Concern Area by the Danville 2030 General Plan, and is addressed in greater detail later in this Chapter.

13. Greenbrook/Danville South

The area located south of El Capitan Drive, set between Interstate 680 and the Sherburne Hills, is identified as the Greenbrook and Danville South area. Set against the backdrop of Sherburne Hills, the vegetative cover and residential character of this area has matured over the past three decades. While the western portions of the area are flat, the eastern portion slopes up to the Sherburne Hills

and affords panoramic vistas of Las Trampas Ridge. This area has relatively wide streets, underground utilities, sidewalks, curbs and gutters.

This area includes a range of housing densities but consists primarily of single family detached homes, ranging from two to four units per acre. Higher densities are limited to Greenbrook Drive just east of Camino Ramon and the area immediately south along Mission Drive and Greenlawn Circle. The housing stock includes a mix of one and two story homes, many with shake or tile roofs.

The larger residential subdivisions in this area, such as Greenbrook and Danville Station, are planned unit developments, with residences generally ranging in age from 30 to 40 years. The provision of common recreation facilities, a network of linear open space, and mixed housing densities all point to the early successes of the planned unit development process. San Ramon Creek and Cow Creek meander through this area, providing two linear open space corridors. The Iron Horse Trail also runs through the area, providing a trail connection to other sections of Danville. Greenbrook School provides a focal point for the neighborhood and is the major non-residential use.

The area is virtually built out, with little or no capacity for additional development. No major changes are expected between now and 2030.

14. Crow Canyon Country Club

Built in the mid-1970s, this gated country club community is located at the southeastern corner of Danville, and shares its southern boundary with the City of San Ramon. A mixture of townhomes, patio homes, and single family residences are oriented around the fairways of a private 18 hole golf course. Undeveloped hillside open space areas define the eastern and southern limits of the community. In addition to the golf course, recreational facilities available to members include a swimming pool complex, tennis courts, driving range and a club house. Access to this community comes from two major collector roads: Crow Canyon Road and El Capitan Drive.

This unique, private gated community is separated from adjacent neighborhoods by a fenced and landscaped buffer zone. The Crow Canyon Country Club Planning Subarea is completely built out and, other than possible future upgrades to the shared recreational facilities, is unlikely to change through 2030.

15. Fostoria Way

The Fostoria Way area occupies the northeast quadrant of the Crow Canyon Road/Interstate 680 interchange. Residential uses include a mix of single family homes and duets along Camino Ramon Place, single family homes along Silverwood Terrace, and the Fostoria Terrace condominiums along Fostoria Way, all developed during the late 1980s and early 1990s.

The area's commercial development (i.e., Castle Square, Costco and Marshalls), constituting destination retail uses, were developed during the late 1980s and early 1990s. The area's development followed a Town-initiated General Plan Amendment which encompassed the land lying between Interstate 680 and the Iron Horse Trail. The General Plan Amendment also accommodated the construction of an Interstate 680 overpass on Fostoria Way (a City of San Ramon and Measure C-1988 project). Camino Ramon was extended south to Fostoria Way after a citizen initiative to extend the road was approved by popular vote. The Fostoria Way area includes the only light industrial uses in Danville.

A 1.75-acre site formerly designated for light industrial use was authorized through a General Plan Amendment to develop as the 38-unit Iron Horse Crossing multifamily residential project, which was` completed in 2009. The area is also the home to the tallest office building in Danville, a five story medical office building occupying the converted Electro Test light industrial facility. PG&E also operates a research facility in this area, which includes the highly recognized geodesic dome along Crow Canyon Road.

The Fostoria Way Planning Subarea includes a number of sites with the potential for change during the next two decades. The largest of these sites is

the 17-acre Armand Borel Property along Interstate 680. The Borel Property has been identified as a Special Concern Area in this General Plan, as it was in the previous General Plan. Additional guidance on future land uses on this site may be found later in this Chapter.

16. Danville Ranch/California Chateau

Located at the foothills of Las Trampas Ridge, this area is located west of Interstate 680 and at the southwestern quadrant of Danville. This area consists of a planned unit development with more than 350 units and a rural subdivision (i.e., Peters Ranch Estates) located on the slopes above this development.

The first phase of the planned unit development, Danville Ranch, consists primarily of clustered duets with common open space. The second phase, California Chateau, includes a mix of patio homes and more traditional single family homes. Both phases include recreational amenities, including greenbelts, a swimming pool, tennis courts, and a clubhouse. The area's setting on the east facing slopes of Las Trampas Ridge provides most of the homes with dramatic views across the San Ramon Valley to the Sherburne Hills and Mt. Diablo. While there is some potential for additional development on the remaining vacant home sites at Peters Ranch, the area is built out and is not expected to change significantly through 2030.

17. San Ramon Valley Blvd

The San Ramon Valley Blvd corridor lies along the west side of Interstate 680 and south of Town and Country Drive.

This mixed use area consists of medium density residential, office, retail, and institutional uses. Serving as the southerly entrance into Downtown Danville, commercial centers in this area include the popular rustic style Danville Livery and Mercantile Shopping Center, the Sycamore Square Shopping Center, the Village Shopping Center, and the Town and Country Shopping Center. The corridor also consists of a number of freestanding commercial buildings, mostly dating from the 1960s and 1970s. A San Ramon Valley Fire Protection District fire station is located in this area, sandwiched between San Ramon Valley Blvd and Interstate 680. The San Ramon Valley Medical Office Complex and the Danville Congregational Church are also located in this area.

Although it is virtually built out, some of the parcels have the potential to redevelop by 2030. Existing uses include many single story commercial buildings with low floor area ratios, minimal landscaping, and large parking lots.

18. Town & Country

The Town & Country Area is an established residential area west of the commercial development along San Ramon Valley Blvd and located southwest of Downtown Danville. Situated at the foothills of Las Trampas Ridge, this area offers a suburban/rural character within walking distance of Downtown.

The area is comprised of single family residences generally dating from the 1950s to the 1980s which are typically located on one-quarter to one-half acre lots. It includes the Ocho Rios neighborhood. Denser residential projects in the area include the townhome developments of Danville Green and Diablo View along San Ramon Valley Blvd and the Sequoia Grove apartment project. The Town & Country, Morris Ranch, and Podva Homeowners Associations are active organizations in this area.

Land in the south and west part of this area, including the 458-acre Elworthy property and the 108-acre Podva property, remains largely undeveloped. These properties represent two of the largest remaining private landholdings in Danville. The Elworthy property has secured planning entitlements for a 97-unit mixed single family and apartment condominium project. It was in the early stages of development as of the adoption of the 2030 Plan. The Town approved a Development Agreement associated with the Elworthy entitlement in 2010, adding certainty for both the developer and the Town regarding the site's development. The future of both sites is addressed later in this Chapter in the discussion

of Special Concern Areas.

19. Las Trampas Hills

The Las Trampas Hills Area encompasses the dramatic slopes of Las Trampas Ridge along Danville's western boundary. The area is characterized by dense oak woodland and panoramic views of Mt. Diablo and the San Ramon Valley. A number of narrow rural streets, many of which are privately owned and maintained, reach into the hills and provide access to neighborhoods comprised of mid- to large-lot country estates. This unique area of Danville simultaneously offers residential privacy with dramatic and unimpeded views of the valley.

While some of the homes in the area have been recently built, most were built in the 1960s and 1970s, with a few constructed in the 1940s and 50s. The Eugene O'Neill National Historic Site is located immediately northwest of this area, just outside of the Town boundaries. The area also includes the San Damiano Retreat Center, as well as a large East Bay Municipal Utility District (EBMUD) water storage facility. The EBMUD facility was structurally upgraded in 2009 after having been closed for several years.

The Las Trampas Hills Area consists of a series of neighborhoods, including Starmont, Montair, and Sky Terrace. While the character of each neighborhood is unique, they share common elements such as large lots, a mix of older ranch style homes and newer hillside estates, private amenities such as tennis courts and swimming pools, and a dense tree canopy.

Beyond the Town boundaries, more than 1,000 acres at, and west of, the ridgeline lie both within Danville's Sphere of Influence (SOI) and the East Bay Regional Park District's (EBMUD) Las Trampas Regional Wilderness. The Wilderness area consists of 5,342 acres of land at the northern limits of the Bollinger Canyon area, the area lying west of the Las Trampas ridgeline. Preservation of this steep and scenic area is an important goal of the 2030 Plan.

In conjunction with the Municipal Services Review (MSR) for the Danville area, the Local Area

Starview Drive. Photo courtesy of Alex Lopez.

Formation Commission (LAFCO) has received a recommendation to modify the Danville SOI along its western boundary to coincide with the voter approved Urban Growth Boundary (UGB). Final action on the MSR recommendation had not been taken as of the adoption of the 2030 Plan. Since most of the lands in question are in public ownership, this readjustment would not conflict with the Town's goals.

20. Del Amigo

Del Amigo is an established neighborhood characterized by single family homes located between Danville Blvd and the base of Las Trampas Ridge. Many of the streets in this area are rural in character with tree lined lanes, an abundance of mature landscaping, and views of Las Trampas Ridge.

Most of the area consists of very well maintained ranch style homes. While a majority of the residences in this area were built in the 1950s or 1960s, a growing number of the properties in the area are seeing original residences replaced by new construction. Since the 1970s, some multifamily housing and townhomes have been developed along El Dorado Avenue adjacent to Downtown. The Danville Estates, Danville Glen, and Glenwood Homeowners Associations are active in this area. Non-residential uses are limited to child care, public uses including Montair Elementary School and the Danville Women's Club, and the Del Amigo Pool Association. Access to the National Park Service's Eugene O'Neill National Historic Site (the "Tao House") is through this area.

The area is largely built out. Additional development capacity is limited and the area is expected to remain stable through 2030.

21. Danville Blvd

This area is located along Danville Blvd north of the La Gonda Way intersection. San Ramon Creek generally defines the eastern boundary of this area and lends a unique characteristic to this neighborhood. Alamo Cemetery, which is located on El Portal and La Gonda Way, is a local historic landmark just east of San Ramon Creek. Hap Magee Ranch Park, a former working ranch located near the end of La Gonda Way, also provides a visible reminder of local history. The park straddles the Town's northern border and is co-owned and managed, under a joint exercise of powers agreement (JEPA), by Danville and Contra Costa County. Past improvements to the park include upgrades to the ranch houses on the property, development of the dog park and expansion and refurbishment of the children's play area. A community garden was being developed in the park at the time the 2030 General Plan was adopted. The park has an internal trail system and provides a key link in the EBRPD Las Trampas to Mt. Diablo Regional Trail.

The area features a variety of housing types, including older, single family homes along Danville Blvd and newer townhomes located near San Ramon Valley High School along Danville Blvd. Most of the higher density projects, including Garden Creek and Rubicon, are approaching 40 years in age. The homes along La Gonda Way north of El Portal are situated on large rural lots, many with horse pastures and remnants of the orchards that once existed throughout the San Ramon Valley.

A small amount of infill development and replacement of older construction may occur on the east side of Danville Blvd north of El Cerro Blvd. Otherwise, this well established residential area is anticipated to experience little or no change through 2030.

22. La Gonda/West El Pintado

The La Gonda/West El Pintado Area is a mixed use area located west of Interstate 680 and east of San Ramon Creek. This area contains a combination of residential, professional, public, and institutional uses. During the past 30 years, portions of the area have undergone a transition from being semi-rural to more suburban in character.

The La Gonda Way/West El Pintado Road area was the focus of a 1986 General Plan Amendment which created additional potential for office

development. Virtually none of this potential was actually realized, as the principal effect of the General Plan Amendment was the sanctioning of general offices in five projects that had originally been developed as medical/dental complexes through pre-incorporation County land use approvals. Significant public and institutional uses in this area include St. Isidores Church on La Gonda Way and the Community Presbyterian Church on West El Pintado Road.

Most of the new construction since the mid-1980s has consisted of single family residences built at medium densities, including the Westbriar Knolls subdivision along La Gonda Way and the Redwoods subdivision along West El Pintado Road. Some older multifamily housing exists in the area. Assisted senior housing was more recently developed along West El Pintado Road. Portions of the West El Pintado area retain a rural character, with remnants of former orchards, large lots, single family homes, and street sections without curb, gutter or sidewalks.

This area includes several sites with the capacity for additional development. Among them is the vacant 1.7-acre GMMC property on West El Pintado Road (see also Special Concern Area text, p. 63). Other sites in this area are developed at lower densities than is permitted by zoning, and could potentially redevelop in the future.

23. Downtown Danville

Viewed as the heart and soul of the community, the core of historic Downtown Danville extends along Hartz Avenue from Diablo Road to Sycamore Valley Road. Danville's Old Town District is a unique asset and a historic treasure for the entire San Ramon Valley as it retains much of its historic, small town charm, even in the face of extensive new commercial development and redevelopment. The Downtown reflects the feel of yesterday while still responding to contemporary shopping, dining and entertainment trends.

Downtown Danville boasts specialty stores, cafes and first rate restaurants. The retail corridor along Hartz Avenue, with its historic buildings and attractive street environment, epitomizes Danville's small town character.

Railroad Avenue features sites that are occupied by newer shopping centers and groupings of smaller, independent sites whose land use pattern more closely reflects that seen along Hartz Avenue. Downtown Business District (DBD) regulations were amended in 2005 to encourage future development activity along Railroad Avenue to more closely follow the pedestrian-oriented retail/restaurant model that is in place along Hartz Avenue.

Much of the Town's office space in Danville is located along Diablo Road between Hartz Avenue and Interstate 680. Competition from newer office space in other cities, coupled with economic conditions, have led to higher vacancy rates in recent years.

The venerable Danville Oak Tree, a natural landmark and the inspiration for the Town's symbol, is located within this area. Many of the Town's civic landmarks are also located Downtown, including the Danville Library and Community Center (completed in 1996), the renovated Town Meeting Hall, and the Village Theatre and Art Gallery, all located along Front Street. The Veterans Memorial Building and Senior Center is located on Hartz Avenue. It has been renovated and doubled in size by way of a unique partnership between the Town and local veteran groups. The restored Railroad Depot, which serves as the home of the Museum of the San Ramon Valley, is located on Railroad Avenue. One of the municipal parking lots located in the area (the Railroad Avenue Lot) doubles as the home for the year-round Danville Farmers' Market.

Since the mid-1980s, development in the Downtown area has been guided by a Downtown Master Plan. The intent of the Master Plan was to establish a reasonable estimate of the future growth necessary in the commercial core to induce and sustain long-term economic vitality. It also identified the circulation and parking programs needed to accommodate this growth. The Downtown Business District Ordinance has implemented the Master Plan by establishing

a series of "Districts" within Downtown and identifying permitted uses, conditional uses, development standards, parking requirements, and maximum intensities within each District.

Over 1.4 million square feet of commercial and office development currently exist in the Downtown in buildings which date from the late 1860s to the present. Additional new commercial development is anticipated and encouraged under the Downtown Master Plan. Much of this development is expected to occur within the 17-year horizon period of the 2030 Plan. Recognizing the ongoing importance of managing development in Downtown Danville, the area continues to be identified as a "Special Concern Area" in the General Plan. More specific discussion of the area's opportunities and challenges are contained later in this Chapter.

24. Alamo Springs

Featuring some of the most panoramic views of the valley, and accessed from La Gonda Way, the 53- lot Alamo Springs residential development is located within the former 148-acre Chase equestrian boarding and training facility. This development is also a unique by product of a joint land use review and approval process by both the Town of Danville and Contra Costa County. Eleven of the homes are located within the Town of Danville, while the remaining 42 homes are located within the unincorporated community of Alamo.

During the planning process for Alamo Springs, it was determined that the Town would provide police, street maintenance, roadside landscape and park maintenance services to the entire subdivision, including the homes in Alamo. Given that the Town would not receive any tax revenues from the Alamo portion, the developer was required create a funding mechanism (i.e., County Service Area CSA M-30 Alamo) so that the owners of the Alamo lots would be able to compensate the Town directly for the provision of these services.

COMMUNITY DESIGN

A major theme of planning activities in Danville since incorporation has been the protection and enhancement of the community's aesthetic features. These features include the scenic hillsides, the charming Old Town area, native vegetation along streams, stands of large trees, and pleasant established residential neighborhoods.

Danville has protected these features through a number of actions, including preparation of design guidelines and adoption of a Scenic Hillside and Major Ridgeline Development Ordinance, a Tree Preservation Ordinance, and a Downtown Business District Ordinance, among others. Application of the design principles and standards contained in these documents is a major aspect of project review and approval in Danville.

Visual and physical access to Danville's aesthetic features is facilitated by Scenic Routes. A Scenic Route is a road, street, or freeway which transects an area characterized by its high visual character, vistas, or cultural significance. A Scenic Corridor is comprised of the area adjacent to and visible from the Scenic Route. Designated scenic routes in Danville include:

- Danville Blvd
- San Ramon Valley Blvd
- Green Valley Road
- Diablo Road between Interstate 680 and its transition to Blackhawk Road
- Blackhawk Road
- Sycamore Valley Road
- Camino Tassajara
- Crow Canyon Road
- Interstate 680

Interstate 680 through Danville, is also designated as a Scenic Highway by the State of California.

The locations of key aesthetic features in Danville and the Scenic Routes are presented on the Scenic Hillside and Major Ridgeline Development

Areas Map later in the General Plan (refer to **Figure 11**).

B. FORECAST

Danville expects limited growth between 2010 and 2030. Forecasts prepared as part of this General Plan Update indicate that the Town is expected to add 1,050 households, 3,170 residents, and 1,900 jobs during this interval. Additional growth is expected in the unincorporated area east of Danville due to the buildout of existing subdivisions such as Alamo Creek, which were previously approved by Contra Costa County. (see **Figure 4**). About 60 percent of the 2010-2030 household increase is associated with land within the Town limits and about 40 percent is associated with land in the unincorporated Planning Area on the east side of Danville.

The forecasts for the Town represent an average annualized household growth rate of 0.35 percent and an average annualized job growth rate of 0.6 percent. The forecast also translates to approximately 55 new housing units a year.

Hartz Avenue. Photo courtesy of Candice Rana.

Development between 2013 and 2030 will include the completion of approved projects as well as the development of projects yet to be approved or conceived on vacant and underutilized sites. These projects are likely to include single family, multifamily, and mixed use developments, and commercial development including retail and office space. Some of the multifamily development will be a direct outgrowth of the ongoing state mandate that each city and town in the Bay Area accommodate its fair share of the region's affordable housing needs. Danville will also be impacted by past development approvals in unincorporated Contra Costa County, including areas that may someday be annexed into the Town.

It is likely that the Danville will continue growing after 2030, although estimating the rate and character of growth that far in the future is extremely difficult. Although Danville may appear to be fully developed by 2030, some older properties and underutilized lands may redevelop with more intense uses beyond that time. The Town will continue to maintain zoning regulations which establish limits on the maximum number of dwelling units and/or non-residential square footage that can be built on each parcel of land.

Consistent with previous trends and the character of the community, Danville will continue to be a predominantly residential community during the lifetime of this General Plan. New commercial and office development will be concentrated in and around Downtown on a limited number of vacant or underdeveloped sites within established commercial areas. This development should reinforce the traditional character of Downtown as a "village" center. New commercial activity may also occur on the Historic Wood Family Ranch Headquarters property, and on a portion of the Borel property.

FIGURE 4

TOTAL JOBS, HOUSEHOLDS AND POPULATION (1980-2010) AND FORECASTS (2010-2030)

TOWN OF DANVILLE AND UNINCORPORATED DANVILLE PLANNING AREA[1]

FORECAST CATEGORY[2]	YEAR					
	1980	1990	2000	2010	2020[2]	2030
TOTAL JOBS	6,785	8,800	14,800[4]	15,020	16,130	17,210
HOUSEHOLDS	9,455	12,028	15,600	17,240	18,070	18,900
POPULATIONS	29,385	34,136	42,985	47,130	49,560	52,000

Footnotes:

(1) The Danville Planning Area includes the Town of Danville, plus unincorporated subdivisions along Camino Tassajara on the east side of the Town. This is a larger geographic area than was covered by the Danville 2010 Plan.

(2) Preparation of the Danville 2030 Plan used data from ABAG Projections 2009

(3) 2020 figures are based on mid-point of 2010-2030 growth.

(4) A change in methodology on counting total jobs (closer accounting of home based jobs) resulted in a jump in jobs count. As of the 2000 Census, 6.6 percent of Danville's employed residents (1,370 people) worked from home. This represented almost 10 percent of Danville's job base.

Sources: Town of Danville, 2011.

C. GOALS AND POLICIES

Community Development Goals and Policies are divided into five categories:

- Quality Development
- Community Design
- Commercial and Office Development
- Downtown Danville
- Housing

A complete list of implementation measures may be found at the end of this Chapter.

Responsibility for implementation of General Plan policies lies with the Town Council, assisted by the Planning Commission and staff. Although other implementation measures may be considered or added, the measures listed for each policy serve as a basis for carrying out the General Plan. For more detailed housing policies and programs, consult the Danville Housing Element under separate cover.

As noted in Chapter 1 of the General Plan, some of the goals and policies are followed by text in italicized font. This text is not part of the policy, but is included to provide context, clarify the policy's intent, and/or explain how the policy should be applied.

GOAL: QUALITY DEVELOPMENT

Goal 1: ***Assure that future development complements Danville's existing small town character and established quality of life.***

	POLICIES: QUALITY DEVELOPMENT	IMPLEMENTATION MEASURES
1.01	Recognize Danville's predominantly single family residential character and distinctive, historic Downtown retail core in planning and development decisions.	• Zoning Ordinance • Development Review
1.02	Require that new development be generally consistent with the scale, appearance, and small town character of Danville. *The development review process provides an opportunity for the Planning Commission and Town Council to evaluate the merits of each project and determine whether it is consistent with this policy. Other policies in the General Plan indicate where differences in scale may be acceptable in order to meet State-mandated housing requirements and other community development goals. The Town has developed design guidelines and zoning regulations to help make these determinations.*	• Design Review Procedures • Zoning Ordinance • Development Review • Environmental Review

POLICIES: QUALITY DEVELOPMENT		IMPLEMENTATION MEASURES
1.03	Recognize the need for suitably located housing, civic facilities, and services for all age groups within the community.	• Housing Element • Capital Improvement Program
1.04	Generally guide higher density residential development to locations within convenient walking distance of shopping centers and public transportation.	• Zoning Ordinance • Downtown Plan/ Ordinance
1.05	Retain the limited areas planned for multifamily residential development and discourage General Plan amendments and rezonings of such areas to office or other uses. Areas zoned for multifamily residential use should not be developed with single family detached homes. *This will enable the Town to maintain sufficient land to comply with its state-mandated Regional Housing Needs Allocation.*	• Zoning Ordinance (minimum densities) • Housing Element
1.06	Consider the cumulative effects of development on community facilities and services, such as transportation and schools, throughout the planning process.	• CEQA • Development Review
1.07	Balance development with the preservation of land for open space uses in appropriate areas. *This policy is intended to protect Danville's hillsides, ridgelines, creeks, and other important scenic or natural resources. Consistent with the policies under Goal 2, development on visually or environmentally sensitive sites should set aside substantial areas as open space.*	• Zoning Ordinance (P-1 District) • Hillside/Ridgeline Ordinance
1.08	Protect existing residential neighborhoods from intrusion of incompatible land uses and excessive traffic to the extent reasonably possible.	• Zoning Ordinance • RV Storage Ordinance • Code Enforcement • Traffic Studies • Satellite Dish/ Wireless Communication Ordinances

POLICIES: QUALITY DEVELOPMENT		IMPLEMENTATION MEASURES
1.09	In areas where different land uses abut one another, mitigate potential negative impacts through buffering techniques such as landscaping, setbacks, and screening. Similar methods also may be used between higher-density residential uses and less dense residential uses nearby.	• Development Review • Design Guidelines • Zoning Ordinance
1.10	In accordance with the Americans with Disabilities Act, establish policies and standards that facilitate the free movement of disabled persons.	• Building Code • Public Works Design Standards • Capital Improvement Program
1.11	Accept General Plan amendment applications or development applications for lands under Agricultural Preserve Contract only after a Notice of Non-Renewal has been filed.	• Development Review
1.12	Consider utilizing historic or unique homes easily accessed by major streets for limited restaurant or bed and breakfast uses where safe vehicular access, effective buffering, and neighborhood compatibility can be achieved.	• Development Review • Zoning Ordinance • Design Review Board
1.13	Unless overriding public safety considerations exist, prohibit the development of "gated" communities in Danville.	• Zoning Ordinance • Development Review
1.14	Allow home occupations, provided that neighborhood impacts are minimized, and the residential nature of structures and their surroundings is maintained.	• Zoning Ordinance

	POLICIES: QUALITY DEVELOPMENT	IMPLEMENTATION MEASURES
1.15	The Land Use Designations of Agricultural, General Open Space and Parks and Recreation contained in the Town of Danville General Plan in effect on November 7, 2000, were reaffirmed and readopted by the voters of the Town in an election held on November 7, 2000. The lands with those Land Use Designations are graphically depicted on the Land Use map contained in the General Plan. Until November 7, 2020, the Land Use Designations for those properties may be amended only by one of the following two procedures: a) By a vote of the people at an election, or b) By a 4/5 vote of the Town Council if the Town Council, after a public hearing, makes one of the following findings that is supported by substantial evidence in the record: (i) That approval of the land use amendment is necessary to avoid an unconstitutional taking of a landowner's property rights and that the new land use is only the minimum necessary to avoid the unconstitutional taking of the landowner's property rights. (ii) That approval of the land use amendment is necessary to comply with state or federal law and that the new land use is only the minimum necessary to comply with such laws. Prior to amending the General Plan to redesignate land pursuant to subparagraphs (i) or (ii) above, the Town Council shall hold at least two noticed public hearings for the purposes of receiving testimony and evidence from the applicant and the public on the proposed amendment and any findings proposed in connection with such an amendment. This hearing shall be in addition to any other public hearings regularly required for a General Plan amendment.	• Zoning Ordinance • Development Review

GOAL: COMMUNITY DESIGN

Goal 2: ***Integrate new development in a manner that is visually and functionally compatible with the physical character of the surrounding community.***

POLICIES: COMMUNITY DESIGN		IMPLEMENTATION MEASURES
2.01	Achieve a high standard of residential design through project review and approval for all new residential developments.	• Design Review Board • Design Review Procedures • Development Review
2.02	Preserve Danville's visual qualities and the identity of its neighborhoods by restricting development on visible ridges and hillsides, protecting trees and riparian areas, and maintaining open space in the community.	• Hillside/Ridgeline Ordinance • Tree Preservation Ordinance • Grading Ordinance • Subdivision Ordinance
2.03	Where development is allowed on existing legal lots within Scenic Hillside or Major Ridgeline areas, require the preservation of the undeveloped remainder of the parcel in its natural state through the dedication of scenic easements to the Town of Danville.	• Development Review • Hillside/Ridgeline Ordinance
2.04	Where hillside development occurs, require that project design be sensitive to visual impacts. Design guidelines for hillside sites should address mass, color, materials, and screening requirements, and should discourage excessive grading and flat pad construction.	• Design Guidelines • Grading Ordinance
2.05	On developable properties with steep hillsides, encourage clustering in the flatter parts, conservation of open space on the steeper parts, and the protection of natural features such as trees, creeks, knolls, ridgelines, and rock outcroppings.	• Hillside/Ridgeline Ordinance • Development Review • Design Guidelines • Grading Ordinance
2.06	Improve the appearance of the community by abating negative elements such as non-conforming signs and, where feasible and desirable, overhead utility lines.	• Code Enforcement • Design Review Procedures • Public Works Standards

POLICIES: COMMUNITY DESIGN		IMPLEMENTATION MEASURES
2.07	Improve the appearance of the community by encouraging aesthetically designed buildings, screening, adequate setbacks, and landscaping.	• Design Guidelines • Zoning Ordinance • Design Review Procedures • Street Tree Program
2.08	Protect the visual qualities of designated scenic routes by reviewing proposed projects with respect to their visual impacts.	• Development Review • Hillside/Ridgeline Ordinance • Design Guidelines

GOAL: COMMERCIAL AND OFFICE DEVELOPMENT

Goal 3: ***Maintain and enhance commercial and office uses which serve the needs of Danville residents, provide local job opportunities, improve fiscal stability, and contribute positively to the identity and character of the Town.***

POLICIES: COMMERCIAL AND OFFICE DEVELOPMENT		IMPLEMENTATION MEASURES
3.01	Maintain attractive neighborhood-oriented shopping areas in a variety of locations around Danville. These centers should meet the needs of residents for goods and services and should foster a sense of identity and community in surrounding neighborhoods.	• Zoning Ordinance
3.02	Provide business areas with adequate pedestrian, bicycle, and parking facilities.	• Downtown Plan/ Ordinance • Parking Management Program
3.03	Implement Design Guidelines for retail and office areas which help maintain a small town character.	• Design Guidelines • Design Review Procedures • Downtown Plan/ Ordinance • Street Tree Program

POLICIES: COMMERCIAL AND OFFICE DEVELOPMENT		IMPLEMENTATION MEASURES
3.04	Consider major regional scale shopping centers as inappropriate in Danville. *Regional shopping centers include large "malls", such as Sun Valley in Concord and Stoneridge in Pleasanton. Other forms of retail, including "destination" businesses such as Costco may be appropriate in Danville, provided they are consistent with other General Plan policies.*	• Zoning Ordinance
3.05	Establish, where practical, the physical boundaries of business areas through the use of buffers such as creeks, major roads, topography, other physical features, and density gradients, to separate commercial and residential uses.	• Development Review • Hillside/Ridgeline Ordinance • Zoning Ordinance (P-1 District)
3.06	Discourage development of new small convenience retail centers in residential areas.	• Zoning Ordinance • Development Review
3.07	Where appropriate, encourage the use of shared circulation and parking.	• Downtown Plan/ Ordinance • Parking Management Program • Development Review

Railroad Plaza. Photo courtesy of Candice Rana.

POLICIES: COMMERCIAL AND OFFICE DEVELOPMENT		IMPLEMENTATION MEASURES
3.08	Encourage the reuse of vacant and underutilized commercial buildings for more economically productive purposes, including new businesses, housing, and mixed use development.	• Zoning Ordinance • Downtown Plan/ Ordinance • Development Review
3.09	Establish design standards and guidelines which ensure the compatibility of uses within mixed use development projects and between mixed use projects and adjacent development.	• Design Guidelines • Zoning Ordinance • Downtown Plan/ Ordinance
3.10	Attract clean, environmentally-friendly businesses such as software development, consulting, or technical support. *Such businesses include "green technology" firms and other businesses focused on sustainability, energy conservation, and environmental quality.*	• Zoning Ordinance • Development Review

GOAL: DOWNTOWN DANVILLE

Goal 4: ***Enhance Downtown Danville and its environs as the center of town, with a mix of retail, office, residential, civic, and open space uses. Downtown should be a more vibrant and successful center, with more walkable streets, opportunities to live and work close to public transportation and shopping, and new housing for persons of all incomes and ages.***

POLICIES: DOWNTOWN DANVILLE		IMPLEMENTATION MEASURES
4.01	Encourage the development of a strong retail core in the Old Town area of the Downtown with ground floor uses dominated by the presence of retail and restaurant uses. Encourage business and professional office uses, along with other non-retail uses, to occupy spaces other than ground floor spaces in the Old Town area.	• Downtown Plan/ Ordinance • Zoning Ordinance • Development Review • Design Review Procedures
4.02	Ensure the provision of sufficient and adequately distributed parking within the Downtown area to help promote an economically viable Downtown business district.	• Parking Management Program • Development Review

POLICIES: DOWNTOWN DANVILLE		IMPLEMENTATION MEASURES
4.03	Encourage continued improvement of the North Hartz Avenue area to create a village like retail and commercial area with a character complementary to the Old Town Area. *The North Hartz Avenue area is discussed in the "Special Concern Area" discussion later in this Chapter.*	• Downtown Plan/ Ordinance • Design Guidelines • Design Review Board
4.04	Work with local transit agencies to maintain bus headways (i.e., frequencies) of no more than 20 minutes during the peak commute hours. Buses should provide connections between Downtown Danville and other destinations in the Tri-Valley area, including BART.	• Housing Element
4.05	Continue to invest in streetscape improvements such as street trees, landscaping, lighting, crosswalks, and street furniture to encourage pedestrian and bicycle circulation and expand the ambiance of Old Town Danville to developing or redeveloping areas on its perimeter.	• Capital Improvement Program
4.06	Encourage Downtown Danville's continued growth as a business district that meets the needs of Danville residents and workers.	• Downtown Plan/ Ordinance • Zoning Ordinance • Development Review

Downtown street faire. Photo courtesy of Paige Green.

GOAL: HOUSING

Goal 5: ***Protect the quality and character of Danville's residential neighborhoods while providing opportunities for new housing that meets community needs.***

	POLICIES: HOUSING	IMPLEMENTATION MEASURES
5.01	Preserve and enhance existing residential neighborhoods by maintaining public facilities, ensuring that infill development is complementary to existing development, and encouraging home improvements. *Danville's neighborhoods are the essence of the community. Most of the Town's neighborhoods will experience minimal change during the next 20 years, but will continue to mature and evolve. Continued reinvestment in the housing stock is strongly supported. The positive qualities that define each neighborhood should be maintained and enhanced, thus enabling the Town to retain its outstanding quality of life.*	• Housing Element • Zoning Ordinance • Development Review • Code Enforcement
5.02	Ensure that residential alterations and additions are sensitive to architectural character, complementary to surrounding properties, and designed to minimize off-site impacts (on privacy, shadows, parking, etc.).	• Development Review • Zoning Ordinance • Design Review Procedures

The policies below help implement State housing law and reinforce the Housing Element of the General Plan. All communities in California are required by State law to provide for their share of regional housing needs. The Town is obligated to plan for sufficient land zoned at sufficient densities to meet its assigned needs.

For more information on local housing policies, see the Danville Housing Element (a separate document).

5.03	Through the development and implementation of various housing programs, enable the development of affordable housing at a wide range of densities in a variety of locations.	• Housing Element • Zoning Ordinance • Development Review
5.04	Work with local financial institutions and builders to promote home ownership opportunities for first time buyers.	• Housing Element
5.05	Expand local financial resources for affordable housing, including, where feasible, use of tax increments, grants, and mortgage revenue bonds.	• Housing Element • Intergovernmental Coordination

POLICIES: HOUSING		IMPLEMENTATION MEASURES
5.06	Protect the long-term affordability of existing housing units built through the Town's affordable housing programs.	• Housing Element • Zoning Ordinance
5.07	Support the development of affordable housing through intergovernmental coordination.	• Intergovernmental Coordination
5.08	Encourage mixed use residential development above ground floor commercial uses as a means of providing affordable housing opportunities within existing commercial areas.	• Housing Element • Zoning Ordinance

Stony Brook neighborhood. Photo courtesy of Alex Lopez.

D. LAND USE MAP AND DESIGNATIONS

The Land Use map (see **Figure 5**) is a graphic expression of General Plan goals and policies, including those related to Planning and Development as well as other policy areas. **Figure 6** is a detail of the Land Use map for the Downtown area.

Descriptions of the specific designations in each of these land use types are provided below. **Figure 7** summarizes the acreage in each land use category. The summary includes data for two geographic areas: (a) the Town of Danville; and (b) the Danville Planning Area, a portion of which is unincorporated.

The Land Use map indicates five basic land use types: residential, commercial, mixed use, public, and open space. The land use descriptions indicate the range of permitted densities or intensities of use and the consistent zoning districts. For property in the unincorporated areas, additional compatible zoning districts apply consistent with County General Plan designations. The land use category descriptions also include a narrative addressing general characteristics, special restrictions designed to avoid inappropriate or conflicting uses, and the extent of needed public facilities and services.

RESIDENTIAL AREAS

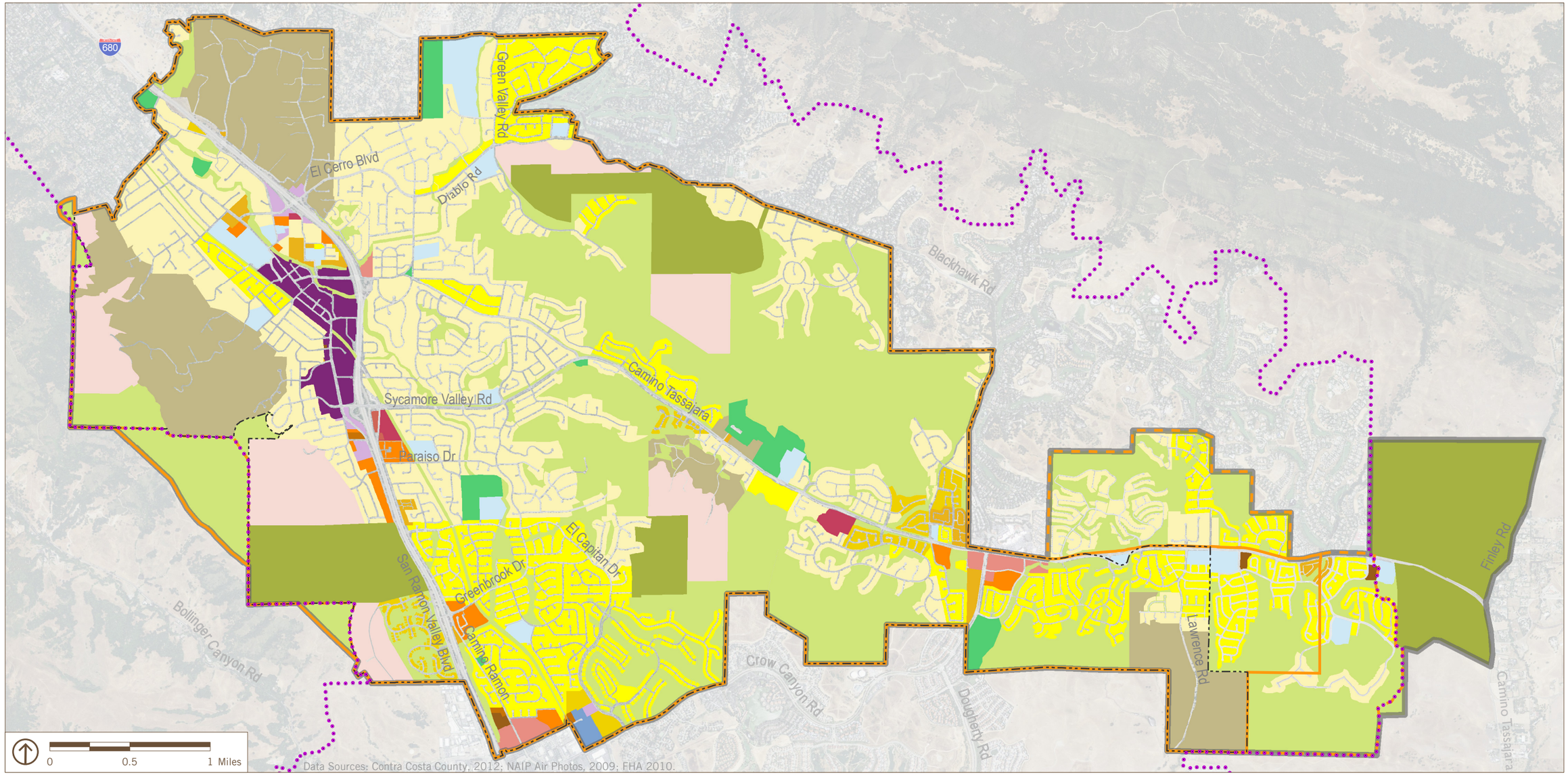
In keeping with the general residential character of Danville, the preservation and enhancement of existing single family residential areas is of paramount importance. New residential areas should be compatible with and complement the existing pattern of residential neighborhoods.

Densities on the Land Use map range from Rural Residential to Multifamily High. Densities are expressed as the number of dwelling units per "net" acre of land (this is referred to as "net density"). Net acreage excludes street rights-of-way, utility easements, drainage channels, and similar areas that cannot be developed. Net acreage also excludes areas which are undevelopable due to environmental constraints. For any individual parcel of land, the maximum allowable development density shall be determined after accounting for land which is undevelopable due to geologic, topographic, and natural factors (e.g., creeks, floodplains, etc.), along with perimeter and interior streets.

Each residential designation provides for variations in land use density and housing type. Except where authorized through the provisions of the Town's Density Bonus Ordinance or where existing densities already exceed the ranges stated herein, densities on a given parcel shall not exceed the ranges authorized by this plan. Conversely, except as dictated by site-specific development constraints, densities of new projects with a Residential - Multifamily land use designation shall not be below the range-specific minimum density authorized by this Plan. Within all residentially designated areas, the planned unit development concept is encouraged to allow clustered housing and preservation of open space areas.

In some areas on the Land Use map, existing development exceeds the corresponding density ranges specified by the General Plan category. For example, the Residential - Single Family - Low category has a maximum density of three units per net acre, which roughly corresponds to a 14,500 square foot minimum lot size. Previously developed areas with this General Plan designation include many existing lots which are smaller than that. Such lots would not be permitted in the future unless they occurred within planned developments, where substantial areas have been set aside as open space, enabling the overall density to remain within the General Plan range.

For the purpose of calculating General Plan densities, secondary units (e.g., in-law apartments) are not included.



Danville Town Limits

Sphere of Influence (SOI)*

Proposed SOI* Expansion/Contraction

Planning Area Boundary

Urban Limit Line

* Areas within the SOI that are located outside of the Danville Town boundary reflect existing land uses approved by Contra Costa County

RESIDENTIAL – SINGLE FAMILY

- Rural Residential (1 du/5 acre)
- Country Estate (1 du/ac)
- Low Density (1 to 3 du/ac)
- Medium Density (3 to 5 du/ac)
- Single / Multifamily (4 to 8 du/ac)

RESIDENTIAL – MULTIFAMILY

- Low Density (8 to 13 du/ac)
- Low / Medium Density (13 to 20 du/ac)
- High / Medium Density (20 to 25 du/ac)
- High Density (25 to 30 du/ac)

MIXED USE AREAS

- Mixed Use
- Downtown Master Plan

COMMERCIAL

- General Commercial
- Specialized Commercial
- Limited Office
- Controlled Manufacturing

PUBLIC AND SEMI-PUBLIC

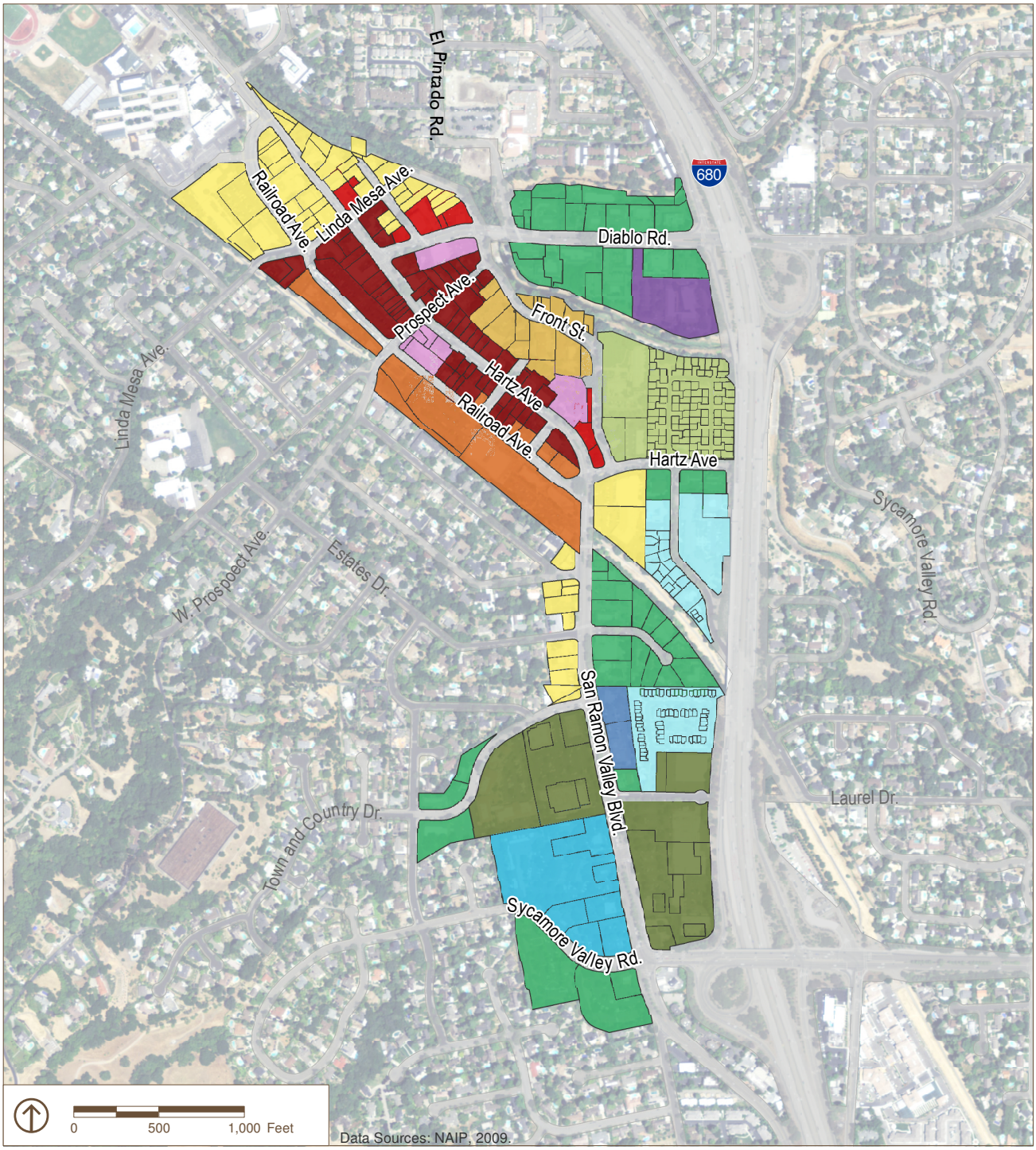
- Public and Semi-Public

OPEN SPACE AREAS

- General Open Space
- Agricultural
- Parks and Recreation

FIGURE 5

LAND USE (2030)



September 2013

Downtown Business District

- Area 1 – Old Town Retail
- Area 2 – OldTown Retail Transition
- Area 2a – Old Town Retail
- Area 3 – Old Town Mixed Use
- Area 4 – Residential-Serving Commercial
- Area 5 – Commercial/Residential Mixed Use
- Area 6 – Business and Professional Office
- Area 7 – Retail
- Area 8 – Retail/Office
- Area 9 – Multifamily Residential High/Medium Density
- Area 10 – Mixed Use
- Area 11 – Special Opportunity District
- Area 12 – Multifamily Residential High Density

FIGURE 6

DOWNTOWN DANVILLE LAND USE DISTRICTS

FIGURE 7

LAND USE DESIGNATIONS

TOWN OF DANVILLE AND PLANNING AREA [1]

LAND USE CATEGORY	TOWN OF DANVILLE		DANVILLE PLANNING AREA	
	ACREAGE	PERCENT OF TOTAL	ACREAGE	PERCENT OF TOTAL
Residential-Single Family-Rural Residential	755.1	6.5%	755.1	5.4%
Residential-Single Family-Country Estates	1,319.8	11.4%	1320.3	9.5%
Residential-Single Family-Low Density	2,269.2	19.6%	2,467.1	17.7%
Residential-Single Family-Medium Density	1,157.0	10.0%	1,398.1	10.0%
Residential-Single/Multiple Family	134.0	1.2%	134.2	1.0%
Residential-Multifamily-Low/ Medium Density	67.5	0.6%	76.8	0.5%
Residential-Multifamily-Low/ Medium Density	86.7	0.7%	86.7	0.6%
Residential-Multifamily-High/ Medium Density	6.2	<0.1%	6.2	<0.1%
Residential-Multifamily-High Density	5.0	<0.1%	12.2	<0.1%
Generalized Commercial	58.2	0.5%	58.2	0.4%
Specialized Commercial	3.4	<0.1%	3.4	<0.1%
Limited Office	29.2	0.2%	29.2	0.2%
Controlled Manufacturing	18.1	0.1%	18,1	0.1%
Mixed Use	28.8	0.3%	28.8	0.2%
Downtown Master Plan	143.1	1.2%	143.1	1.0%
Public Facilities	209.4	1.8%	250.1	1.8%
General Open Space	3,070.0	26.5%	4,099.6	29.4%
Agricultural	721.4	6.2%	1,388.5	10.0%
Parks and Recreation	186.1	1.6%	186.1	1.6%
Road Right-of-way[1]	1,301.3	11.3%	1,489.0	10.7%
TOTAL	**11,600**	**100.0%**	**13,950.0**	**100.0 %**

Footnotes: (1) Acreage total for road right-of-way are provided for analysis purposes but do not constitute a separate General Plan land use category.

Sources: Town of Danville, 2012.

Single Family Residential

There are four single family residential designations shown on the Land Use map, with a fifth designation for single/multifamily residential. The four single family designations provide for a range of densities and encourage diversification of the housing stock. The single/multifamily residential designation is intended as a transitional designation permitting development of higher density single family homes such as patio or zero lot line homes and duplexes.

Residential – Single Family – Rural Residential

Density: One unit per five or more acres.

Zoning: Zoning districts of P-1 and A-2 are considered to be consistent with the Residential - Single Family - Rural Residential designation.

Description: Rural Residential areas are located in outlying areas of Danville and are intended as transitional areas between lower density single family development and significant agricultural or open space resources. Areas designated Rural Residential are generally moderately to severely constrained by topographic and/or soil conditions, have accessibility issues, and/or are subject to special development standards such as those set forth by the Scenic Hillside and Major Ridgeline Development Ordinance.

While this land use designation permits large lot, "ranchette" type development, clustering is encouraged to permit the development of suitable building sites and preservation of open space areas. Keeping of livestock may be appropriate in the Rural Residential areas if permitted by topographic or soil conditions. The character of these areas should relate more closely to open space lands than to lands developed for residential use.

Residential – Single Family – Country Estates

Density: One unit per acre to one unit per five acres.

Zoning: Zoning districts of P-l, R-100, R-65, and R 40 are consistent with the Residential - Single Family - Country Estate designation.

Description: Country Estate areas are located in topographically difficult areas and/or areas where water, sanitary sewer, and other necessary services are not generally available. The character of these areas is rural. The keeping of livestock may be appropriate in these areas if permitted by topographic conditions. Lots larger than one acre are desirable and considered appropriate for properties with average slopes over 15 percent, where hazardous conditions are found, and/or where deemed appropriate to meet other General Plan policies.

Residential – Single Family – Low Density

Density: 1 to 3 units per net acre.

Zoning: Zoning districts of P-l, R-40, R-20, and R-15 are consistent with the Residential - Single Family Low Density designation.

Description: A substantial portion of the land designated for residential uses in Danville is assigned to the Single Family - Low Density designation. The allowable range of one to three units per net acre provides flexibility for designing projects to reflect variations in topography, proximity to existing development, and the ability to provide facilities and services. The P-1; Planned Unit Development District approach is encouraged for use in these areas so that lower densities can be placed on steeper or outlying portions of the site with higher densities located on the more suitable terrain.

Residential – Single Family – Medium Density

Density: 3 to 5 units per net acre.

Zoning: Zoning districts of P l, R-12, and R-10 are consistent with the Residential - Single Family Medium Density designation.

Description: The Single Family Residential -

Medium Density designation encourages flexibility in project design with a permissible range of three to five units per net acre. This density provides for traditional suburban single family homes with room for gardens and yards, and is characterized by neighborhoods that are attractive to suburban families. Clustering in these areas should be considered to some extent, but development will normally consist of detached homes.

Residential – Single/Multiple Family

Density: 4 to 8 units per net acre.

Zoning: Zoning districts of P-l, D-l, R-6, and M-6 are consistent with the Residential - Single/ Multifamily designation.

Description: The Residential - Single/ Multifamily designation reflects residential development which may be appropriate as a buffer between single family and multifamily areas and/or to provide a measure of flexibility on constrained sites. Housing in these areas will be primarily single family in character but may include the use of patio, zero lot line, attached, duet, or duplex units. Lower density townhouse projects with recreational and open space amenities are also appropriate in this designation. Such amenities would be included as part of the "net" acreage calculation unless they are environmentally constrained and would otherwise be unbuildable. Planning for these areas should be reviewed under the P-1 Planned Unit Development District format to ensure provisions for outdoor living areas and common open space and/or recreational areas and facilities.

Multifamily Residential

Multifamily residential areas are considered as an appropriate transition from commercial and office areas to single family neighborhoods. Such areas are particularly appropriate near shopping and transportation corridors. Multifamily residential areas are generally located in close proximity to the Downtown area or other satellite commercial areas. The objective of this designation is to integrate higher density owner occupied and rental housing within Danville's suburban texture. Such housing should provide convenience and affordability and be attractive to a broad demographic range of buyers and renters, including seniors, young couples, single parents, and singles.

Residential – Multifamily – Low Density

Density: 8 to 13 units per net acre. Development below the minimum range of the density scale is not permitted.

Zoning: Zoning districts of P-l, M-12, and M-6 are consistent with the Multifamily - Low Density designation. Adjustments to these zones may be made following General Plan adoption to establish a closer correspondence to General Plan densities.

Description: The Multifamily Low Density designation provides for a moderate density which is still compatible with the suburban lifestyle. Housing in these areas will be townhouse, motor court, or similar housing product types developed to address market demand. The emphasis here is on convenient location, transition from residential to commercial uses, and a suburban atmosphere through landscaped setbacks, buffers, and open space areas. Conversion of these areas to lower density residential or to non-residential land uses is strongly discouraged and new development or redevelopment at densities below the lower end of the allowable density range is not permitted.

Community recreational facilities are considered to be desirable and appropriate amenities for new development which occurs within this land use designation.

Residential – Multifamily – Low/ Medium Density

Density: 13 to 20 dwelling units per net acre. Development below the minimum range of the density scale is not permitted.

Zoning: Zoning districts of P-1, M-17, and M-12 are consistent with the Residential - Multifamily - Low/Medium Density designation. Adjustments to

these zones may be made following General Plan adoption to establish a closer correspondence to General Plan densities.

Description: This designation is applied to existing multifamily residential projects built within this density range and to vacant or underutilized land suitable for multifamily residential development at, or below, densities of 20 units per net acre. Although proximity to transit and commercial uses is desirable, sites with this designation may be less proximate to transit, shopping, and employment than those designated for higher residential densities.

Central recreational and open space amenities should be an integral part of projects in Low/ Medium Density areas. The development of senior and affordable housing should be encouraged within these areas. Conversion of these areas to other residential land uses or to non-residential land uses is strongly discouraged. As with other multifamily residential designations, development below the minimum range of the density scale is not permitted.

Residential – Multifamily – High/ Medium Density

Density: 20 to 25 dwelling units per net acre. Development below the minimum range of the density scale is not permitted.

Zoning: Zoning districts of P-1, M-29, and M-17 are consistent with the Residential - Multifamily - High/Medium Density designation. Adjustments to these zones may be made following General Plan adoption to establish a closer correspondence to General Plan densities.

Description: Several projects in the Town have been built in this density range. These areas are typically located near public transportation, shopping, and local employment centers. This designation permits the development of condominiums, apartments, and senior housing combined with varying amounts of open space and landscaping.

Central recreational and open space amenities should be an integral part of higher density projects. The development of senior and affordable housing should be encouraged within these areas. Market-rate multifamily housing is also permitted. Conversion of these areas to other residential land uses or to non-residential land uses is strongly discouraged.

Residential - Multifamily - High Density

Density: 25 to 30 dwelling units per net acre. Development below the minimum range of the density scale is not permitted.

Zoning: Zoning districts of P-1 and M-29 are consistent with the Residential - Multifamily - High Density designation. Adjustments to these zones may be made following General Plan adoption to establish a closer correspondence to General Plan densities.

Description: Projects in Danville built in this density range in recent years include the Sycamore Place senior housing development. There are also a few older projects built to these densities. Land carrying this designation would typically be in close proximity to shopping and local employment centers. This designation permits the development of condominiums, apartments, and senior housing combined with varying amounts of open space and landscaping.

Central recreational and open space amenities should be an integral part of higher density projects. The development of affordable rental housing should be encouraged within these areas. Market-rate multifamily housing is also permitted. Conversion of these areas to other residential land uses or to non-residential land uses is strongly discouraged.

COMMERCIAL AREAS

Commercial land uses are divided into four land use designations: Commercial, Specialized Commercial, Limited Office, and Controlled Manufacturing. Building intensity in these areas is expressed using floor area ratio, or FAR. The

FAR is calculated by dividing the square footage of habitable floor space on a site by the square footage of the site itself. For example, a 5,000 square foot parcel with a 2,500 square foot building has an FAR of 0.5.

The Commercial and Specialized Commercial designations provide for local shopping and business needs and help to meet a segment of the regional demand for specialty retail. The Limited Office designation is appropriate for development with smaller, locally oriented office and service uses, as opposed to larger office developments involving regional users. This designation is used where services to residents can be conveniently provided. It is generally located adjacent to other commercial areas. The Controlled Manufacturing designation implies environmentally-friendly light industrial and manufacturing businesses. Basic industries such as food processing and foundries are not permitted. Additional commercial activities are permitted in the Mixed Use category, described in the next section of this Chapter.

This Plan encourages the orderly development of businesses and local employment within the framework of an overarching goal to retain the natural beauty and amenities of Danville. The major commercial area of the Town will continue to be Downtown Danville, along the Hartz Avenue/ San Ramon Valley Blvd corridor south of Love Lane to Sycamore Valley Road.

With a few exceptions, new commercial development east of Interstate 680 will be limited to those areas where it already exists, such as the Green Valley Center on Diablo Road, the Rose Garden Shopping Center on Camino Ramon, the Tassajara Crossing Shopping Center on Camino Tassajara at Crow Canyon, and the Castle Square/ Costco/ Marshalls area on Fostoria Way at Camino Ramon.

General Commercial

Intensity: Building intensity on lands with a General Commercial designation varies. Within the Downtown area, the Downtown Business District Ordinance identifies appropriate densities. In other areas, height limitations, parking requirements, and setback and landscaping requirements tend to limit floor area ratios to 0.35 or less.

Zoning: Zoning districts of P-l and R-B are consistent with the General Commercial designation.

Description: The General Plan encourages the expansion and development of commercial and retail uses within appropriate areas to meet the needs of the local population and maintain a viable commercial base. The General Plan does not envision large scale regional shopping facilities such as Sun Valley in Concord or Stoneridge in Pleasanton. Smaller centers which meet some regional needs while focusing on local needs may be appropriate if designed within the context of local character.

Specialized Commercial

Density: Building intensity in Specialized Commercial areas is limited by height restrictions, parking requirements, and setback and landscaping requirements. Floor area ratios are generally 0.40 or below.

Zoning: The P-1 zoning district is consistent with the Specialized Commercial designation.

Description: This designation is intended for special cases where it is necessary to restrict or regulate uses beyond those allowed within the General Commercial district. Typically, this district limits development to specific types of low intensity, low traffic generating commercial uses. It is essential that activities in areas with this designation are scaled and designed to protect surrounding uses from commercial activity. Examples include the Rose Garden Center on the former Navlet's Nursery site. Conventional "shopping centers" are not considered appropriate in Specialized Commercial areas.

Limited Office

Density: Building intensity in Commercial - Limited

Office designated areas is controlled by height restrictions, parking requirements, and setback and landscaping requirements. These factors tend to limit floor area ratios to a range of 0.40 to 0.65, depending upon whether underground parking is utilized. Building intensity near Downtown will occur toward the higher end of this range because of special design features and the availability of shared parking and public transportation.

Zoning: Zoning districts of P-1 and O-1 are consistent with the Limited Office designation.

Description: The Limited Office designation is presently used on only a few sites in the Town, primarily on the edges of Downtown Danville. This designation is intended to permit general office uses on a minimum lot size of approximately one-third acre. Office development on such sites should be compatible in scale and character with nearby residential areas, with a low visual profile and limited traffic impacts.

Controlled Manufacturing

Density: Building intensity in Commercial – Controlled Manufacturing designated areas is controlled by height, setback, landscaping, and parking requirements. These collectively limit the maximum allowable floor area ratio to 0.40.

Zoning: The L-1 zoning district is consistent with the Commercial - Controlled Manufacturing designation.

Description: The Controlled Manufacturing designation provides for a limited number of research and development and light industrial uses. Its application is limited to a small area of existing research and development and general business uses just north of Crow Canyon Road east of the Iron Horse Trail.

MIXED USE

There are two mixed use designations on the Land Use map: (1) Mixed Use; and (2) Downtown Master Plan. The Mixed Use category applies to areas where a mix of commercial and residential uses may be appropriate, or where the flexibility to build one use or the other (e.g., commercial OR residential) is appropriate. The Downtown Master Plan category corresponds to a series of more fine-grained districts corresponding to Downtown Danville. Some of these districts are primarily retail in emphasis, some primarily contain offices, some are primarily residential, and others encourage "vertical mixing" of residential uses or offices above retail shops. The districts recognize the eclectic nature of Downtown Danville, and the multiple activities that take place within its boundaries. Collectively, the Downtown districts allow for a synergy between different land uses that make the area more vibrant and memorable.

Mixed Use areas are generally identified in the General Plan as "Special Concern Areas," and have narrative text to guide future land use decisions. The Special Concern Area text provides more specific information about the types and intensities of uses that are acceptable in each area. An example is the historic Wood Family Ranch Headquarters. A variety of low profile mixed uses, including housing, offices, and a limited range of specialty commercial uses such as bed and breakfast lodging, may be considered there.

Mixed Use

Density: Density and intensity in Mixed Use areas varies depending upon the type or range of uses and will be determined on a site-specific basis. On those mixed use sites where office, commercial and/or retail uses are permitted, height, parking, setback and landscaping requirements will tend to limit floor area ratios to a range of 0.25 to 0.70. On those mixed use sites where residential uses are allowed, densities of up to 25 dwelling units per net acre may be permitted. If residential uses are located above commercial or office uses, floor area ratio and height requirements will tend to result in residential densities which are below this maximum, although densities in the 20 to 25 unit per acre range are possible.

Zoning: The P 1 zoning district is consistent with the Commercial - Mixed Use designation.

Description: The Mixed Use designation provides opportunities for residential development within established commercial areas or particular Special Concern Areas. Where site-specific direction as to the mix of uses and type of development acceptable for a site has been established, such direction is described elsewhere in the General Plan.

Downtown Master Plan

Density: There are 13 individual sub-categories within the Downtown Master Plan designation, each corresponding to a specific zoning district. Building intensity on any given site will vary depending on the zoning district. The standards for these districts are shown in **Figure 8**. Twelve of these sub-categories (including Area "2A") existed at the time the 2030 Plan was adopted in 2013; one additional category (Area "12") was created through adoption of the 2030 Plan.

On those sites without rights to use municipal parking facilities (i.e., Areas 4, 5, 7, 8, 9 and 10), parking, height, setback and landscaping requirements will tend to limit floor area ratios to a range of 0.35 to 0.50. Full on-site parking is also required in Area 6 (office), but some of this parking could be provided in basement level garages. This could allow floor area ratios to extend up to 0.65.

For those sites with rights to use municipal parking facilities (i.e., Areas 1, 2A, 2 and 3), parking, height, setback and landscaping requirements will tend to limit floor area ratios to a range of 0.65 to 0.80. The highest potential floor area ratios are in DBD Area 11 (Special Opportunity District). Floor area ratios in excess of 0.80 may be considered for projects handling a larger portion of their on-site parking demand. Such projects would likely need to develop basement or structured parking in conjunction with some amount of on-site, at-grade parking, supplemented by space in municipal parking facilities.

Zoning: The DBD zoning district (1 through 12) is consistent with the Downtown Master Plan designation.

Description: This designation facilitates the development and implementation of land use and development standards for the continued physical and economic growth of the Downtown area. Future growth and change in the area must maintain the existing character through use of compatible materials, scale and massing.

PUBLIC AND SEMI-PUBLIC AREAS

Public and Semi-Public

Density: Determined by the underlying zoning district.

Zoning: Multiple zones are compatible with the Public and Semi Public category.

Description: The Public and Semi-Public designation covers substantial land areas now used for public purposes including schools, libraries, churches, and other community facilities.

OPEN SPACE AREAS

There are three open space land use categories shown on the Land Use map. Consistent with State General Plan law, the intent of these categories is to identify open space needed for the:

- protection of natural resources (e.g., hillsides, creeks, wildlife habitat, etc.).
- mitigation of hazards to life and property (e.g., flood plains, earthquake faults, landslide zones, etc.).
- provision of recreational services (e.g., parks).
- managed production of resources (e.g., agriculture).

FIGURE 8

DOWNTOWN DANVILLE LAND USE DISTRICT SUMMARY (2012)

DISTRICT	CHARACTER	MAXIMUM INTENSITY	KEY DEVELOPMENT REQUIREMENTS (1)
1 Old Town	Intensely developed, pedestrian-oriented core area of retail, service commercial, and service office uses	FAR: 0.8 (2)	75 % of total ground floor space must be retail/ restaurant.
2 Old Town Retail Transition	Transitional area between Old Town and adjacent mixed use and commercial areas. Needs of pedestrians/autos are balanced.	FAR: 0.8	25 % of the total ground floor space must be retail/ restaurant/service and service commercial.
2A Old Town Retail	Same development standards as Area 1, but applied primarily to less fine-grained areas west of Railroad Av	FAR: 0.8	75 % of total ground floor space must be retail/ restaurant.
3 Old Town Mixed Use	Similar to Area 1, but a broader range of uses are permitted.	FAR: 0.65	—
4 Resident-Serving Commercial	General commercial uses serving the community which are not compatible with a traditional downtown setting.	FAR: 0.5	—
5 Commercial – Residential Mixed Use	Applies to former school site, subsequently developed with the library, community center, and residential project.	FAR: 0.5	—
6 Offices	Professional and business offices, generally not associated with retail sales.	FAR: 0.65	—
7 Retail	General retail services, more auto-oriented than Areas 1 and 2, larger parcels than Area 4. Includes traditional shopping centers.	FAR: 0.35	—
8 Retail-Office	Applies to the Livery and Mercantile Shopping Center only.	FAR: 0.35	—
9 Multifamily Residential: High/Medium Density	Medium-high density residential areas.	Up to 25 units per net acre, excluding density bonuses	
10 Commercial – Mixed Use	Allows for the development of office and/ or retail uses. Site-specific uses to be established through the site's rezoning.		Site-specific development criteria to be established through rezoning.
11 Special Opportunity District	Applies flexible development standards to meet the needs of larger downtown sites while maintaining compatible land uses.	FAR: 0.8 with allowances to increase	75% ground floor must be retail or restaurant. Residential on upper floor only.
12 Multifamily Residential: High Density	High-density residential area	Up to 30 units per net acre, excluding density bonus	

Footnotes: (1) **This is only a partial list of the development requirements for the Downtown area. Each area is subject to additional requirements, including but not limited to height, setback, and parking requirements. Development in the Downtown area is also subject to design guidelines set forth by the DBD: Downtown Business District. Permitted and conditional uses in each Area are established in the Ordinance.**

(2) **"FAR" refers to floor area ratio, in this case showing the maximum allowable habitable floor area permitted on a site divided by the total net area of the site and expressed in decimal format.**

Source: **Town of Danville, 2012.**

General Open Space

Density: General Open Space areas are largely dedicated open space areas, with no development permitted.

Zoning: Zoning districts of P-1 and A-4 are consistent with the General Open Space designation.

Description: General Open Space lands are those areas permanently protected as open space either through public ownership or enforceable restrictions. The General Open Space areas in Danville have been largely created through dedications as a part of the planned unit development approach used for large residential projects throughout the Town.

Publicly owned parks and open spaces, recreational uses, and agriculture are considered to be appropriate within this land use category.

Agricultural

The definition of "Agriculture" in the Danville 2010 General Plan has been carried forward verbatim below, consistent with Measure S, which was adopted by Danville voters in 2000. Measure S is presented in its entirety on Page 3-25 of this chapter.

Density: Because properties with this designation are bound by Williamson Act contract to remain in agricultural use, a density range is not applicable. In the event that Williamson Act contracts are not renewed, continued agricultural use is encouraged and the underlying zoning density (one unit per 20 acres or one unit per five acres) would apply upon contract expiration.

Zoning: The A-2 zoning district is consistent with the Agricultural designation.

Description: This land use designation is applied to lands which are currently under Williamson Act contract or in agricultural use. Generally these lands include steep and/or unstable slopes and have limited potential for development. Agricultural uses, including grazing, are permitted and encouraged. In the event that Williamson Act contracts for sites with this designation are not renewed, General Plan amendments to permit other uses may be requested. Any changes to the Agricultural designation shall be based on a comprehensive planning study which identifies all constraints associated with development of the site as well as opportunities for continued agricultural, resource management, and open space use.

The Town has implemented this definition through operating procedures that are described below (Measure S and Agriculturally Designated Land). For those portions of the Planning Area outside the Town of Danville, the corresponding Agricultural designations in the Contra Costa County General Plan apply.

Parks and Recreation

Density: Determined by the underlying zoning district.

Zoning: Multiple zones are compatible with the Park and Recreation category.

Description: These include land areas now used, or planned, for community and neighborhood parks and other forms of active recreation.

MEASURE "S" AND AGRICULTURALLY DESIGNATED LAND

In November 2000, Danville voters approved Measure S and created a new process for approving changes to the Danville General Plan for all properties designated "Agricultural," "General Open Space," and "Parks and Recreation." For the effective life of Measure S such changes require approval by the Town's voters. Limited provisions for changes by a 4/5 majority of the Town Council also were provided. Measure S also added Policy 1.15 to the General Plan (see P. 3-25).

Of the three categories of land affected by Measure S, the "General Open Space" and "Parks and Recreation" categories are considered to have

no development potential. The "Agricultural" designation consists of private property with a limited amount of development potential.

At the time Measure S was adopted, most of the properties designated for "Agriculture" were under Williamson Act contracts. These properties could not be subdivided while they were under contract. However, their owners are permitted to exercise their development rights in the event the contracts are not renewed. This can take the form of a rezoning or subdivision at a density consistent with the Agricultural designation, or a General Plan Amendment which would allow for increased density. With the adoption of Measure S, a developer may still apply for a General Plan Amendment for increased density, but a Town-wide vote is required.

Sycamore Creek Trail and Open Space (lone Oak)

E. SPECIAL CONCERN AREAS

Special Concern Areas are particular geographic areas or subareas of Danville that require more detailed discussion of long-range planning issues. The text below provides direction for these areas that supplements the Land Use map and the policies and narrative in other parts of the General Plan. The text in this section also provides direction for sites designated "Mixed Use" on the Land Use map.

Figure 9 illustrates the location of each area. Eleven Special Concern Areas have been identified. Of these, three are located west of Interstate 680 and eight are located east of Interstate 680. All 11 Special Concern Areas present unique planning challenges related to land use, transportation, urban design, public services, and growth.

Special Concern Areas are an important tool for supplementing the community-wide recommendations of the General Plan with more focused, place-based recommendations. The text box to the right provides an example, drawing on the 30-year experience of planning for Danville's Sycamore Valley.

Sycamore Valley. Photo courtesy of Alex Lopez.

SYCAMORE VALLEY AND THE GENERAL PLAN

Prior to Danville's incorporation, a Specific Plan for the Sycamore Valley was prepared by Contra Costa County. At the time, the 2,500 acre area generally lying along Camino Tassajara between Sycamore Valley Road and Crow Canyon Road was largely undeveloped. The Specific Plan was reaffirmed by the Town shortly following incorporation in 1982, and was incorporated by reference into the Town's first General Plan in 1987.

Today, the area is largely built out, with many areas set aside as permanent open space and other areas developed with residential neighborhoods. There is limited potential for infill development, and some of the older properties in the valley could be considered underutilized based on their current zoning. All development standards contained in the Sycamore Valley Specific Plan remain appropriate and shall continue to apply to any further development in this area.

Any project which increases the number of allowable units within the area would be subject to special conditions. First, the project would need to provide funding for necessary area-wide improvements that were either unfunded or only partially funded through the Sycamore Valley Assessment District. Second, dedication of easements for trails or trail staging areas would be required. Third, such projects would be required to participate in Town-wide Landscape and Lighting Assessment Districts.

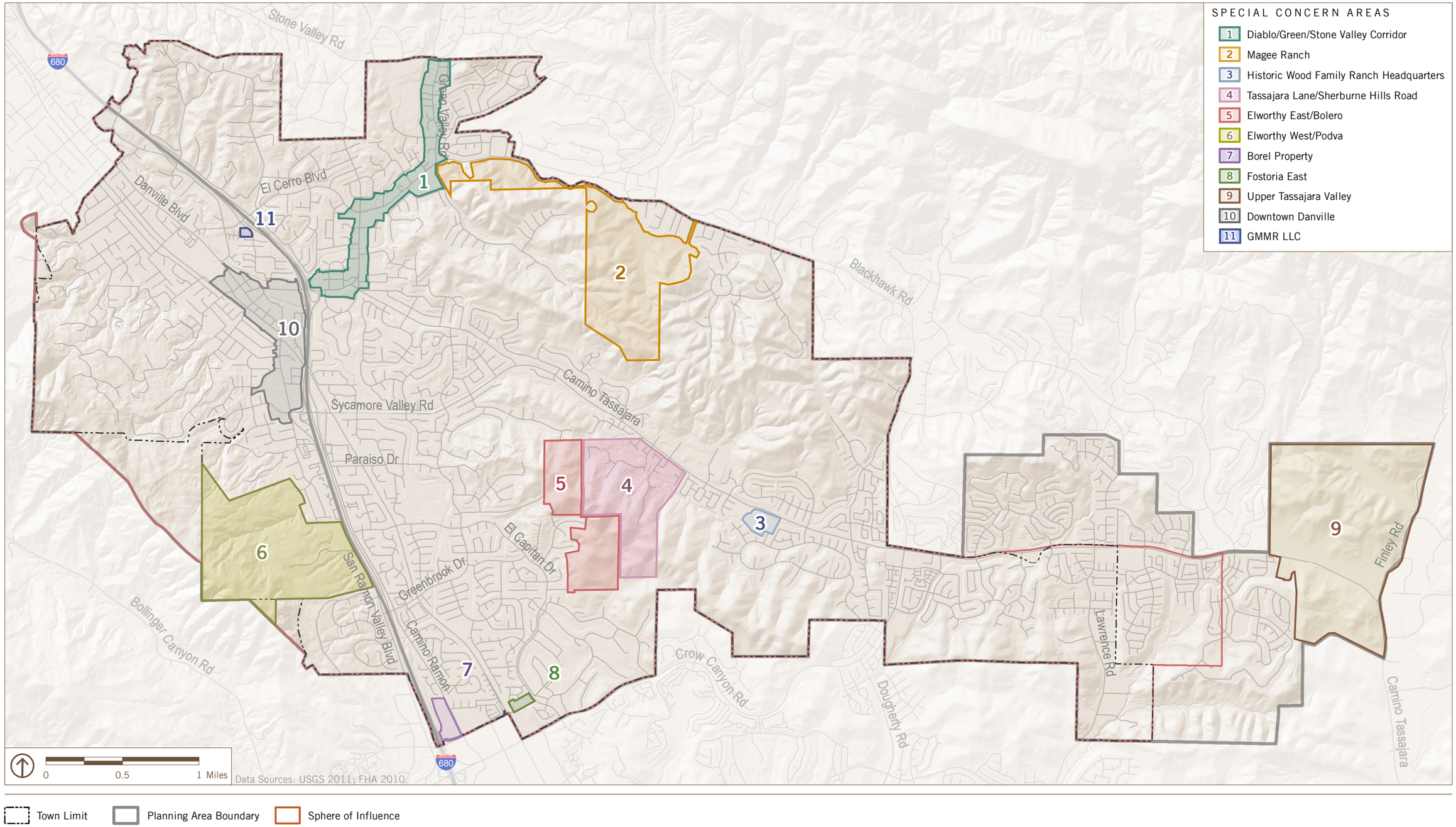


FIGURE 9

SPECIAL CONCERN AREAS

DIABLO / GREEN VALLEY / STONE VALLEY CORRIDOR

This corridor extends more than two miles from the Diablo Road interchange at Interstate 680 to the Town limits at the intersection of Green Valley Road and Stone Valley Road. There are approximately 140 parcels that either front Diablo Road or Green Valley Road or back up to these roads. The majority of these parcels contain single family residences on lots of one-quarter to one-half acre. Substantial areas along the corridor have been developed with institutional uses, including four public schools, several senior care facilities, several child care facilities, a church, and a fire station.

The corridor includes several distinct segments as it winds in a northeasterly direction from the freeway to Alamo. The short east-west segment east of the Green Valley Shopping Center to Camino Tassajara is essentially built out, with little potential for change on either side of the road. The wooded, residential character of this area should be retained.

The north-south segment of Diablo Road between its intersections with Camino Tassajara and El Cerro Blvd includes a number of parcels with development potential, particularly near the El Cerro Blvd intersection. The General Plan designates this entire segment for Residential - Single Family - Low Density (1-3 units per acre) uses. If development is proposed on vacant or underutilized parcels in this area, it must occur in a manner that is compatible with nearby residential uses. To the extent feasible, development on such parcels should not increase the number of ingress and egress points to Diablo Road. New commercial or institutional uses are not considered appropriate in this area, nor are medium or high density residential uses.

The east-west segment of Diablo Road between its intersections with El Cerro Blvd and Green Valley Road includes the most congested link of the corridor, as well as the sites of its most recent residential developments. The area provides direct access to Green Valley School, a fire station, and two senior care facilities. This segment of the corridor is largely built out. Further intensification of uses is discouraged due to the congested conditions and concentration of traffic-generating uses. Additional driveway access or road cuts to Diablo Road are also strongly discouraged.

The north-south section of Green Valley Road from Diablo Road to Stone Valley Road is the longest segment of the corridor. This segment provides access to Los Cerros Middle School and includes a large number of older single family residences fronting directly on Green Valley Road. Some of the parcels are quite large and have the potential for subdivision. If such projects occur, care should be taken to preserve the semi-rural character of the area and to avoid residences which are inappropriately dense or large relative to lot size.

Potential solutions to ease congestion in the corridor should continue to be explored, with an emphasis on solutions that do not widen the road or otherwise increase its carrying capacity. This stretch of Diablo Road carried upwards of 19,500 vehicles per day as of 2010/11, an increase of approximately 77 percent since 1987. Programs which appropriately stagger hours at the schools, shift student-related traffic to buses, consider changes to school service area boundaries, and/or divert through traffic to less congested routes should be considered and encouraged in the future. To the extent consistent with State law, additional child care facilities and other quasi-public uses should be discouraged along this corridor.

MAGEE RANCH

The undeveloped portion of the Magee Ranch was designated a Special Concern Area in the 2010 General Plan and remains designated as such in the 2030 General Plan. The language in the 2010 Plan remains applicable to the site at the time of General Plan adoption and is carried forward below.

The Magee Ranch Special Concern Area encompasses 410 acres along the south side of Diablo Road extending about two miles east from the Green Valley/ Diablo Road intersection.

Magee Ranch contains some of the most

spectacular and unique scenery in Danville, including oak-covered hillsides, ravines and creeks, and pastoral grazing land. As the gateway to Mount Diablo State Park, Diablo Road itself is an important scenic corridor. Despite the considerable volumes of traffic carried by the two-lane roadway, it retains the character of a country road. The Town strongly supports retention of this character and protection of the views and vistas from the road.

The ranch itself includes a variety of settings, ranging from relatively flat pasture near Diablo Road to very steep hillsides and ridgelines. A substantial portion of the Special Concern Area contains slopes exceeding 30 percent. Portions of the ranch are characterized by unstable soils and landslide hazards. The ranch also contains important plant and animal habitat, including extensive stands of valley oak and riparian areas along Green Valley Creek. Future development will be further constrained by traffic congestion along nearby roads, particularly in the Green Valley Road/Diablo corridor to the west.

The 2030 Plan retains the designation of a majority of Magee Ranch, including most of the hillside areas, for agricultural use. Application of the Williamson Act to retain these areas for grazing is strongly supported. Consistent with previous General Plans, nearly half of the site has been designated for rural residential uses, with maximum densities of one unit per five acres. About five acres of the ranch located immediately opposite and south of St. Timothy's Church continues to be designated for Residential - Single Family - Low Density, also consistent with the previous Plan. Development proposals that would increase the overall development potential of the site beyond this level are discouraged. However, proposals which transfer the allowable number of homes to the least sensitive and obtrusive parts of the site are encouraged. If future General Plan Amendments are considered, the parkland development standard applied should be consistent with the directive of the Dougherty Valley Settlement Agreement (i.e., a minimum of 6.5 improved parkland acres per 1,000 residents).

As on the other large undeveloped hillside sites in Danville, protection of scenic slopes and ridgelines is imperative. Despite the A-2 (General Agricultural) zoning on much of the site, subdivision of this Special Concern Area into five acre "ranchette" sites similar to those in the Tassajara Lane/Sherburne Hills area is strongly discouraged. Such development would require grading and road construction that could substantially diminish the visual qualities of the area. Transferring allowable densities to a limited number of areas within the ranch would enable the bulk of the site to be set aside as permanent open space. This would also provide opportunities to establish park and trail connections and to preserve wildlife corridors between this area and the Sycamore Valley Open Space.

HISTORIC WOOD FAMILY RANCH HEADQUARTERS

The 17-acre Historic Wood Family Ranch Headquarters has served as the center of the Wood family farming business since 1862. The property includes a dwelling built in 1853, plus several other buildings with potential historic value. In the past, the idea of building a museum on the site has been suggested. The Wood family previously indicated a willingness, under certain conditions, to donate a portion of the site for such a facility.

The Town encourages the planned unit development approach in this area. Future development should seek to preserve some of the historic buildings in the site plan and, to the extent there is support by the Wood family, incorporate a museum component in the project. Inclusion of a museum should be contingent on the identification of a government agency or a local nonprofit organization capable of and willing to operate such a facility. The remainder of the site may be developed with a variety of low profile mixed uses, including housing, offices, and a limited range of specialty commercial uses, such as bed and breakfast lodging.

Because of the proximity of the site to established residential areas and its unique and historic qualities, large scale community retail

Wood Ranch Headquarters. Photo courtesy of Paige Green.

or general commercial uses are not considered appropriate. Proposals which accommodate mixed uses such as housing and smaller-scale commercial development may be considered, provided that the uses are compatible with adjacent land uses. In any event, the project as a whole should incorporate building and landscape designs that are compatible with surrounding uses.

Uses which capitalize on the site's historic ambiance and natural features should be encouraged. Designs which incorporate the creek as a public amenity and which preserve mature trees and the vegetation screen between the site and Camino Tassajara also are encouraged. Uses with the potential to generate large amounts of traffic are discouraged. If housing is included, opportunities to meet some of the special needs identified in the Town's Housing Element should be explored. The density of any housing constructed on the site should be in the general range of 20-30 units per net acre. Such housing could be in structures that are entirely residential, or incorporated on the upper floor(s) of structures with ground floor commercial uses.

Sycamore Creek crosses the Wood Ranch property, creating a riparian corridor through the site. The creek corridor reduces the net developable acreage of the site but provides an opportunity as a site amenity and a means of screening development from Camino Tassajara. Future development proposals should retain the creek corridor as open space, conserve riparian vegetation, and incorporate stormwater retention and water quality protection features. The open space provides an opportunity for a linear park through the property, which could enhance the aesthetic quality of future development on the site.

TASSAJARA LANE / SHERBURNE HILLS ROAD

This is an area of existing ranchettes south of Camino Tassajara, situated about one mile east of Sycamore Valley Road. It contains approximately 250 acres of parcels varying in size from one-fifth of an acre to over 45 acres. Tassajara Lane provides access to the western part of the area

while Sherburne Hills Road provides primary access to the east. Sycamore Creek further divides this area into a flatter, northern section along Camino Tassajara and a steeper southern section backing up to, and over, the crest of the Sherburne Hills.

The area was subdivided into large, rural residential homesites before Danville incorporated and before the surrounding portions of the Sycamore Valley were developed. Past development of the area has been complicated by the many development constraints that are present, including steep terrain, landslide hazards, access limitations, the fragmented ownership pattern, and water and sewer service limitations. Prior to incorporation, a pattern of piecemeal development with minor subdivisions occurred in parts of the area, exacerbating the access and service problems. In spite of these constraints, the area has remained desirable due to its rural character, large homesites, and sweeping vistas.

The Danville 2005 and 2010 General Plans included a strategy for transferring densities in this area from the steeper parcels to the flatter lands along Camino Tassajara. A master planned unit development approach was promoted, with cluster development recommended to conserve the hillsides as open space. After the 2005 Plan was adopted in 1987, three major subdivisions were constructed on the flatter lands and much of the area's ultimate development potential was realized. After the 2010 Plan was adopted in 1999, two additional major subdivisions were constructed, with the larger of the two (the 26-unit Tassajara Lane/Braddock & Logan project) developed upslope of Sycamore Creek.

The steeper areas continue to develop incrementally at Country Estate or Rural Residential densities. General Plan designations in the area allow Rural Residential densities at the higher elevations (above 650 feet), Country Estate densities between the creek and the 650-foot contour, and Residential - Single Family - Low Density (1-3 units per acre) between Sycamore Creek and Camino Tassajara. The maximum densities for the Rural Residential and Country Estate lands will most likely not be realized due to terrain and geologic constraints. Subdivision and development of the remaining vacant land should maintain the character of the area, conserve the steeper slopes as open space, and minimize grading and vegetation removal.

Earlier plans for this area identified the need for specific capital improvements. A majority of these needs have been addressed through development requirements imposed on previously authorized development and through use of fee benefit districts. For example, a fee benefit district set up for the Sherburne Hills area provided funds for a traffic signal at Sherburne Hills Road and Camino Tassajara. A similar fee benefit district for the Tassajara Lane area provided funds for a signal at Tassajara Lane and Camino Tassajara. That fee benefit district also funded a bridge across Sycamore Creek, flood control improvements, widening of Tassajara Lane up to the bridge, architectural sound walls along Camino Tassajara, and sewer, water, and drainage improvements south of the creek.

Some of the infrastructure needs identified in the 2005 Plan and the 2010 Plan still need to be satisfied. Subdivision approvals in the area resulted in two temporary vehicular connections to Camino Tassajara. These connections should eventually be closed, and replaced with a consolidated point of ingress and egress to Camino Tassajara. A new bridge across Sycamore Creek is anticipated to be necessary to provide a second point of access to the Sherburne Hills portion of the area. Additional fee benefit districts may be necessary to complete circulation improvements, upgrade water lines and storm drainage, provide additional landscaping along Camino Tassajara, fill "gaps" in the system of creek side trails, and/or to undertake other basic public service improvements.

ELWORTHY EAST / BOLERO

This Special Concern Area contains about 175 acres and is located north and east of the Greenbrook area and west of the Sherburne Hills ridgeline. The area is made up of two separate properties that are presently used for grazing. The northerly

property (Bolero) encompasses about 80 acres and is located at the eastern terminus of Bolero Drive and south of Tunbridge Road. The southerly property (Elworthy East) encompasses about 100 acres and is located at the eastern terminus of Borica Drive and to the north of Crow Canyon Country Club. The two properties are connected at a narrow point just north of Borica Drive. The parcels in this Special Concern Area are remnants of former ranchlands that were left behind when the flatter areas to the west were subdivided.

Development of the two properties will be constrained by the presence of steep terrain, access limitations, landslide hazards, natural springs and seepages, drainage problems and visual sensitivity concerns. A substantial part of the area contains slopes that exceed a gradient of 30 percent. Roughly two-thirds of the Bolero property is designated as a Major Ridgeline Area, with the rest of the property designated as a Scenic Hillside Area. The northeastern corner of the Elworthy East property is a Town-identified Major Ridgeline Area and the remainder, with the exception of a narrow band of land along the western edge of the property, is designated as a Scenic Hillside Area. As such, virtually the entire 175 acres making up the Special Concern Area is subject to development regulations/limitations set forth by the Town's Scenic Hillside and Major Ridgeline Development Ordinance. These open hillsides help define the character of nearby neighborhoods and provide a natural separator between the Greenbrook area on one side of the ridge and Sycamore Valley on the other. Approval of new homesites leading to placement of structures within the Major Ridgeline Area would not be allowed under the Ordinance.

With these factors in mind, a majority of this Special Concern Area has been designated for continued agricultural and open space use in the General Plan. A small area at the end of Bolero Drive, previously zoned to allow lots as small as 15,000 square feet, continues to be designated for Residential - Single Family - Low Density (1-3 units per acre) use. However, as indicated in previously submitted engineering reports covering this area, there is very limited development potential due to soil and geotechnical considerations.

Any development entitlements pursued on this site shall be subject to comprehensive environmental review to further identify site opportunities and constraints. The development potential of these properties is considered to be severely limited because of the potential for significant adverse effects on the surrounding areas, fire hazards, and the environmental constraints inherent to the sites. Existing regulations and General Plan policies also will limit the total number of residences that could be considered on these properties.

While the current General Plan designations substantially limit development, they do not preclude it altogether. If a limited amount of development is proposed in the future, mitigation of drainage, access, and urban service impacts will be required. Such proposals should only be considered if substantial portions of the site, including the steeper slopes and ridgelines, are designated as permanent open space.

The visual sensitivity of these lands should be a paramount consideration in the review of any future plan. Future development of the sites should be as unobtrusive as possible and should preserve the unique qualities of these sites. Opportunities for trail linkages to the Sycamore Valley area are strongly encouraged and should be incorporated in any proposals for future development.

ELWORTHY WEST / PODVA

The Elworthy West/Podva area includes two of the largest undeveloped properties in Danville. The area encompasses approximately 531 acres extending from San Ramon Valley Blvd west to the Town boundary. The larger of the properties, referred to as Elworthy West, was subject to a Williamson Act contract from February 1969 through February 2000.

Elworthy West/Podva consists of gentle to steep grassy hillsides, with mature oaks and other trees along the ravines that cross the site. The open hillsides are an important resource for the Town of Danville, providing a scenic backdrop for many neighborhoods and habitat for a diverse array

of wildlife. The area retains its designations for agricultural and rural residential uses set forth by prior Danville General Plans. The possibilities for development are constrained by geologic hazards, including unstable slopes and seismic zones on the Elworthy West property.

A development entitlement request for the 458-acre Elworthy West property was approved in 2008 following preparation and certification of an Environmental Impact Report (EIR). A development agreement was approved that extends the project's entitlement period from 2015 to 2018. Construction of the project was in its early stages at the time of circulation of the Draft 2030 Plan. The approved plan reflects Danville's primary goal in this area, which is to ensure that future development occurs with minimal visual impact and that very little change is made to the site's natural setting.

Approved plans for the Elworthy West property will lead to construction of 84 single family homes and two multifamily apartment structures (13 total units). The development will be clustered on approximately 12 acres along San Ramon Valley Blvd, forming a link between the California Chateau neighborhood to the south and the Ocho Rios and Town and Country neighborhoods to the north. With development limited to a small portion of the site, the property's natural features will continue to define views of Danville's west side. Widening of San Ramon Valley Blvd to four lanes and installation of a traffic signal at the project entry will be required to improve this collector road to its ultimate planned cross-section.

More than 95 percent of the Elworthy West site will be retained as permanent open space. An existing road will be improved to provide access to a planned trail staging area and parking lot. Additional improvements to facilitate pedestrian trail access have been incorporated into the development entitlement and are an essential part of the site plan. The open space provides an important link to Las Trampas Regional Wilderness and watershed lands beyond the ridge. It also offers opportunities for habitat restoration and enhancement, as well as the required trail connection.

To the north of Elworthy West, the Podva site encompasses slightly more than 100 acres of undeveloped land. Much of this area is considered unsuitable for development and should be retained as permanent open space or permitted to develop at very low residential densities only. The higher elevations, the steeper slopes and ravines, areas of potential geologic instability, and the most visually prominent parts of the site should remain undeveloped.

Any future decisions involving the Podva property should reflect the area's environmental constraints and should acknowledge the importance of this area as a visual and open space resource for the entire town. As on the Elworthy West site, extensive cut and fill to accommodate development of the steeper areas of the Podva site is considered inappropriate. The limited amount of development potential that exists on the site should be clustered to the extent feasible. Any lots that are not part of a clustered development project must include a buildable homesite that can be developed with minimal visual impact and made accessible without substantial grading or site disturbance. Trails from the Podva site to Elworthy West also should be provided, enabling a connection to Las Trampas Ridge Regional Park.

BOREL PROPERTY

The Borel Property is a 17-acre Special Concern Area located along the north side of Fostoria Way between Camino Ramon and Interstate 680. The site is the undeveloped remainder of the 66-acre Borel Family property, which was partially developed with retail and residential uses during the late 1980s and early 1990s. The Special Concern Area is currently an inactive walnut orchard, including a single family residence, a large barn, and associated agricultural out-buildings.

Specific development standards for the original 66-acre property were set forth in the late 1980s as part of a General Plan Amendment (GPA) and Planned Unit Development (PUD) approval. The GPA/PUD provided for the inclusion of hotel/

motel uses on up to five acres of the site, while the northern 2.5 to 3.5 acres was to have been developed with Residential - Single family - Medium Density (3-5 units per acre) uses. Neither of these uses had been established as of the adoption of the 2030 General Plan. The 17-acre property was placed under a Williamson Act contract after the GPA/PUD approval, providing a temporary tax incentive for its preservation in agricultural use.

The long-term owner of the site, Armand Borel, passed away in 2009. At the time the 2030 Danville General Plan was adopted, there was ongoing litigation over the property's future use. East Bay Regional Park District (EBRPD) has expressed interest in developing a historic agricultural park on the site, preserving its vintage structures and providing public access. Conceptual proposals for residential and commercial development have also been considered.

Through adoption of the 2030 Plan, the northern seven acres of the Borel Property are designated for residential use, including five acres of Residential - Multifamily - High Density (25-30 units per acre) and two acres of Residential - Multifamily High/ Medium Density (20-25 units per acre) abutting the northern property line. Several developments of comparable density have recently been built in the area.

Densities, heights, and building mass should step down toward the northern part of the site, providing a transition to the existing single family residences lying to the north. A minimum density of 25 units per acre is required on five acres of the site, transitioning to a minimum density of 20 units per acre around the north and northeastern edges of the site. These densities may be averaged across the entire seven acres if the result is a superior site plan.

Site planning and buffering should ensure that visual impacts on the area to the north are minimized, and that the Camino Ramon frontage is attractive and inviting. Setbacks and landscaping should enhance the compatibility of new uses with nearby uses. Development on portions of the site specified for 25-30 units per acre should be no more 35 feet tall, while residential development along the northern perimeter should be no more than two stories tall (2-1/2 stories may be acceptable if the units are developed in a townhouse format).

The southern 10 acres of the site continue to be designated for Specialized Commercial use. The property provides an important opportunity for long-term economic and fiscal benefits for the Town of Danville and Danville residents. Because of the site's high visibility from Interstate 680 and its proximity to adjacent commercial development, the area continues to be a viable location for "destination" commercial uses. Ancillary uses such as local-serving offices also may be considered, but the primary activity should be retail.

Traffic studies should be conducted to determine appropriate provisions for ingress and egress on Fostoria Way and Camino Ramon. Access points into the site should be coordinated with the access points into commercial development on the east side of Camino Ramon. Cross-access easements between future developments within the site should be provided to minimize impacts on Camino Ramon.

FOSTORIA EAST

The 6.6-acre Fostoria East Special Concern Area consists of four adjoining non-residential properties at the east end of Fostoria Way, including the three properties comprising the Crow Canyon Executive Park. The area includes a five-story office building and two low-rise office/ light industrial buildings, as well as surface parking serving the development. The area is bordered on the south by a large PG&E research facility, on the east by the Crow Canyon Country Club, on the north and south by the two halves of the Crow Canyon Heights multifamily development, and on the west by new multifamily residential development (The Preserves at Iron Horse Trail). While the area is generally accessed via Fostoria Way, the office building occupies a sloped site with a "lower parking lot" accessed via Fostoria and an "upper" parking lot on El Capitan Drive.

This Special Concern Area was designated Commercial-Controlled Manufacturing by the Danville 2010 General Plan. The designation

recognized the character of the existing buildings and provided an opportunity for light industrial activities.

A high-bay light industrial structure, constructed in the mid-1970's, was converted into the mid-rise office building in 1979. Today, this structure contains about 63,000 square feet of floor space. The abutting support structure is approximately 9,600 square feet in size. A building-wide upgrade was started in 2012, with extensive tenant improvements to convert it into medical offices. The recent investment in the mid-rise building diminishes the likelihood of its future use for "controlled manufacturing." Continued use of the property as office space is envisioned during the 20-year planning period of the General Plan.

The remainder of Fostoria East, comprising approximately 2.6 acres, retains its Commercial – Controlled Manufacturing designation in the 2030 General Plan. The designation allows existing uses to continue. Looking out over the next 20 years, the area also represents an opportunity for live-work type uses, incubator office space, and other technology-oriented or "creative economy" uses. Given the location of this site at the terminus of Fostoria Way, uses which generate large traffic volumes (such as shopping centers or big box retail stores) should be discouraged.

Any future development or intensification of the Controlled Manufacturing sites would need to be designed to minimize impacts on surrounding residential properties. Buffering and screening to adjacent development on the north will be critical, with building heights of no more than two stories along the northern property line. Ingress and egress should be limited to Fostoria Way.

UPPER TASSAJARA VALLEY

The Upper Tassajara Valley Special Concern Area includes approximately 665 acres of unincorporated agricultural land located east of Blackhawk and the Alamo Creek subdivision. It includes land on the north and south sides of Camino Tassajara to Finley Road, and along the west side of Camino Tassajara to a point opposite Penny Lane. This Special Concern Area includes agricultural lands that have been historically used for grazing or developed into smaller ranchettes, reflective of the lot sizes that were in place at the time the County rezoned the Tassajara Valley in the 1970s.

Following the 2009 Municipal Services Reviews (MSR) conducted by LAFCO for all Contra Costa cities, the Town met with the City of San Ramon and Contra Costa County to discuss how to coordinate potential future Sphere of Influence (SOI) expansion requests in the Tassajara Valley. Danville's involvement was motivated by concerns over prior development approvals and land use conflicts with Contra Costa County, as well as a 2009 request by San Ramon to include the entire Tassajara Valley within their SOI.

The Town has included the Upper Tassajara Valley in its Planning Area to provide Danville with a greater voice in future land use changes that might be considered by Contra Costa County. However, the Town has not proposed adding this area to the Danville SOI, nor has it proposed modifying the Contra Costa County Urban Limit Line (ULL) or the Town of Danville Urban Growth Boundary (UGB). The Town supports retention of the UGB in its current location and proposes no modifications to the current UGB as part of the General Plan Update process.

Danville supports maintaining the agricultural uses and agricultural character of the Tassajara Valley. Land uses outside the UGB should be consistent with existing County General Plan designations for this area.

DOWNTOWN DANVILLE

Downtown Danville includes the geographic area which lies west of Interstate 680 and extends from San Ramon Valley High School on the north to Sycamore Valley Road on the south. It contains Danville's largest concentration of retail and office uses, including its historic "Old Town" commercial district along Hartz Avenue. More contemporary shopping centers such as Sycamore Square, Danville Square, Town and Country, the Danville Livery and Mercantile, and Crossroads of

Danville, are also located in this area.

In 1986, the Town of Danville created a Redevelopment Area (RDA) which encompassed the Downtown Core (about 180 acres). Over a 25 year period, some $53 million of public funding was invested into the area, including the extension of Railroad Avenue, construction and expansion of public parking lots, construction of the Danville Library and Community Center, acquisition and renovation of the Town Meeting Hall and Village Theatre, acquisition of land for affordable senior housing, and installation of streetscape and infrastructure improvements. These improvements served as a catalyst for private investment, historic preservation, and economic vitality within Danville.

The same year the Redevelopment Area was created, the Town adopted a Downtown Master Plan. This Plan was implemented in part by a Downtown Business District (DBD) Zoning Ordinance which established nine subareas, each with unique development standards and use regulations.

The intent of the DBD Ordinance was to stimulate new development and attract business, provide more flexibility in the type of development that could occur, enhance the area's architectural character, and promote Downtown Danville as the Town's center of economic activity and community life. The Ordinance further included architectural development standards and landscaping standards aimed at preserving and enhancing the area's character. Height, setback, and lot area requirements were also established. Parking standards included requirements for specific land uses and allowances for reductions in certain areas where municipal parking was available.

Additional Downtown zoning subareas (i.e., DBD Areas 2A, 10, and 11) were subsequently added to accommodate higher density development and encourage mixed land uses. With the adoption of the 2030 Plan, another subarea (i.e., DBD Area 12) is created for the property designated for multifamily residential use in the 25-30 units per acre density range.

The heart of Downtown, extending along Hartz Avenue from Diablo Road on the north to the Iron Horse Trail on the south, has a walkable, village-like character. Much of the remaining area is more suburban and auto-oriented, with a mix of newer high-quality development and older uses that pre-date incorporation. Part of the vision for Downtown is to expand the pedestrian-oriented development scale found along Hartz Avenue to new areas, creating more walkable streets and gathering places. Mixed use projects, which might include housing or office space above retail uses, may be encouraged in this area. Development of new or expanded municipal parking facilities and other provisions for improved parking will be pursued. Streetscape improvements, including street trees, landscaping, and pedestrian and bicycle facilities, should accompany plans to improve this area.

Any future growth should be compatible in scale with existing development in Danville, with buildings that respect the Town's architectural heritage and character. Design review is a particularly important tool for achieving the desired form of development, preserving the area's historic buildings, and extending the pedestrian-oriented qualities that make Downtown a desirable destination.

Improvements to the "public realm" - in other words, the streets, parks, and other public spaces that reinforce the image of Downtown Danville - also are important. The Town has invested heavily in amenities such as bike racks, street trees, crosswalks, and public art within this area. Projects such as the recent renovation of the Veterans Memorial Building help make Downtown a destination, and have catalyzed complementary projects such as the renovation and expansion of the historic Danville Hotel property. Further improvements such as benches and pocket parks, upgrades of existing streets and sidewalks, new crosswalks, and links to the Iron Horse Trail, will be pursued in the coming years.

Downtown Danville also provides opportunities for job growth during the 17-year planning period of the General Plan. This could include incubator

space for start-ups, technology firms, information and communication firms, and other businesses in emerging sectors of the economy. Office buildings already exist along Diablo Road, on Oak Court, at the Rose Garden, near the Livery and Mercantile, and along San Ramon Valley Blvd south of Sycamore Valley Road. Vacant retail space also provides opportunities for new and expanded businesses, enabling Danville to achieve its economic development goals and support local entrepreneurs.

The Downtown Master Plan is incorporated by reference into the Danville 2030 General Plan. The Plan itself should be consulted for further guidance on the development of sites within the Downtown area. At the same time, an update to this Plan is recommended to reflect updated parking management programs, and current land use issues.

During the preparation of the 2030 General Plan, several areas within Downtown Danville were identified as needing additional direction. These include the North Hartz Avenue area, the area along Diablo Road between Hartz Avenue and Interstate 680, and the San Ramon Valley Blvd corridor south of Downtown. Each of these areas is addressed below.

North Hartz Avenue

The North Hartz Area is bounded by Railroad Avenue on the west, San Ramon Creek on the east, San Ramon Valley High School on the north, and Linda Mesa Avenue on the south. Hartz Avenue bisects the area. This 8-acre area includes a mix of retail, office, and residential uses which have been developed incrementally over many decades. Parcels vary in size and shape compared to the more standardized lot pattern in the Downtown core.

While the North Hartz Area is part of Downtown Danville, the area lacks the fine-grained, pedestrian-friendly character of the Old Town area to the south. Whereas Old Town is characterized by continuous storefronts, interesting facades, historic buildings, and pedestrian-friendly streets, the North Hartz Area is less cohesive in building placement, size and orientation. The Town's vision is to extend the walkable character of Old Town into the area over the next 20 years through a combination of streetscape improvements, infill development, and rehabilitation of older structures.

Property owners in this area may propose improvements or new structures in the coming decades. As this occurs, high-quality development is strongly supported, with parcels aggregated to create larger development sites wherever possible. Parcels along San Ramon Creek should include a conservation easement along the creek bank, anticipating the possibility of a future public trail. An update of the Downtown Master Plan is recommended to identify new strategies for enhancing this area

Where larger projects occur in the North Hartz area, buildings should be articulated into smaller components, creating a scale and rhythm that effectively extends Old Town Danville. The eclectic, finely detailed, and architecturally diverse character of Old Town should be carried forward to the blocks north of Linda Mesa Avenue. Building heights should not exceed existing zoning limits. Ground floor retail and restaurant uses are strongly encouraged to create a lively street environment and enhance the image of the area as an integral part of Downtown Danville.

Historic structures should be conserved and adaptively reused where feasible.

At the time of adoption of the 2030 Plan, the Town was implementing a street beautification project along North Hartz Avenue to encourage private investment in the area. The project includes widening of the right-of-way for new pedestrian amenities and new diagonal, public curbside parking spaces. It also includes landscaping, sidewalks, street furniture, and tree planting. A portion of the new parking may be "credited" to offset the parking spaces that would otherwise be required as new development takes place here. Additional opportunities for off-street municipal parking should be pursued. Other strategies for managing parking demand, such as encouraging uses with different peak parking demand times, should be encouraged.

Northern Hartz Avenue. Photo courtesy of Alex Lopez.

Diablo Gateway

The Diablo Gateway extends along Diablo Road between Hartz Avenue and Interstate 680. Diablo Road is the major point of entry to Downtown Danville from I-680, with some 21,850 vehicles a day estimated to be using the roadway as of 2010/11. The area is characterized by one and two story office buildings, providing space for banks, real estate and title companies, insurance agencies, financial service institutions, medical and dental practices, and similar local-serving businesses. Other uses, including the 46-unit Danville Court apartments, are located in this area.

The Diablo Road corridor also includes natural landmarks such as the Danville Oak Tree (in the center of Diablo Road) and San Ramon Creek, which runs along the southern edge of the area. Most properties are attractively landscaped, with ornamental plants and many mature trees.

The Town's vision is to maintain and enhance the Diablo Gateway corridor as an attractive entryway to Downtown Danville. The existing character of this corridor will be retained. In the 2010 General Plan, this area was designated Downtown Master Plan/Downtown Business District (DBD) - Area 6 (Offices). The 2030 General Plan retains this designation, with the exception of a 4.26 acre site located along the north side of San Ramon Creek immediately west of Interstate 680, which is discussed below.

The 4.26-acre "Diablo Partners/ Stanley Property" is located in the southeastern part of this corridor. It currently occupies offices constructed in 1979. The site is located to the rear of an existing office building and bank building on separate parcels facing Diablo Road—these parcels are not part of the site. Approximately 0.5 acres of the site is considered unusable due to its proximity to San Ramon Creek, yielding a net area of 3.75 acres. Through adoption of the 2030 Plan, the designation of the Diablo Partners/ Stanley site is changed to Downtown Business District Area 12, which permits multifamily uses up to 30 units per acre. The existing office building may continue to operate under this designation. The new designation provides the property owner with the opportunity to redevelop this site for housing in the future. In the event this option is pursued, the

following principles should be applied to future development:

- ***Reduction of noise and air quality impacts.*** The eastern edge of this area abuts Interstate 680. Future development along this edge should be set back from the freeway to the extent feasible, in conjunction with other measures to mitigate impacts associated with freeway noise, vibration, and air quality.
- ***Scale, mass and height of new development.*** Buildings shall generally be limited to a maximum height of 35 feet.
- ***Articulation of development.*** Structures should be designed to appear as a series of smaller, separate buildings rather than a single large building. Façades and setbacks should respect and complement the fine-grained design character of nearby Downtown Danville. Porches, stoops, courtyards, and other features should be incorporated to create a pedestrian-friendly scale and environment.
- ***Parking.*** Residential development is expected to include some combination of surface parking, at-grade structure parking and/or basement parking. Reduction of the applicable DBD parking requirements for multifamily units may be considered where housing is provided for seniors, or where it can otherwise be demonstrated that a reduced dependency on vehicles will be experienced. Shared parking agreements with adjacent office buildings in this area also could be considered as a way to reduce on-site requirements.
- ***Conservation of San Ramon Creek.*** An open space area should be preserved along San Ramon Creek, providing room for a pedestrian path.
- ***Pedestrian Bridge.*** A pedestrian bridge across the creek should be provided to connect this area to the Danville Library and Community Center, and Old Town Danville.
- ***Provisions for shared ingress and egress.*** As there are multiple parcels along the south side of Diablo Road, coordinating access into contiguous properties and cross access between these properties should be pursued. Future traffic studies should determine the optimal location of ingress and egress points and the need for turning lanes and other improvements along Diablo Road. Interim solutions may be considered if development is phased.
- ***Integration of Commercial Uses.*** Provisions to integrate a limited amount of residential-supportive commercial uses may be made in the processing of future residential development applications.

San Ramon Valley Blvd Gateway

The San Ramon Valley Blvd Gateway area includes the area between the Iron Horse Trail and Sycamore Valley Road. This area includes shopping centers, office buildings, and free-standing commercial uses. Over the next 20 years, the Town anticipates additional private investment in this area, as property owners may choose to replace older commercial structures with more contemporary, higher-value activities.

Updates to the Downtown Master Plan should explore opportunities for enhancing the character of San Ramon Valley Blvd in this area. At minimum, this should include plans to make the street more pedestrian-friendly, particularly for persons traveling north-south along the Blvd. Looking further to the future, General Plan and zoning changes could be considered to ensure that this area contributes positively to Danville's character and follows high aesthetic standards.

GMMR LLC PROPERTY

This Area of Interest consists of a 1.6-acre parcel located along West El Pintado Road just south of El Cerro Blvd. In the 2010 General Plan, this site was identified as the Thiessen property Special Concern Area.

The 1.6-acre parcel is one of the last remaining vacant sites within the El Cerro Study Area, a 68-acre area of mixed office and multifamily residential development that was the subject of a 1986 General Plan Amendment. The parcel was approved for offices in 1989, and again in 1999, but

all previous entitlements have lapsed. This parcel was designated a Special Concern Area in the 2010 General Plan and was designated as "Mixed Use" on the Land Use map. This provided the option to develop housing at densities of up to 22 units per acre, or office uses up to 0.6 FAR. The site is abutted by three single family lots on the south, the 39-unit Ryland Cottages project on the west, and a medical/dental office on the north.

The 2030 General Plan retains the Mixed Use designation and specifies that any residential use developed on the site shall be in the 20-25 dwelling unit/acre net density range (aligning the Residential – Multifamily – High/Medium land use category). Development on the site will need to incorporate design measures to provide an appropriate transition to the single family uses to the south. Development on the southerly 50 feet of the parcel should be no more than two stories in height and a 20-foot minimum setback from the southerly property line should be maintained.

Danville Livery & Mercantile. Photo courtesy of Candice Rana.

GROWTH MANAGEMENT

A. SETTING

The premise of growth management is that development pays its own way and sufficient public services and facilities are committed and/or in place before additional development is approved. The Danville 2010 General Plan supported this concept and the 2030 Plan continues to include goals and policies that reinforce the Town's commitment to managed growth.

The intent of Danville's growth management policies is to establish a comprehensive, long range program that matches the demand for new development with capital improvement programs, development mitigation, and financing mechanisms. Danville's growth management policies also reflect the requirements of Contra Costa County Measure C and its successor Measure J. Danville's Measure S, local development agreements, and various regional plans also affect General Plan policies. These are described below.

Measure C (Sunsetted In 2009)

In 1988, Contra Costa County voters approved Measure C, the Contra Costa Transportation Improvement and Growth Management Initiative. The Measure responded to concerns throughout the County about the ability of local governments and service providers to mitigate the impacts of development.

Measure C required all jurisdictions in Contra Costa County to adopt a variety of growth management strategies. The goal of these strategies was to maintain the quality of life by reducing congestion on streets and highways, balancing growth with infrastructure and public service capacity, and ensuring that development pays its way through impact fees and mitigation. The Town of Danville implemented these strategies in cooperation with the Contra Costa Transportation Authority (CCTA), the legislative body charged with overseeing the County Growth Management Program (GMP).

Measure C increased the countywide sales tax by one-half cent, with the additional revenue allocated to a list of specific transportation improvements. Measure C stipulated that 18 percent of the revenue generated by this tax be returned to jurisdictions to implement local growth management programs. Implementation of the Measure C program led to a mandate that the benefitting jurisdictions adopt a General Plan "Growth Management Element" containing traffic level of service standards and performance standards for parks, fire, police, sanitary sewer, water, and flood control facilities. Danville adopted its first Growth Management Element in 1991, consistent with these requirements.

Under Measure C, Contra Costa County jurisdictions were also required to adopt a Transportation Demand Management (TDM) Program and maintain a five year Capital Improvement Program. Danville adopted its first TDM Program in the early 1990s and has consistently maintained and annually updated a five year Capital Improvement Plan (CIP). In addition, Measure C required Contra Costa County jurisdictions to address job opportunities and housing options, and participate in regional transportation planning. Danville addressed this requirement through participation in various transportation committees and sub-committees (e.g., the Southwest Area Transportation Committee, etc.) and by biannually completing a Compliance Checklist, as required by CCTA.

Measure J

In 2004, Contra Costa County voters approved a 25-year extension of growth management requirements through Measure J. Measure C expired in March 2009, and Measure J became effective on April 1 of that year. In general terms, Measure J extended the one-half percent sales tax established by Measure C. It also extended, with minor revisions, the various transportation and Growth Management Programs (GMP) established to implement Measure C.

On a policy level Measure J renewed a commitment to manage and mitigate the impacts of future growth and development within Contra

Costa County. On an administrative level, the performance standards set forth under Measure C were replaced by different, generally less restrictive standards. Mandatory standards now only apply to regional transportation routes, and the delineation of an urban limit line (or urban growth boundary) around each jurisdiction. Local governments may retain performance standards related to local streets, parks, police, sewer, water, and other facilities, but are no longer required to do so.

Measure J also continued the requirement that local governments participate in multi-jurisdictional planning, especially related to transportation. This includes working with regional transportation planning agencies to identify Routes of Regional Significance and to develop Action Plans for these Routes which include objectives for multi-modal transportation service. The Measure also requires that communities demonstrate their progress in providing housing opportunities for all income groups, and that they adopt a development mitigation program.

Compliance with GMP requirements continues to be necessary in order to qualify for Local Street Maintenance and Improvement Funds and Transportation for Livable Community funds (the equivalent of the return-to-source funds under the Measure C programs). The Contra Costa Transportation Authority (CCTA) continues to be the agency administering growth management requirements.

Although Measure J eliminated the previous Measure C requirements for local performance standards and level of service (LOS) standards for non-regional routes, Danville has chosen to retain its own transportation LOS standards in its General Plan. As such, Danville's growth management standards comply with the requisite Measure J policies, while augmenting them with more stringent local controls. Transportation LOS standards are in Chapter 4 of this document.

With the Town Council action in 2007 to adopt Resolution No, 8-2007, pursuant to the requirements of the Measure J program, Danville adopted the County Urban Limit Line (ULL) as its Urban Growth Boundary.

Measure S

The General Plan was amended by Danville voters in November 2000 through adoption of

Camino Tassajara. Photo courtesy of Paige Green.

Measure S—the Danville Open Space Preservation Initiative. The Initiative added a new general plan policy affecting properties designated by the General Plan as Agricultural, General Open Space, or Parks and Recreation. Properties with these designations represented 40 percent of the total Town's land area at the time. As defined by the General Plan, properties with these designations have very limited development potential.

Measure S requires that any General Plan Amendment which would change the designation of property in these land use categories to another use be put to the voters at a townwide election. Without voter approval, the proposed land use designation change would not become effective. Provisions have been developed to enable some level of economic return for owners of land designated private open space, consistent with state and federal law. The number of allowable units is based on the underlying agricultural zoning. Taking this approach on such sites as Elworthy West has enabled hundreds of acres of open space to be preserved, while providing opportunities for a small number of new homes adjacent to existing development.

The measure provides one exception to the voter approval requirement. If the proposed general plan amendment is the minimum necessary to avoid an unconstitutional taking of the affected landowner's property rights or the minimum necessary to comply with state or federal law, the amendment may be approved by a 4/5ths majority vote of the Town Council. Such action must be based on specific findings supported by substantial evidence and may only occur after two public hearings. This Measure may only be amended by the Town's voters and will remain in effect until October 2020.

Dougherty Valley And Alamo Creek Settlement Agreements

Growth management provisions are also contained in the Dougherty Valley and Alamo Creek Settlement Agreements.

The Dougherty Valley Settlement Agreement (DVSA) was executed between the Town of Danville, the City of San Ramon, and Contra Costa County in 1994. The Agreement followed the County's approval of a Specific Plan that allowed development of up to 11,000 homes on the Gale and Windemere Ranches southeast of Danville. It allowed the development of up to 8,500 homes if specific performance standards for facilities and services such as parks, roads, and police were met. Residential development beyond this limit was to require additional environmental studies.

Although it is envisioned that the City of San Ramon will eventually annex the entirety of Dougherty Valley, the DVSA recognized that development in this area would impact Danville's roads and services. Consequently, the Agreement included provisions for sub-regional transportation impact fees and other measures which more completely mitigated development impacts. The DVSA remains applicable until the entire Dougherty Valley is built out, and thus affects the performance standards in this General Plan.

Among the DVSA's provisions is a requirement that any general plan amendment approved by Contra Costa County, Danville, or San Ramon in this area meet the most stringent performance standards of the three jurisdictions in place when the Settlement Agreement was executed. For example, the parkland dedication requirement for projects receiving general plan amendments is based on the City of San Ramon's standard of 6.5 acres per 1,000 residents rather than Danville's previously adopted standard of 5.0 acres per 1,000 residents. The intent of this provision was to create a level playing field for developers and to ensure that projects outside Dougherty Valley did not use up the infrastructure and service capacity that had been planned for projects within Dougherty Valley.

A subsequent Settlement Agreement was executed when the Alamo Creek subdivision was approved by Contra Costa County east of the Town boundary. The Agreement included a special methodology for measuring traffic for any future development in the Tassajara Valley. However, that requirement expired on December 31, 2010. Provisions of the Alamo Creek Settlement

Agreement should not substantively affect the Town's growth management programs during the lifetime of the 2030 General Plan.

Tri-Valley Subregional Planning Strategy

In 1995, several years after the initial adoption of Danville's Growth Management Element, the Association of Bay Area Governments and the Bay Area Air Quality Management District funded a sub-regional planning effort involving the Town of Danville, the cities of Dublin, Livermore, Pleasanton, San Ramon, and the counties of Alameda and Contra Costa. These seven jurisdictions had a history of working collaboratively to address transportation issues and expanded their efforts to address a broader range of topics concerning the future of the Tri-Valley area.

These efforts culminated in the preparation of the "Tri-Valley Subregional Planning Strategy." The Strategy included objectives and policies addressing the following five subjects:

- Location and Intensity of Urban Development
- Natural Resources
- Transportation
- Housing
- Economic Development

One of the Subregional Planning Strategy's goals was that local governments incorporate the sub-regional objectives and policies into their own general plans. Consequently, during preparation of its 2010 General Plan in 1998-1999, the Town of Danville identified relevant parts of the Strategy that were not already covered in its own General Plan. Several goals and policies, primarily dealing with environmental quality, transportation, jobs-housing balance issues, and regional cooperation, were added to the 2010 Plan in response. Most of those goals and policies continue to be relevant and have been carried forward in the 2030 Plan.

Traffic Service Standards and Programs

Under Measure C, the Contra Costa Transportation Authority (CCTA) established acceptable traffic levels of service for rural, semi-rural, suburban, urban and central business district land use designations. These were adopted in modified form by Danville in 1989. As of that year, all roads in Danville were classified as "Urban" and were assigned a Level of Service (LOS) Standard of "D" (definitions of levels of service may be found in Chapter 4, in the section on Transportation).

B. FORECAST

The Town of Danville is committed to upholding the high quality of life presently enjoyed by local residents. It will continue to carefully manage growth and development so that its local roadways operate at acceptable service levels and Town facilities are not overburdened. Some of the future impacts to public facilities in Danville will result from development beyond the Town limits. Consequently, intergovernmental coordination will remain critical to the future well being of the Town. Coordination with the County, other cities, East Bay Municipal Utility District, Contra Costa County Flood Control and Water Conservation District, San Ramon Valley Unified School District, San Ramon Valley Fire Protection District, and various regional transportation and land use planning agencies will remain an essential part of the Town's growth management strategy. Danville will remain an active participant in the CCTA, the Southwest Area Transportation Committee, the Tri-Valley Transportation Council, and other organizations dedicated to sub-regional coordination.

Consistent with Measure J requirements, the Town will work with these entities to: (a) Identify Routes of Regional Significance and Multi-modal Transportation Service Objectives; (b) Apply the CCTA travel demand model and technical procedures to the analysis of General Plan Amendments and development exceeding specified thresholds for their effect on the regional transportation system; (c) Create development mitigation programs; and (d) Help develop other plans, programs, and studies to address other

transportation and growth management issues.

Continued implementation of the Dougherty Valley Settlement Agreement, maintenance of an urban growth boundary, and adherence to Measure J traffic standards, will help minimize the adverse impacts of growth on Danville residents.

Additional information on the performance standards for transportation may be found in Chapter 4, while policies relating to the adequacy of parks, police, fire, water, sewer, and flood control facilities may be found in Chapter 5.

Interstate 680

C. GOALS AND POLICIES

The goals and policies in this section are organized under two headings:

- Growth Management
- Intergovernmental Coordination

A complete description of the implementation measures may be found at the end of this Chapter. Cross-references to other sections of the General Plan (e.g., transportation) are included as appropriate, thereby ensuring that all growth management policies required under Contra Costa County Measure J are referenced in this section.

GOAL: GROWTH MANAGEMENT

Goal 6: ***Ensure that new development occurs in a logical, orderly manner linked to the provision of needed services, mobility improvements, natural resource protection, and minimization of public infrastructure costs.***

POLICIES: GROWTH MANAGEMENT		IMPLEMENTATION MEASURES
6.01	Continue to maintain an Urban Growth Boundary which defines the maximum extent of development within and adjacent to Danville. *As defined by Contra Costa County, the Urban Growth Boundary provides an adequate amount, range, and density of land to meet the projected needs of the community for housing, jobs, and services.*	• Urban Growth Boundary
6.02	Give priority to developing vacant or underused land within the Town limits prior to extending development outside, unless the needs for housing and economic vitality require development that is difficult to achieve on an infill basis.	• Development Review • Capital Improvement Program
6.03	Allow new development based on the project's demonstration of a plan for full public services (such as road, parks, fire, police, sanitary sewer, water, and flood control facilities) to which all providers are committed and where service can be assured in a timely manner.	• Development Review • CEQA • Intergovernmental Coordination

POLICIES: GROWTH MANAGEMENT		IMPLEMENTATION MEASURES
6.04	Maintain level of service standards for transportation and parks, and Town policies and programs which ensure that these standards are maintained, within the parameters allowed by state law, as future development occurs.	• Measure J Compliance Programs
6.05	Maintain a five-year capital improvement program which identifies the projects needed to sustain adopted level of service standards and secure the funding necessary for those projects.	• Capital Improvement Program
6.06	Implement the programs necessary to ensure that the Town of Danville receives its "return-to-source" funds from the sales tax revenues collected through County Measure J. *The return-to-source funds include Local Street Maintenance and Improvement Funds and Transportation for Livable Communities funds. This revenue is an important part of the funding stream for the Town's road maintenance and improvement projects. Revenue provided from Measure J and any other Town-secured transportation funds will not be used to replace any developer funding that has or would have been committed to any transportation project.*	• Measure J Compliance Programs
6.07	Pursuant to County Measure J-2004, continue to implement a development mitigation program which ensures that development projects pay the costs necessary to mitigate impacts on the regional transportation system. The Town shall require traffic impact analysis, mitigation, and findings of consistency as appropriate for new development projects in accordance with this program. *The threshold for determining when a proposed project triggers a required analysis of its impacts on the regional transportation network will be consistent with CCTA requirements. These requirements are outlined by Measure J, the Implementation Documents, and the Southwest Area Transportation (SWAT) Action Plan.*	• Measure J Compliance Programs • CEQA • Development Review • Transportation Systems Management Ordinance • Traffic Studies

POLICIES: GROWTH MANAGEMENT		IMPLEMENTATION MEASURES
6.08	Continue to implement a development mitigation program which ensures that development projects pay their share of the costs of local services (such as roads, parks, fire, police, sanitary sewer, water, and flood control facilities) associated with that development. New development projects may only be approved where the Town finds that adopted minimum performance standards will be observed. *Minimum performance standards may be waived under certain circumstances (for example, for projects which preserve historic buildings or provide housing for senior citizens).*	• Measure J Compliance Programs • CEQA • Development Review
6.09	Encourage other jurisdictions and special districts in the Tri-Valley area to require that services are committed or in place prior to approving new development.	• Intergovernmental Coordination

(See also Chapter 4 [Mobility Element] for additional policies on growth management, including improvements to public transportation, bicycle, and pedestrian facilities; and coordination with transportation agencies in the Tri-Valley area. Information on the Implementation Measures listed for the policies under for Goal 6 may be found at the end of this Chapter.)

GOAL: INTERGOVERNMENTAL COORDINATION

Goal 7: ***Promote intergovernmental coordination and cooperative planning in the Tri-Valley area to better address regional issues, promote conservation of the Tassajara Valley and other open space lands, exert maximum influence on land use decisions in surrounding areas, and preserve the quality of life currently enjoyed by Danville residents.***

POLICIES: INTERGOVERNMENTAL COORDINATION		IMPLEMENTATION MEASURES
7.01	Work closely with the City of San Ramon and Contra Costa County on future planning and development decisions in the Tassajara and Dougherty Valleys. Any land use changes in these areas beyond those reflected in approved General Plans should be linked to a rational growth management plan which establishes acceptable levels of service for infrastructure and public services and provides for the financing and maintenance of these facilities and services.	• Dougherty Valley Settlement Agreement • Intergovernmental Coordination

POLICIES: INTERGOVERNMENTAL COORDINATION		IMPLEMENTATION MEASURES
7.02	Work to ensure maximum control over land use decisions that directly affect the existing community, including the Tassajara Valley. Seek to establish a Sphere of Influence that encompasses all areas the Town may potentially annex through the year 2030.	• Intergovernmental Coordination
7.03	Where the County processes development applications outside the Town of Danville but within Danville's Sphere of Influence, work to ensure that urban services will be provided, that development will not adversely affect the Town, and that development standards are consistent with those of the Town.	• Intergovernmental Coordination • Public Works Standards
7.04	Support the continued implementation of the goals and policies of the Tri-Valley Regional Planning Strategy by the seven member jurisdictions.	• Intergovernmental Coordination
7.05	Support the Urban Growth Boundaries adopted by other cities in the Tri-Valley area and the maintenance of an Urban Limit Line by Contra Costa County which ensures that at least 65 percent of the County remains in non-urban uses.	• Intergovernmental Coordination • Urban Growth Boundary
7.06	Support and promote actions that improve the long-term economic viability of agriculture in the Tri-Valley region, including the Tassajara Valley. Encourage the use of "right-to-farm" ordinances and/or buffer zones between urban and rural areas in the Tri-Valley area in order to preserve the long-term viability of agriculture.	• Intergovernmental Coordination
7.07	Take an active role in coordinating land use decisions with regional agencies, Contra Costa County, special districts, and surrounding cities.	• Intergovernmental Coordination
7.08	Participate in regional and sub-regional efforts to improve the jobs-housing balance in the San Francisco Bay Area.	• Intergovernmental Coordination

POLICIES: INTERGOVERNMENTAL COORDINATION		IMPLEMENTATION MEASURES
7.09	Continue to take an active role in the Dougherty Valley Oversight Committee (DVOC) to ensure that all terms and conditions of the Dougherty Valley Settlement Agreement are met. *As of 2011, about one-third of the housing units approved by the Dougherty Valley Specific Plan had yet to be built. The Town's participation in the DVOC will be essential as these units are constructed.*	• Intergovernmental Coordination • Dougherty Valley Settlement Agreement
7.10	Consistent with the Housing Element of the General Plan, continue to expand housing opportunities for all income groups. As required by County Measure J, the Town will biannually report to the CCTA on its progress in providing housing opportunities, and its efforts to reduce the impacts of such housing on the transportation system. *(See also policies in Chapter 4 that address the relationship between land use and transportation decisions.)*	• Housing Element • CCTA Reporting Process • Measure J Compliance Programs
7.11	As required by County Measure J, participate in an ongoing multi-jurisdictional planning process with other jurisdiction and agencies, especially those with jurisdiction over transportation, to create a balanced, safe, and efficient transportation system and to manage the impacts of growth. *This process includes working with CCTA and the Southwest Area Transportation Committee (SWAT) to develop mitigation programs, review traffic studies, develop the Countywide Transportation Plan, and provide data for the countywide traffic model.*	• Intergovernmental Coordination

HISTORIC PRESERVATION

A. SETTING

Historic resources refer to the artifacts and examples of historical human occupation of an area. They encompass archaeological sites as well as sites and buildings from early European-American settlements and subsequent periods of history. Archaeological sites include the remains of Native American villages and burial grounds. Historic sites include old farmhouses, barns, homes, and commercial buildings from early history. Because Danville was an early commercial center in the San Ramon Valley, it has a rich historical heritage.

Several State laws (most notably the California Environmental Quality Act and the Public Resources Code) protect archeological and historical resources. Senate Bill 18, signed into law in 2004, requires all local governments to consult with Native American tribes about land use decisions that could affect cultural places, including archaeological sites. A consultation process has been established by the State of California for General Plans and General Plan Amendments. To protect historic resources, the State has formed the State Historical Resources Committee. The Committee conducts the State Historic Resource Inventory and maintains the California Register of Historic Resources, which identifies historic landmarks and points of interest. The Committee also provides recommendations for the National Register of Historic Places.

Archaeology

The inland valleys of Contra Costa and Alameda counties were the setting of a relatively sparse population of Native Americans, who lived as hunters and gatherers and depended on native plants and wildlife for their sustenance. Native American archeological sites in this portion of Contra Costa County tend to be situated along ridge tops, mid-slope terraces, alluvial flats, at the base of hills, between saddles, and near sources of water including springs. Numerous recorded Native American archeological sites have been documented in the area.

Spanish missionaries recorded the names by which the Native Americans of the area were known to their neighbors, including the Tatcan, the Seunen and the Souyen. The Tatcans, part of the Bay Miwok linguistic group, were closely related to the Saclans and probably lived in the Alamo-Danville area. Their territory was the San Ramon Creek watershed, which extends from around Crow Canyon Road north to Walnut Creek.

Native American consultation was conducted as part of the 2030 General Plan Update and records searches through the California Historic Information System were conducted.

Early Danville History

Spanish explorers first traveled through the San Ramon Valley in 1772. Franciscan missionaries arrived in the Valley some years later, seeking to convert the Native American population. The first settlers of European origin were residents of the Rancho San Ramon, one of several large Mexican land grants established in the 1830s. The Ranchos remained intact until the 1850s, when increasing immigration into California led to their subdivision. Little physical evidence of the Ranchos remains. During the early 1850s, pioneer settlers arrived in the present-day Sycamore Valley, planting grain, onions, and orchards of peaches, apples, and cherries. Rural settlement continued through the 1850s and 1860s, with a commercial area emerging along present-day Front Street.

The Danville post office opened in 1858 and by 1860, Danville had become an established center of trade. It was during this early period of development when the frontier Victorian character of the community was established. In 1891, John Hartz subdivided his farm near the Town center and laid out Hartz Avenue. Within a few years, Hartz Avenue became the new central business district, replacing Front Street which was crumbling into San Ramon Creek from winter rains. The local branch of the San Ramon Valley Bank was the first business on Hartz Avenue, followed soon after by a drug store, a doctor's

office, a saloon, and a laundry. The Grange became the social and cultural hub of the community and its members became the Town's early civic leaders. Rail service was provided to Danville in 1891, after local farmers donated land and money for the right-of-way.

Several examples of this early period remain in Downtown Danville today. These include the Southern Pacific Railroad Depot (built in 1891) at 205 Railroad Avenue, the Danville Hotel (built in 1891) at 411 Hartz, and the Village Theatre (a portion of which was built in 1873 as a farmer's lodge and was subsequently used as the Grange Hall), which originally stood at 223 Front Street.

Between 1900 and World War II, Danville continued to evolve as a small, agriculturally oriented town. Many of the Town's most memorable and important structures were constructed during this era, including the Town Meeting Hall (originally built as a church in 1933) at 201 Front Street, the Veterans Memorial Building (built in 1925) at 400 Hartz Avenue, and the old firehouse (built in 1924) at 340-356 Hartz Avenue. This period in Danville's history was characterized by a variety of architectural styles and materials, creating the eclectic character that defines Old Town Danville today.

Reminders of early Danville history also can be found beyond Downtown on former farms and ranches. Notable examples include the Podva Farmhouse on Podva Road, the Mendenhall/ Wood House on Camino Tassajara, the Historic Wood Family Ranch Headquarters, the Baldwin/ Elworthy/ Livermore Houses on San Ramon Valley Blvd, and the Osborn House off of Diablo Road. Other historic features are the National Park Service's Eugene O'Neill National Historic Site (Tao House, lying just north of the Town limits) and the Alamo Cemetery at the end of La Gonda Way.

Current Preservation Efforts

Protecting historic resources was one of the major themes of the 1986 Downtown Master Plan and the Downtown Business District Ordinance. The Town created a Heritage Resource Commission (HRC) in 1987 and adopted a Historic Preservation Ordinance in 1989 to provide further protection to such resources. The HRC reviews development applications impacting historic structures, advises property owners on the physical and financial aspects of preservation and maintenance of historic resources, and promotes historic preservation through a variety of incentive programs.

Development pressures in the Town during the mid- to late 1990's led to changes in the preservation program, including strengthening the role of the HRC in the development review process. In 1999, procedural changes were made to involve the HRC more directly in the Design Review Board and project approval processes for historic properties in Old Town Danville. This was further facilitated by amendments to the Historic Preservation Ordinance which switched the program from an incentive based/voluntary program to a more structured program that sets forth thresholds for mandatory participation. The Town concurrently updated its inventory of historic sites, and identified additional incentives that could be made available to owners of historic properties. Architectural design guidelines for historic buildings were developed to supplement the Historic Preservation Ordinance.

B. FORECAST

The Town of Danville will continue to work with property owners to protect and enhance local historic resources. The inventory of historic sites should be regularly updated and expanded as appropriate. The benchmark for what is considered "historic" will change over time. Under the National Historic Preservation Act, structures that are 50 years or older may be eligible for recognition although there are other factors, such as architectural and historic significance, which also must be considered. During the coming decades, greater attention may be paid to structures from the post-war and "mid-century" period (1945-1965), in addition to those from the early 20th Century.

Ongoing efforts should be made to educate and inform the public about Danville history, through markers, plaques, exhibits, walking tours, and special events. The adoption of Design Guidelines for Heritage Resources in 2001 serves to assist property owners and provides review criteria for the Heritage Resource Commission as they evaluate development and building alteration proposals. These guidelines should be reviewed and updated on a regular basis. Other measures to expand the Town's preservation program may be considered in the future, as resources become available.

As mentioned earlier, archaeological sites are also known to exist within Danville. Where significant sites are discovered, they should be conserved as open space and protected through such measures as capping, fencing, or other physical barriers which restrict access to the site and assure long-term resource preservation. Other, less significant sites that are discovered should be reviewed by a qualified archeologist to evaluate the significance of the find and to outline mitigation measures as needed. If prehistoric archaeological deposits are discovered during development of any sites, local Native American organizations should be consulted and involved in making resource management decisions. This is further addressed in the policies below.

Podva House

C. GOALS AND POLICIES

The goals and policies for Historic Preservation are listed below. A complete description of the implementation measures may be found at the end of this Chapter.

GOAL: HISTORIC PRESERVATION

Goal 8: ***Ensure the preservation and rehabilitation of historic and cultural resources and recognize such resources as an essential part of the Town's heritage.***

	POLICIES: HISTORIC PRESERVATION	IMPLEMENTATION MEASURES
8.01	Ensure that the remodeling and renovation of historic buildings respects the character of the building and its setting.	• Design Review Procedures • Historic Preservation Ordinance • Design Guidelines for Heritage Resources • Historic Design Review Committee
8.02	Encourage new projects in the Downtown area to be compatible with nearby historic buildings, the historic Downtown street pattern, and the area's historic, pedestrian-oriented character. *The Design Guidelines for Heritage Resources provide guidance on how compatibility with nearby buildings may be achieved.*	• Design Review Procedures • Downtown Master Plan/Business District Ordinance • Design Guidelines for Heritage Resources
8.03	Discourage the demolition of historically important buildings. Where it is no longer feasible to continue using an older building for its originally intended use, the reuse of the buildings for contemporary purposes should be encouraged. *The Town has adopted an ordinance which protects historically significant buildings from demolition and inappropriate alterations. The ordinance outlines the process for modifying historic buildings, as well as the process for listing (and removing) buildings from the Town's register of heritage resources.*	• Historic Preservation Ordinance

POLICIES: HISTORIC PRESERVATION		IMPLEMENTATION MEASURES
8.04	Encourage the use of the State Historic Building Code for historic buildings and other structures that contribute to the Town's historic character. Use flexibility when applying zoning regulations to historic sites and buildings.	• Design Review Procedures • Historic Preservation Ordinance • Zoning Ordinance
8.05	Where appropriate and feasible, retain physical elements of Danville that contribute to the aesthetic and historic character of agricultural areas and former agricultural areas, such as barns, outbuildings, bridges, heritage trees, and fences.	• Development Review • Design Review Procedures
8.06	Recognize heritage trees, landscapes, and other outdoor features as potential contributors to historic character, and afford protection to such features where appropriate.	• Tree Preservation Ordinance • Development Review
8.07	Encourage the design of public improvements such as street furniture, streetlights, and signage to be consistent with historic character, particularly in Old Town Danville and nearby areas.	• Heritage Resources Commission • Historic Design Review Committee • Capital Improvement Program
8.08	Where feasible and relevant, ensure that the Town's historic preservation program meets state and federal standards.	• Historic Preservation Ordinance
8.09	Develop, support, and publicize financial incentive and tax relief programs to promote historic preservation.	• Heritage Resource Commission
8.10	Coordinate Town historic preservation activities with all appropriate community groups and state and federal agencies.	• Heritage Resource Commission • Intergovernmental Coordination
8.11	Promote public awareness and enjoyment of Town historic resources through tours, special events, historic markers, plaques, and other visitor attractions that showcase the Town's history.	• Public Information and Education

POLICIES: HISTORIC PRESERVATION		IMPLEMENTATION MEASURES
8.12	Recognize the value of Danville's historic resources as an economic development tool.	• Public Information and Education
8.13	Continue to survey and inventory historic resources in Danville, using criteria that are consistent with the U.S. Secretary of the Interior standards.	• Heritage Resource Commission
8.14	Ensure that development approvals do not result in the loss of significant archaeological resources by requiring full compliance with state and federal laws regarding the assessment and recovery of such resources. *This includes consultation with the California Native American Heritage Commission as required by State law, and retention of a professional archaeologist in the event archaeological deposits of features are discovered or disturbed. A procedure has been established by the Town to ensure that significant archaeological resources are properly managed.*	• CEQA • Development Review • Archaeological Recovery Procedures • California Health and Safety Code • California Public Resources Code • California Register of Historical Resources

Eugene O'Neill National Historic Site. Photo courtesy of Candice Rana.

ECONOMIC DEVELOPMENT

A. SETTING

Like other communities in the San Ramon Valley, Danville transitioned from an agriculturally-based economy to a service-oriented economy after World War II. While nearby communities aggressively pursued business parks, corporate headquarters, and regional shopping centers, Danville established an economic niche that leveraged its small town charm and historic ambiance. Today, the Town's economic base reflects that emphasis. It is characterized by neighborhood and specialty shopping, hospitality uses such as food service and lodging, and local-serving offices and service providers.

Danville offers a number of competitive advantages for businesses. The Town is centrally located on the I-680 corridor and within 40 miles of three international airports. It is a short drive from two BART stations and some of the region's largest employment centers, including Bishop Ranch (San Ramon) and Hacienda Business Park (Pleasanton). Danville has high quality schools, a low crime rate, an excellent park system, a historic and walkable Downtown, diverse office space choices, and a business-friendly reputation. The Town has a highly educated workforce, with 64 percent of all adults holding college degrees as of 2008, compared to 27 percent nationwide. Danville is also relatively affluent, with a median household income that is 60 percent higher than Contra Costa County. More than 85 percent of its households are homeowners and its unemployment rate was half the state average in 2010.

The employment profile of those who work in Danville is somewhat different than the profile of those who live in Danville. In 2010, the largest single employment sector in the Town was education. Nearly 30 percent of Danville's jobs were affiliated with schools. About 12 percent of the Town's jobs were in retail trade, 11 percent were in hospitality, and 10 percent were in health care and social assistance.[1] Smaller percentages were in construction (7 percent); professional, scientific, and technical services (6 percent); and finance, insurance and real estate (4 percent). Approximately half of the sales tax revenue generated in the Town was from retail trade, while another one-quarter was generated by restaurants and grocery stores.

Much of Danville's economic activity occurs Downtown. Based on 2012 business license data, Downtown Danville had 828 businesses, including 128 retail stores. Vacancy rates were below 5 percent and turnover rates were relatively low. Beyond Downtown, the Town has several neighborhood and community shopping centers. These centers generate sales tax revenue, provide essential goods and services to Danville residents and visitors, and are an important part of the local economy. Danville also has about 560,000 square feet of leasable office space. Vacancy rates were higher than has historically been the case at the adoption of the 2030 Plan, reflecting the impact of the economic downturn.

Historically, the Town's economic development efforts have focused on the physical revitalization of the Downtown area. A strong emphasis has been placed on the development of public facilities, capital expenditures, land acquisition, historic preservation, and public-private partnerships. These changes have enhanced Danville's historic character and led to substantial private investment. Downtown Danville has emerged as a regional destination and is highly regarded as a place to shop, dine, stroll, and visit.

Danville's Redevelopment Agency (known as the Community Development Agency, or CDA) was particularly important in carrying out the Town's economic development initiatives. Between 1986 and 2011, the Agency invested over $53 million in public improvements, including the extension of Railroad Avenue, construction of municipal parking lots, construction of the Danville Library and Community Center, acquisition and renovation

[1] *California Employment Development Department, 2011*

of the Village Theatre, the Town Meeting Hall, and the Veterans Memorial Building, acquisition of land for affordable housing, funding for construction of the 75-unit Sycamore Place senior housing development, and beautification of downtown streets and sidewalks. These improvements have improved the image of Downtown Danville and been a catalyst for private reinvestment in the area. In the aftermath of the State's 2012 mandate to dissolve all of California's redevelopment agencies, the Town will seek to identify and implement new ways to ensure continued reinvestment and economic growth in Downtown Danville.

In 2006, the Town's economic development efforts were coalesced into an Economic Development Strategy, which was updated in 2008. A number of action items listed in the Strategy have been implemented, including:

- A branding, marketing and publicity plan for Danville businesses (the "Blueprint for Action").
- A retail retention and expansion (retail incentives) program.
- A "Business Concierge" (technical assistance) program.
- A Downtown Parking Assessment and Parking Management Program.
- A marketing program to attract residents and visitors.

Implementation of these programs during the 2008-2011 economic downturn underscored the Town's commitment to the business community and elicited positive feedback.

B. FORECAST

Based on the General Plan projections, the Danville Planning Area is projected to add about 1,900 jobs between 2010 and 2030. Areas of projected job gain include Downtown, the southern edge of the Town near Fostoria Way and Camino Ramon, Wood Ranch Headquarters, and the Tassajara Crossings area. Danville's job growth is projected to be almost entirely in the retail and service sectors, with no growth or negative growth forecast in the wholesale trade, manufacturing, agriculture, and "other" (e.g., government and miscellaneous) sectors. The forecasts suggest continued demand for retail and office space in the Town.

Technology has had a major impact on Danville's economy and is reshaping the traditional workplace. A growing number of residents are working from home or working in small office spaces in Downtown Danville and environs. As this trend continues, it could drive demand for new businesses (such as cafes) serving the daytime population. The trend is also likely to drive demand for incubator space for new small businesses and start-up enterprises.

Looking to the future, the Town's economic development efforts will continue to focus on business retention and expansion, business creation, and business attraction. Business creation is particularly important in the Tri-Valley area. The area's economic role has evolved from one of bedroom communities and back-office operations to an "innovation economy" driven by a surge in homegrown entrepreneurship. Programs such as California's Innovation Hub (iHub) Initiative have been created to support entrepreneurship and keep California competitive in the national and global economies (see the Implementation section of this Chapter for additional information).

As outlined in an economic report produced by the Tri-Valley Business Council, the rate of entrepreneurship in the Tri-Valley was 15.7 percent in the decade between 1993 and 2003, compared to the national average of 5.9 percent.[2,3] The growth in homegrown firms and start-up businesses in the tech sector, at least in the mid-2000s, was the most important source of job growth in the Tri-Valley economy.

The report also found that the role of very small firms (five or fewer employees) in the regional economy has grown substantially and accounted for 80 percent of total businesses, 22 percent of

[2] *Wellspring for Entrepreneurship and Innovation: The Changing Economic Role and Responsibilities of the Tri-Valley Region, July 2005*
[3] *NETS Database, US Census Bureau*

the jobs, and 35 percent of the revenue for the Tri-Valley region in 2003. Approximately 19 percent of these very small firms were determined to be located in Danville. Danville's rate of 16.3 new firm starts per 1,000 residents was the highest among Tri-Valley cities. The Town will continue to create an environment where local entrepreneurs can thrive. Local assets can be leveraged to bring new revenue to the community.

Investment in infrastructure is an especially important part of the Town's economic development strategy. This includes not only physical infrastructure such as utilities and Downtown beautification projects but also civic infrastructure such as government services. Danville is committed to interactive government. The Town is moving toward instantaneous access to information about local government via its website; its communication strategies are being tailored to meet the unique demographic profile of Danville's residents. Continued efforts also will be made to help local businesses organize, exchange ideas, and work collaboratively. The Town has developed a variety of performance indicators to measure the success of its economic development initiatives and will adjust its programs to achieve the most effective results possible.

Prospector Square. Photo courtesy of Candice Rana.

C. GOALS AND POLICIES

GOAL: ECONOMIC DEVELOPMENT

Goal 9: ***Strengthen Danville's economic and fiscal vitality as a means of supporting an outstanding quality of life for all Town businesses and residents.***

Goal 10: ***Develop a unique role for Danville in the regional economy which capitalizes on the Town's location and demographics, responds to emerging technologies and economic trends, retains the essential character of the Town, and fosters the prosperity of Danville residents and businesses.***

POLICIES: ECONOMIC DEVELOPMENT		IMPLEMENTATION MEASURES
9.01	Support a diverse mix of local-serving businesses which reinforce the identity of the community and reduce the need for residents to travel outside of Danville for goods and services.	• Economic Development Strategy • Zoning Ordinance • Blueprint for Action
9.02	Sustain Downtown Danville as the retail center of the community. Provide opportunities to extend the pedestrian-oriented retail character of Old Town Danville to other parts of Downtown. *(See also Goal 4 and related policies for more information on Downtown.)*	• Downtown Plan/ Ordinance • Zoning Ordinance • Design Guidelines • Shop Danville First
9.03	Promote a mix of retail and service uses in shopping centers outside of Downtown Danville which meet the needs of residents while improving the fiscal stability of the Town.	• Economic Development Strategy • Retail Incentives Program
9.04	Create a positive environment for local businesses through programs designed to streamline permitting and approval processes, provide technical assistance and support, improve business capacity, and enhance communication within the business community.	• Business Concierge Program • Resource Guides
9.05	Maintain business retention, creation and attraction programs. These programs should encourage the success of existing businesses, support the development of new businesses, and attract existing businesses from outside the Town by promoting Danville's assets and amenities.	• Economic Development Strategy • Blueprint for Action

POLICIES: ECONOMIC DEVELOPMENT		IMPLEMENTATION MEASURES
9.06	Build and maintain strong relationships with the business community and local business organizations. Seek feedback from businesses on their needs and priorities, marketing and promotional efforts, and the effectiveness of the Town's business development programs. *The Town will work with organizations such as the East Bay Economic Development Alliance, Discover Danville, the Tri-Valley Visitors Bureau, and the Chamber of Commerce to identify local business needs and physical space requirements, and to get feedback on the kinds of services the Town can provide to assist local businesses.*	• Economic Development Strategy • Business Concierge Program • Shop Danville First
9.07	Ensure that parking management programs for Downtown Danville are consistent with—and help advance—economic development objectives. Downtown parking programs should improve resources for patrons and support the success of local businesses. *(See also Policies 11.09, 14.07, and 15.07 regarding parking management, shared parking, and Downtown parking.)*	• Development Review • Downtown Parking Management Program
9.08	Undertake infrastructure, streetscape, and beautification projects that benefit the business community and facilitate economic development. *These improvements include, but are not limited to, the beautification of the North Hartz Avenue area; installation of street furniture, wayfinding signage and banners; and street lighting and landscaping projects in Downtown Danville.*	• Capital Improvement Program • Downtown Beautification Plan • iHub Initiative
9.09	Plan for future growth in home-based employment, including home-based businesses and home offices for Danville residents who are formally employed in other cities but telecommute on a full- or part-time basis.	• Zoning Ordinance • iHub Initiative

POLICIES: ECONOMIC DEVELOPMENT		IMPLEMENTATION MEASURES
9.10	Maintain a town-wide perspective when undertaking economic development programs and strategies. This perspective should recognize the unique roles of the Downtown Business District, neighborhood shopping areas, service commercial areas, and employment uses in other parts of Danville.	• Economic Development Strategy • Blueprint for Action
9.11	Explore opportunities to reuse underperforming or underutilized commercial uses with more economically productive uses that are compatible in scale and character with their surroundings.	• Zoning Ordinance • Development Review
10.01	Create a strong local identity or brand which capitalizes on Danville's history, character, architecture, culture, and natural features. Branding campaigns should be targeted to attract both residents and visitors and should reduce retail leakage from Danville to other communities. *The Town will promote Danville businesses and seek to avoid the loss of sales tax dollars to other communities. Examples include the "Shop Danville First" campaign which developed a logo, tagline, and website promoting local retailers.*	• Economic Development Strategy • Blueprint for Action • Shop Danville First
10.02	Leverage local assets and attractions to define a unique retail niche for Danville within the Tri-Valley area, and enhance the Town's position as a highly desirable shopping and dining destination.	• Economic Development Strategy • Blueprint for Action • Shop Danville First
10.03	Periodically assess Danville's economic base and market conditions in order to identify underserved sectors, growth opportunities, and future business development strategies. *Business license data can be used to solicit feedback on the types of services the Town can provide and the types of businesses the Town attracts. Similarly, sales tax collection data is useful in assessing trends and underserved sectors. Data collection efforts could also include marketing workshops, focus groups and shopper surveys to assess why people shop (or don't shop) in Danville.*	• Economic Development Strategy

POLICIES: ECONOMIC DEVELOPMENT		IMPLEMENTATION MEASURES
10.04	Maintain an economic development presence on the Town's website to promote Danville businesses, provide information on business development programs, and promote the Town as a desirable business location. *In addition to providing information for businesses on the municipal government website, the Town promotes local commerce through the "Shop Danville First" website.*	• Economic Development Strategy • Resource Guides
10.05	Capitalize on large events such as sports tournaments, the Danville Fine Arts Faire, the Art and Wine Stroll, the Fall Crafts Festival, and the Farmers Market to encourage people to patronize Danville businesses and return to Danville in the future.	• Economic Development Strategy • Blueprint for Action
10.06	Expand Danville's hospitality and tourism sectors, including heritage tourism, culinary tourism, and celebration tourism. *Danville has pioneered the concept of the "Danville daycation," leveraging assets such as the historic Eugene O'Neil House to promote day trips to Danville. The Town is also uniquely positioned to capitalize on culinary tourism, an emerging travel niche based on unique restaurants and fine dining experiences. A complementary niche in the travel industry is celebration travel, which focuses on special events such as weddings, reunions, and birthdays.*	• Economic Development Strategy • Blueprint for Action
10.07	Leverage local assets and attractions to define a unique retail niche for Danville within the Tri-Valley area, and enhance the Town's position as a highly desirable shopping and dining destination.	• Economic Development Strategy • Blueprint for Action • Shop Danville First
10.08	Support workforce development and educational programs that prepare the local labor pool to meet the needs of new and evolving employment sectors.	• Intergovernmental Coordination • iHub Initiative
10.09	Encourage collaborative relationships between local businesses, residents, and organizations to exchange ideas, promote innovation, and sustain the region's economic health.	• Economic Development Strategy • iHub Initiative

POLICIES: ECONOMIC DEVELOPMENT		IMPLEMENTATION MEASURES
10.10	Ensure that the Town's development regulations facilitate the development of incubator space for start-up enterprises and new businesses in emerging sectors of the regional economy. *Incubator space is similar to conventional office space but is designed to facilitate synergistic relationships between different enterprises. Such space is often marketed to start-up firms in technology, communication, and the "knowledge economy," with shared meeting facilities and support services. Appropriate locations could include those areas where office uses are currently permitted, such as the upper floors of multi-story buildings in Downtown Danville, vacant retail space in older shopping centers, service commercial areas, and the controlled manufacturing area near Crow Canyon and Camino Ramon. Zoning provisions which facilitate these activities may be considered in the future. Incubator facilities would not be appropriate as a ground floor activity in areas of high pedestrian traffic such as Old Town Danville.*	• Zoning Regulations • Development Review • iHub Initiative
10.11	Promote Danville as a location for environmentally sustainable businesses, clean technology, and green jobs.	• Economic Development Strategy

Prospect Lane. Photo courtesy of Paige Green.

IMPLEMENTATION STRATEGY

The Planning and Development goals and policies will be implemented with a variety of techniques. The key implementation measures are listed below. These measures correspond to the bulleted lists that appear next to the policies in the preceding sections of this Chapter. Implementation measures that apply to Community Development policies are listed first, followed by those that apply to Growth Management policies, Historic Preservation policies, and Economic Development policies. The measures are listed in alphabetical order in each section. Recommended revisions or actions are described at the end of each entry, where applicable.

A. COMMUNITY DEVELOPMENT

Building Code

The Town of Danville has adopted the California Building Code, including the California electrical, mechanical, plumbing and fire codes, as well as the Residential Building Code and the California Green Code. The California Building Standards Commission periodically updates the Code in response to new technology, federal requirements, energy conservation and efficiency initiatives, new seismic standards, green building objectives, and other factors. The Town Council generally adopts the new codes as these updates occur. Building codes ensure the safety of structures, promote environmentally sustainable construction, and ensure that structures are accessible to persons with disabilities. Local amendments to the State codes may be adopted and are periodically considered by Danville.

Capital Improvement Program

The Town prepares an annual five-year Capital Improvement Program (CIP) listing all major public facility, road, and infrastructure improvements planned for the next five years. The CIP helps implement the General Plan by ensuring that Town revenues are invested in projects that are consistent with the Land Use map, the Circulation Plan, and other Town plans and policies. The CIP is also mandated by Contra Costa County Measure J. It identifies the projects needed to maintain and improve traffic operations, as well as the funding sources to support those projects.

Additional information on the CIP, including a map of proposed improvements, is included in the Public Facilities Element of this Plan.

California Environmental Quality Act

The Town will continue to follow all mandated environmental review procedures as established by the California Environmental Quality Act (CEQA). In addition to the mandatory requirements of CEQA, Danville has developed local CEQA guidelines.

Proposed Revisions or Actions:
The Town should consider updating its local CEQA guidelines in acknowledgement of the time that has elapsed since the last update. There have been substantial changes to CEQA in recent years associated with stormwater pollution control, toxic air contaminants, and greenhouse gas emissions.

Code Enforcement and Nuisance Abatement

The Town will continue to maintain Planning and Building Code enforcement programs, and will take the necessary measures to abate nuisances and violations.

(See the Implementation section of General Plan Chapter 6 for information on the noise ordinance.)

Design Guidelines

Because Danville is a unique and special place to live, it is vital that its character and unique features be preserved and enhanced. A high level of design consciousness and effective development regulation is required to achieve this objective. To this end, the Town has developed several sets of design guidelines which augment the land use regulations contained in the General Plan and the

Zoning Ordinance.

The Town's residential design guidelines provide assurance that new housing will be consistent with the Town's character and respectful of the natural and man-made landscape. More specific guidelines have been adopted for the development of scenic hillside and major ridgeline sites. The Town's Downtown Business District Ordinance and the Downtown Beautification Guidelines include architectural standards that help implement the Town's community character and historic preservation policies.

The design guidelines for the Downtown Business District were amended in 2008 following earlier amendments to the zoning regulations. The Downtown Beautification Guidelines address the improvement of streetscapes and entry points. In 2001 the Town adopted Design Guidelines for Heritage Resources. Those Guidelines provide direction for designated Heritage Resources, contributing properties in historic districts, and all those properties listed in the Town's Survey of Historically Significant Properties.

Proposed Revisions or Actions:
The General Plan Update process has provided the Town with an opportunity to assess its design guidelines and determine where changes may be beneficial. The following changes are recommended:

- Updating of the Downtown Beautification Guidelines to reflect current issues and conditions.
- Guidelines for the development of higher density housing (i.e., over 25 units per acre) and mixed use development (i.e., residential over retail).
- Measures to encourage house size and mass that is compatible with existing neighborhood context, where appropriate.

In addition, the Town will continue to consistently administer and enforce residential design guidelines during the development review process.

Design Review Board

The Design Review Board (DRB) assists the Town Council and Planning Commission in reviewing and evaluating proposed site design, architecture, signs, and landscaping. The scope of the DRB's review and approval authority was formalized by the Town Council in 1999. The criteria for appointment and number of members were refined in 2004. For major development entitlement requests, the DRB makes a recommendation to the hearing body—typically the Planning Commission or the Town Council. For minor development entitlement requests, DRB has both review and approval authority. For processing and review continuity purposes, DRB's membership overlaps with the membership of the Planning Commission. Currently, DRB may be comprised of one or two Planning Commissioners and either two or three at-large members.

(See also the discussion of the "Historic Design Review Committee" later in this Chapter.)

Design Review Procedures

Design Review procedures are used to apply the Design Guidelines during the development review process. Proposed projects requiring Development Review, including projects in scenic hillside or major ridgeline areas, Downtown Danville, and commercial areas, are reviewed by staff for consistency with the Guidelines.

Proposed Revisions or Actions:
Following adoption of the 2030 General Plan, the Town will explore options for addressing issues associated with residential building scale and mass to improve the compatibility of new development with existing development.

Development Review

Development Review is the process through which development applications are received, evaluated, and approved. Danville stresses an efficient and comprehensive approach to Development Review which provides an effective means of implementing

specific General Plan goals and policies. As part of its sustainability efforts, the Town has emphasized on-line application procedures as a way to reduce unnecessary driving (and related greenhouse gas emissions) for applicants.

This implementation measure includes the day-to-day activities of Planning, Building, and Engineering staffs, and the activities of the Town Council, the Planning Commission, and the Design Review Board. Procedures for land use permits, variances, Design Review, and site plan approval are generally outlined in the Zoning and Subdivision Ordinances.

Downtown Beautification Plan

The Downtown Beautification Plan was adopted as the Old Town Beautification Plan in 1990. It called for specific improvements to the public rights of way in Old Town Danville to enhance the area's character, improve its general appearance, and direct future development. Many of the Plan's recommendations have been implemented, but many of its objectives and principles remain relevant.

Downtown Master Plan and Downtown Business District Ordinance

The Downtown Master Plan and the Downtown Business District (DBD) Ordinance are the key land use policy and regulatory documents for the Downtown area. The Master Plan includes special land use regulations that augment the General Plan and establishes design standards to preserve the village like character of the Downtown area. It also establishes "districts" within the area, each with a unique set of land use issues. The DBD Ordinance implements the Plan and establishes allowable uses and development standards within each of these districts.

Proposed Revisions or Actions:
The Downtown Business District Ordinance should be reviewed on a regular basis to ensure that the regulations contained in the Ordinance are reflective of the overarching goals and policies for the Downtown Area. As a result of a Land Use map change made through adoption of the 2030 Plan, the District boundaries defined by the Ordinance will need to be updated. A new DBD 12 district will need to be created for high density (25-30 units per acre) multifamily areas, consistent with the General Plan.

Downtown Parking Management Program

In the late 1990s, a Downtown Parking Management Task Force developed recommendations to improve parking enforcement and public education about parking laws. In parallel, the Town added a significant number of municipal parking spaces distributed throughout the Downtown. By the late 2000s, there were approximately 2,900 private and public parking spaces in place, of which public parking accounted for 46 percent of the total supply (i.e., approximately 1,350 of the total parking spaces).

The additional parking facilities shifted consumer parking habits and merchant parking needs. As a part of an Economic Development Strategy, the Town Council authorized a study to assess the impacts of these changes and determine potential changes to parking policies. The key findings of that assessment study were:

- While there are areas with high parking demand during peak periods, the level of public parking supply in the Downtown is sufficient for the current consumer needs.
- A comprehensive parking strategy is necessary to more efficiently and effectively manage this parking supply.

In light of these findings, the Downtown Parking Management Plan was adopted in January 2010. Its overarching goal is to ensure the availability of public parking for consumers in high demand areas. This can be achieved through such means as identifying a larger supply of all-day employee parking at the periphery of the Downtown where demand is lower. With adoption of the Plan, the Town Council provided direction on top priorities.

Proposed Revisions or Actions:
The action items listed below are the most significant implementation measures identified through the 2010 Parking Management Study:

- Adjust parking time limit zones on a periodic basis to match patron needs.
- Enhance the permit parking program to address a variety of permit parking requests (such as all-day employee parking), purchasing options, and permit management needs.
- Adopt a valet parking program for licensed operators and identify the most appropriate locations for valet parking, as necessary and appropriate.
- Adopt a curb marking policy to address requests for a variety of special parking designations, including short-term parking and commercial loading zones.
- Adopt parking enforcement strategies to ensure the successful implementation of a comprehensive permit parking program.

(See also the Implementation section of Chapter 4 (Mobility)).

Environmental Review

Consistent with the California Environmental Quality Act (CEQA), the Town performs environmental review for all non-exempt projects to identify the potential for significant impacts on the environment, and to identify measures to avoid or mitigate those impacts. Environmental review is part of the development review process and may lead to requirements for Environmental Impact Reports (EIRs), other environmental studies, or more focused analyses such as traffic and parking studies. The cost of environmental review is normally recovered through developer fees.

Grading Ordinance

The Town's Grading Ordinance was first adopted in 1989. The Ordinance establishes controls on grading to address aesthetic, soil conservation, and water quality issues. Grading permits from the City Engineer are required for all forms of grading involving more than 100 cubic yards of soil and for certain types of grading involving less than 100 cubic yards of soil.

Proposed Revision or Action:
The Grading Ordinance should be amended to be consistent with General Plan policies related to the maximum slope on which development is permitted, and to align the Ordinance with the Town's Stormwater Pollution Control Program.

Hillside/ Ridgeline Ordinance

(See "Scenic Hillside and Major Ridgeline Development Ordinance")

Housing Element

The Danville Housing Element is the Town's policy document regarding housing. It addresses housing needs in the Town and the specific programs required to meet these needs. Having a certified Housing Element is necessary to remain eligible for certain types of government grants and to avoid potential litigation.

The Housing Element includes state-mandated provisions for second units and density bonuses, along with a variety of local measures which help achieve the Town's housing goals (for example, the Town's inclusionary housing requirements). A key implementation program in the Danville 2007-2014 Housing Element responds to the state-mandated "Adequate Sites" analysis. That program called for the rezoning of at least 9.6 acres of land to higher densities to ensure the Town can meet its fair share of the Bay Area's housing needs, as required by State law. The 2030 General Plan provides the foundation for these zoning changes through changes to the Town's Land Use map.

Proposed Revisions or Actions:
In December 2010, the State Department of Housing and Community Development certified the Danville 2007-2014 Housing Element. The certification was predicated on a commitment to rezone various "housing opportunity sites"

following adoption of the 2030 General Plan. With adoption of the General Plan and subsequent rezoning for General Plan consistency, this commitment is fulfilled. Multifamily housing will be permitted on these sites "by right", meaning that neither a legislative action nor a conditional use permit will be required.

The Housing Element itself includes an extensive implementation program with many actions and ongoing programs. These will continue to be carried out throughout the life of the General Plan, and may be supplemented by new actions as a result of future Housing Element revisions.

Intergovernmental Coordination

The complex overlay of jurisdictions providing public services and controlling land use in the Tri-Valley area make effective intergovernmental coordination essential to the Town of Danville. To ensure coordination between land use decisions and infrastructure planning, the Town must maintain liaison with a wide range of government agencies and public service providers. To ensure coordination with Contra Costa County and other cities, the Town monitors the actions of regional and sub-regional planning agencies, the County Planning Commission, the County Board of Supervisors, and the Planning Commissions and City Councils of other cities in the Tri-Valley area. The Town participates when issues affecting Danville are being considered and when broader regional and sub-regional issues such as housing, transportation, and air quality are addressed.

Intergovernmental coordination is a mandatory component of the Town's growth management program. The Town serves on several sub-regional and regional planning committees and coordinates with the Contra Costa Transportation Authority and others in long-range transportation planning. The Town also coordinates with the San Ramon Valley Unified School District on issues such as the joint use of school and park facilities (discussed further in Chapter 5 of the General Plan). Coordination with East Bay Municipal Utility District, Central Contra Costa Sanitary District, and the County Flood Control and Water Conservation District on water, sewer, and drainage issues also is critical.

The Town also works closely with the Local Agency Formation Commission (LAFCO) on issues related to annexation and changes to Danville's Sphere of Influence (SOI). The SOI encompasses all land within the Town limits and areas outside the Town where urban services may potentially be provided in the future.

Since the Town's incorporation in 1982, the SOI has been expanded several times to accommodate annexations. The SOI has also been reduced to exclude permanent open space areas that were outside the County's Urban Limit Line. In the early 2000s, the SOI was also reduced to remove lands lying north of Camino Tassajara and east of the Blackhawk Plaza Shopping Center. These areas were removed from Danville's sphere of influence because Contra Costa County granted approval to several residential subdivisions with the expectation that services would be provided by entities other than the Town of Danville.

Proposed Revisions or Actions:

During recent years, the Town has studied the costs and benefits of modifying its sphere of influence (SOI) to again include the residential areas on the north side of Camino Tassajara east of the Blackhawk Plaza Shopping Center. As noted above, these areas were in the SOI at one time. With the completion of County-approved projects in this area (Bettencourt Ranch, Shadow Creek, etc.), there may be benefits to placing them back in the SOI and working toward their eventual annexation. The 2030 General Plan shows these developments as being within the Danville Planning Area, which would provide the flexibility for a future application to LAFCO for a SOI amendment.

Lands to the east of Alamo Creek subdivision (on the south side of Camino Tassajara east of Danville) are currently beyond Danville's SOI and also beyond the Town's Urban Growth Boundary. An application for subdivision of a portion of this area into rural (5+ acre) homesites was under consideration by Contra Costa County at the time of adoption of the 2030 Danville General Plan. This

area is not proposed for addition to the Town's SOI through the 2030 General Plan, since the Town supports the existing County General Plan agricultural designations for this area.

(See the Implementation sections of Chapters 4, 5, and 6 for additional information on Intergovernmental Coordination).

Planning Commission

The Town of Danville has a Planning Commission responsible for various aspects of the development review process. The Commission makes recommendations to the Town Council on matters pertaining to the General Plan, Zoning Ordinance, and Capital Improvement Program. Among their responsibilities are the review of proposed development plans, land use permits, major and minor subdivisions, rezoning actions, and related public hearings and environmental reviews. The Commission reviews projects in the context of General Plan goals and policies and determines project conformance with established land use and design standards.

Public Works and Engineering Design Standards

The Town has adopted various engineering and design standards for streets, curbs, utilities, and other public works. Proposed subdivisions and other private and public projects are reviewed by the Town Engineer and Engineering Division staff to ensure compliance with these standards. Engineering design standards help ensure safe, well designed improvements and compliance with state and federal codes.

Proposed Revisions or Actions:
The Town's Engineering Division routinely reviews, and revises as necessary, the "Standard Plan" submittal requirements for new development. These requirements address street width, curve radii, diameter of utility lines, and other engineering parameters applying to new construction. With the next round of reviews/revisions, the Division should consider changes to reflect the requirements of the Town's Stormwater Pollution Control Program. Future revisions will be made as needed in response to best practices, new environmental requirements, and state and/or federal law.

RV Storage Ordinance

The Outdoor Parking and Storage of Vehicles, Equipment, and Materials Ordinance was adopted by the Town Council in 1984 (Ord. 41 84). The Ordinance regulates the storage of vehicles, boats, equipment, or materials on private property. The Ordinance was amended in 2005 to provide clarity on the parking and storage regulations and to improve the Town's enforcement abilities.

Satellite Dish/Wireless Communication Ordinances

The Satellite Antennas and Microwave Equipment Ordinance was adopted by the Town Council in 1985 (Ord. 66 85). The Ordinance established setbacks, design criteria, and design review procedures for satellite antennas in the Town. Danville's Wireless Communication Ordinance was adopted in 1996. It regulates the placement of wireless communication and transmission facilities in the Town to minimize potential visual impacts.

Proposed Revisions or Actions:
The Satellite Antennas and Microwave Equipment Ordinance is very dated given changes in technology since 1985. This Ordinance will be reviewed following adoption of the General Plan to decide whether it should be revised or rescinded. The Wireless Communication Ordinance continues to be relevant but will be updated to address areas where State law has preempted local control and to address changes in technology. Such changes may have a bearing on the nature and extent of potential visual impacts associated with wireless communication facilities as well as their locational requirements and design characteristics.

Scenic Hillside and Major Ridgeline Development Ordinance

The Scenic Hillside and Major Ridgeline Development Ordinance was first adopted by the Town in 1984. It implements planning and development goals by placing strict limits on the development of Town-identified major ridgeline areas. It establishes requirements for special permits for development within scenic hillside areas and mandatory design standards for hillside projects.

Through two rounds of updates, the first in 2002 and the second in 2008, the Ordinance was strengthened and refined to provide additional design standards for residential projects in visually sensitive hillside and ridgeline areas. Additional and/or refined design standards addressing such factors as grading, landscaping, building colors and materials, landscaping, and building massing and height were added to the Ordinance through the updates.

Areas covered by the Scenic Hillside and Major Ridgeline Development Ordinance are shown in **Figure 10**.

Proposed Revisions or Actions:
The mapping associated with the Scenic Hillside and Major Ridgeline Development Ordinance should be reviewed and adjusted if necessary to reflect the visual sensitivity of scenic hillside and/or major ridgeline areas. Updated mapping is appropriate given the annexations that have occurred since 1984 and the nature and scope of residential development that has occurred.

Street Tree Planting Program

The Town installs and maintains landscaping and street trees on public properties and within specified public rights-of-way. The Town should continue to evaluate and select the tree species appropriate for various settings and should continue to implement the tree planting recommendations of the Downtown Beautification Guidelines. As development occurs, the Town should continue to provide guidance to developers regarding the selection of appropriate street trees.

Subdivision Ordinance

The Subdivision Ordinance regulates the subdivision of land in the Town. The precise design standards imposed by the Town must be reflected in Tentative Subdivision Maps, the key document addressed in the Subdivision Ordinance. Approval of a proposed subdivision is discretionary and dependent upon, but not assured by, the applicant meeting all relevant land use regulations (i.e., zoning, General Plan, CEQA, design standards, etc.).

Proposed Revisions or Actions:
The Ordinance should be periodically reviewed and revised as needed based on changes in construction methods, changes in design standards, and/or changes necessary to reflect the Town's Stormwater Pollution Control Program and similar requirements.

Tree Preservation Ordinance

The Tree Preservation Ordinance was initially adopted in 1989. It established criteria for preserving mature trees and tree stands within the Town, with an emphasis on indigenous species. The Ordinance identifies species, size, and location of protected trees; procedures for Development Review; and permit requirements for the removal of protected trees. Conditions under which native specimen trees may be removed (such as disease or threats to structures or utilities) are also addressed.

Significant changes to the Ordinance were made in 2001, including adjusting the list of protected trees, creating a Heritage Tree category, refining the process for security deposits and penalties, and expanding the range of mitigation measures available when protected trees are removed. Additional changes to the Ordinance occurred in 2009. The list of protected trees was further adjusted, and redwoods were removed from protected status. The changes also clarified when an arborist report must be prepared for a Tree Removal Permit, and the findings that must be made to authorize the removal of protected trees.

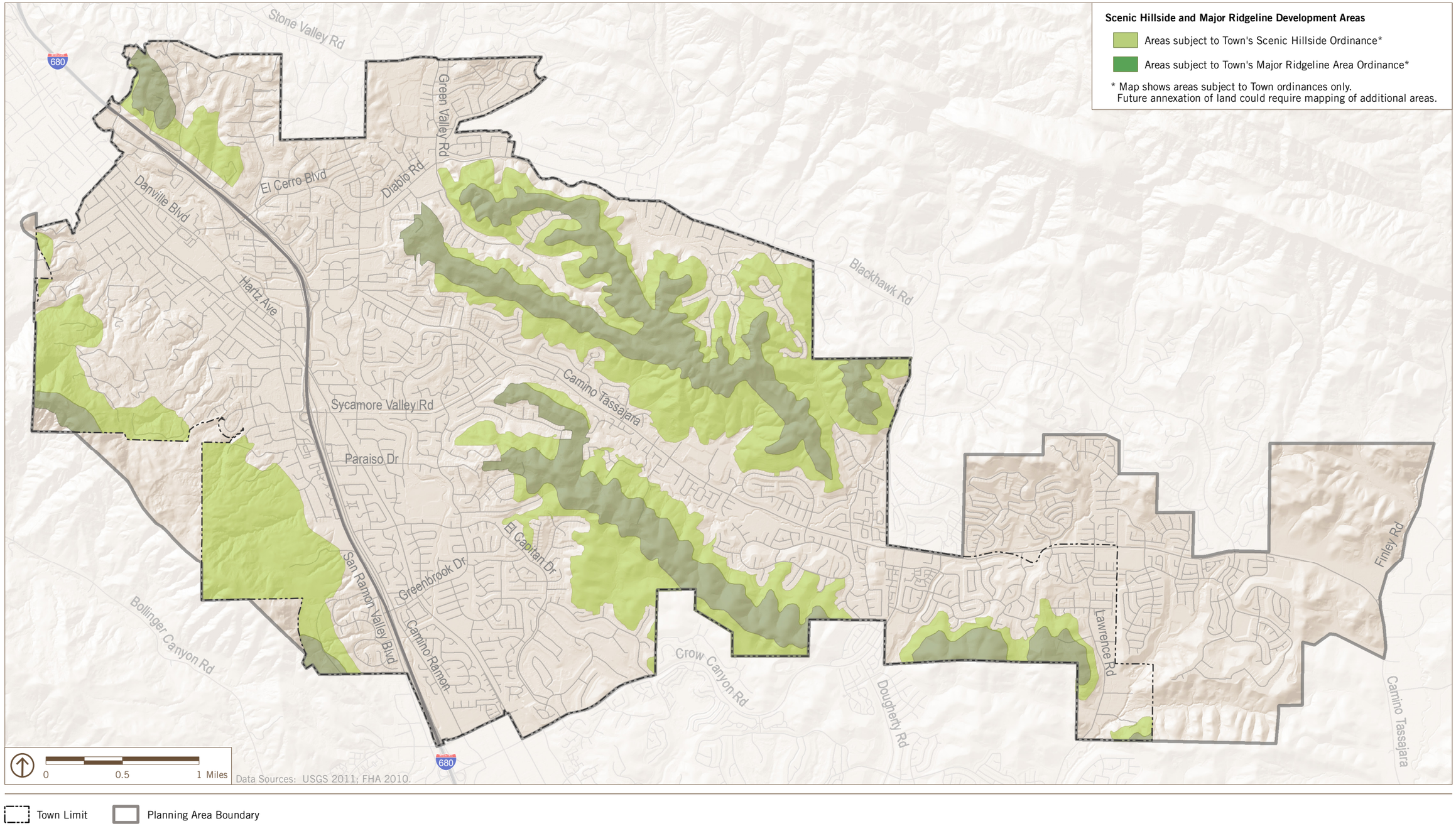


FIGURE 10

SCENIC HILLSIDE AND MAJOR RIDGELINE DEVELOPMENT AREAS

Zoning Ordinance

The Danville Zoning Ordinance translates the General Plan Land Use map into precise regulations affecting specific parcels of land. State law requires that the zoning ordinance and map be consistent with the general plan—specifically, with the Land Use map and land use designations. Because of the consistency requirement, the Danville Zoning Ordinance is one of the most important tools for the ongoing implementation of General Plan policies. Regulations and development standards (e.g., minimum yards, building mass, height, parking, etc.) have been developed for each zoning district.

The Zoning Ordinance includes provisions for Planned Unit Development District (P-1) zoning. P-1 zoning permits more flexible development standards on appropriate sites as a means of conserving open space, enhancing project aesthetics and amenities, and ensuring continued high quality development. The Danville Zoning Ordinance also includes provisions for land use permits and variances where specific findings can be made.

The Zoning Ordinance is periodically amended in response to changing conditions and issues. Among the changes made between 1999 and 2010 were updates to the home occupation regulations, revisions to the residential density ranges (splitting an existing district in two to create the multifamily low/medium and high/medium ranges), creation of minimum densities for the multifamily districts, creation of a mixed use designation for the Downtown area that accommodates a mix of commercial and residential uses (i.e., DBD – Area 11 Special Opportunity District), and revisions to the single family regulations to address bulk/massing considerations on undersized lots.

Proposed Revisions or Actions:
The following actions should be undertaken following adoption of the General Plan:

- Creation of a new zoning category which permits densities up to 30 units per acre, consistent with the Land Use map.
- Update of the Density Bonus Ordinance to align with the SB 1818 requirements approved the State of California in 2005.
- Revisions to the Zoning Map to reflect changes to the Land Use map made through adoption of the 2030 General Plan.
- Various changes to reflect implementation measures contained in the Danville 2007-2014 Housing Element (e.g., the creation of new and recalibrated multifamily residential districts, update of the inclusionary housing ordinance, amendments consistent with the intent and requirements of SB 2 relative to emergency shelters, DBD ordinance revisions for single room occupancy (SRO) units, changes to facilitate the location and development of supportive housing and transitional housing, and adoption of a condominium conversion ordinance).
- Updates as needed in response to changes in home-based business activity, changes in technology, and other trends affecting home occupations.
- Review and update of existing zoning regulations as needed to ensure that they are amenable to incubator businesses, small information economy firms and start-ups, and other uses which enable Danville to achieve its economic development objectives (with one possible mechanism being an "Innovation Overlay District" which accommodates or provides incentives for these types of business activities).

B. GROWTH MANAGEMENT

Many of the implementation measures listed above, particularly intergovernmental coordination and Development Review, will help the Town implement its Growth Management policies. Three additional implementation measures, listed below, are specifically aimed at Growth Management.

Dougherty Valley Settlement Agreement

This Agreement was executed by the Town of Danville, Contra Costa County, the City of San

Ramon, and the Dougherty Valley developers in 1994 in conjunction with the approval of the Dougherty Valley General Plan Amendment by the County. The legally binding Agreement requires full mitigation for any subsequent General Plan amendments within the three jurisdictions and contains provisions for future growth management which must be met, including traffic level of service standards and performance standards for other facilities and services.

Measure J Compliance Programs

Measure J includes a number of specific implementation requirements, including the General Plan Growth Management Element. The Town will continue to enforce its Growth Management Element to assist in providing orderly growth throughout Contra Costa County. The Town will also maintain an Urban Growth Boundary, a five-year capital improvement program, a transportation systems management program, and programs to mitigate local and regional development impacts. Consistent with Measure J, the Town will also participate in multi-jurisdictional planning efforts and periodically report on its progress in providing housing opportunities for all income levels.

Under Measure J, the Town is required to submit a biennial Growth Management Program Compliance Checklist. Among other things, this report must demonstrate the Town's progress in meeting its affordable housing targets, and address how the Town is planning to meet projected housing needs through its plans and regulations. The Town also participates in the development and implementation of Action Plans for Routes of Regional Significance, as defined by the Southwest Area Transportation Committee and adopted by CCTA. Additional information on transportation-related implementation measures may be found in Chapter 4 of the General Plan.

Urban Growth Boundary

The Urban Growth Boundary (UGB) is an important tool for protecting open space and is also required under Contra Costa County Measure J. Contra Costa County has adopted an Urban Limit Line (ULL) which delineates the ultimate extent of development in the county, including Danville. Danville has adopted the ULL line as its Urban Growth Boundary. Given the requirements of Measure J and Danville's own Measure S, a voter initiative would be required to change this boundary if it resulted in the re-designation of land from open space to an urban land use.

C. HISTORIC PRESERVATION

Many of the Community Development implementation measures listed earlier in this Chapter will help the Town carry out its historic preservation policies. For instance, the Downtown Master Plan and Downtown Business District Ordinance include development policies and standards that encompass the Town's greatest concentration of historic structures. Similarly, the CEQA process provides an opportunity to evaluate a project's impact on historic and archaeological resources.

The Town has identified several additional measures that are specifically aimed at historic preservation. Collectively, these measures comprise the Town's historic preservation "program." The components of the program are listed below:

Archaeological Recovery Procedures

Specific procedures must be followed if archaeological deposits or features are discovered during an excavation, grading, or construction project. Work within 50 feet of the discovery typically must cease until the find is flagged, secured, and assessed by a qualified archaeologist. If the find is determined to be isolated or recent, then construction may resume. If it is potentially significant, appropriate mitigation measures must be developed and the Town and the affected property owner must be notified. Following resolution, a report documenting the methods, findings and recommendations of the archaeologist should be prepared.

California Health and Safety Code

Section 7050.5 of the California Health and Safety Code states that in the event of discovery or recognition of any human remains in any location other than a dedicated cemetery, there must be no further excavation or disturbance of the site or any nearby area reasonably suspected to overlie adjacent remains until the County coroner has determined whether the remains are subject to the coroner's authority. If the human remains are of Native American origin, the coroner is required to notify the Native American Heritage Commission within 24 hours of this identification. The Native American Heritage Commission would then typically identify a Native American Most Likely Descendent (MLD) to inspect the site and provide recommendations for the proper treatment of the remains and associated burial goods.

California Public Resources Code

California Public Resources Code Section 5097.5 prohibits excavation or removal of any "vertebrate paleontological site… …or any other archaeological, paleontological or historical feature, situated on public lands, except with express permission of the public agency having jurisdiction over such lands." Section 5097.5 establishes that any unauthorized disturbance or removal of archaeological, historical, or paleontological materials or sites located on public lands is a misdemeanor.

California Register of Historical Resources

The California Register of Historic Resources program was developed by the State Historical Resource Commission for use by state and local agencies, private groups and citizens to identify, evaluate, register and protect California's historical resources. The California Register is the authoritative guide to the state's significant historical and archeological resources. The program encourages public recognition and protection of resources of architectural, historical, archeological and cultural significance, identifies historical resources for state and local planning purposes, determines eligibility for state historic preservation grant funding and affords certain protections under the California Environmental Quality Act.

Any resource listed in, or eligible for listing in, the California Register is to be considered during the CEQA process. A cultural resource is evaluated under four California Register criteria to determine its historical significance. These include:

- Events that made a significant contribution to California's history and cultural heritage.
- Association with the lives of persons important in our past.
- Embodiment of distinctive characteristics of a type, period, region, or method of construction, or represents the work of an important creative individual, or possesses high artistic value.
- The extent to which the resource has yielded, or may be likely to yield, information important in prehistory or history.

Age of the potential resource is also a factor. The State of California Office of Historic Preservation recommends documenting and taking into consideration in the planning process, any cultural resource that is 45 years or older. The comparable federal criteria is 50 years or older.

A final consideration of a potential cultural resource is the degree to which the resource possesses "integrity", which is defined as "the authenticity of a historical resource's physical identity evidenced by the survival of characteristics that existed during the resource's period of significance." Resources that are significant, meet the age guidelines, and possess integrity will generally be considered eligible for listing in the California Register.

Heritage Resource Commission

The Danville Heritage Resource Commission (HRC) is a Town board responsible for establishing criteria for identifying historic sites, inventorying and protecting these sites, and developing preservation incentives for property owners. The HRC has the authority to recommend standards to

the Town Council for the alteration, construction, rehabilitation, restoration, or removal of designated improvements and to enforce these standards through the review of building permits and development applications. The review process provides an opportunity for public comment on proposed changes to structures that have either been designated as Heritage Resources or, because of some combination of the structure's age, design, historic use, or location, may be subject to aspects of the heritage resource program. The review process also affords HRC with the opportunity to review and comment on the design of new buildings in the historic Downtown area.

Historic Design Review Committee

The Historic Design Review Committee (HDRC) is a standing committee that includes members of the Heritage Resources Commission (HRC) and members of the Design Review Board. The HDRC is convened to review development plans and make recommendations to the HRC, with a focus on project design.

Historic Preservation Ordinance

Danville adopted a Historic Preservation Ordinance in 1989 as a means of identifying and preserving historic resources. The Ordinance required an ongoing survey of historic resources, established criteria for designating such resources, and listed incentives for preservation. Survey efforts have occurred since that time, but additional survey efforts are still needed. The Ordinance was amended in 2001 to clarify its intent, refine the criteria for eligibility, establish a mechanism for creating historic districts, and provide additional opportunities for comment by the owners of nominated properties. The changes also clarified the procedure for reviewing alterations, building on the U.S. Secretary of the Interior Standards. In addition, the amendment took preservation incentives out of the Ordinance and placed them in a Resolution instead, creating more flexibility to modify the list in the future.

Proposed Revisions or Actions:
Ongoing regular review of the Ordinance and the historic preservation incentive "tool box" should occur to further refine and strengthen the overall historic preservation program.

Public Information and Education

In addition to its Historic Preservation Ordinance, Danville has undertaken a variety of activities in support of historic preservation. The Town promotes exhibits, programs, fairs, and special events which celebrate Danville's heritage and history and has collaborated with the Museum of the San Ramon Valley to publish a guided walk highlighting the Town's designated Heritage Resources and a book celebrating Danville's sesquicentennial in 2008. The activities of nonprofit preservation groups and historical societies are supported. Financial support for historic preservation efforts is provided and grants for preservation are pursued.

Proposed Revisions or Actions:
The following specific actions are recommended to enhance the Town's historic preservation program:

- Further develop the historic preservation resource library, including the addition of publications from state and federal governments and nonprofit organizations.

D. ECONOMIC DEVELOPMENT

The Town has already taken many steps to support the success of local businesses and to expedite business creation and expansion. In addition to the implementation measures previously listed in this Chapter, the following specific programs will help support the Town's economic development policies:

Blueprint for Action

The Blueprint is a Town-commissioned marketing strategy designed to promote Danville as a shopping destination. Its goal is to raise the Town's profile as a shopping "destination of choice" within the region, thereby reducing the loss of sales

tax dollars to other communities. The Blueprint includes an evaluation of Danville's strengths, a summary of market conditions and target markets, and a series of short-term, mid-term and long-term implementing actions. The actions generally encompass marketing strategies, promotional efforts, organizational strategies, and a toolbox of communication measures.

Business Concierge Program

Danville's Business Concierge Program provides one-on-one consultation by Town Staff with new and existing businesses. The program's intent is to help businesses navigate the planning, building, and engineering processes, and inform businesses about economic resources and technical assistance programs. The program is tailored to meet the unique requirements of each business, including applicable codes and permitting requirements. Staff provides insight and assistance to businesses on how to meet the requirements of other regulatory agencies, such as the County Health Department and the San Ramon Valley Fire Protection District. The service also provides a clearinghouse for business assistance programs, including grants, workshops, and advertising opportunities.

Economic Development Strategy

The Town adopted an Economic Development Strategy in 2006, and updated that Strategy in 2008 to reflect progress during the prior two years. The Strategy identified a number of specific goals and action items to promote business retention, creation and attraction, and to market Danville as a business "location of choice."

Proposed Revisions or Actions:
The Town should broaden the scope of its Economic Development Strategy so it functions as an Economic Development Plan. The Plan should include a vision for Danville's position within the Tri-Valley area and should be based on an inventory of assets, analysis of trends, focused interviews, and surveys. Various strategic initiatives would be identified, carrying forward relevant parts of the 2008 Strategy but adding new strategies to meet the challenges of the 21st Century economy.

Innovation Hub Initiative (iHub)

The iHub Initiative was launched by the State of California to harness and enhance California's innovative spirit and improve the state's national and global competitiveness. The idea is to leverage assets such as research parks, technology incubators, universities, and federal laboratories to enhance business development and provide a platform for start-up companies, economic development organizations, business groups, and venture capitalists. The iHub initiative will stimulate partnerships, economic development, and job creation in specific industry clusters.

Twelve iHubs have been designated in the state thus far, including the i-GATE (Innovation for Green Advanced Transportation Excellence) area which includes Danville south to Fremont and east to Livermore. This area includes national research institutions such as Lawrence Livermore National Laboratory and Sandia National Laboratory, as well as corporate industry and technology offices. i-GATE's focus is on creating jobs and regional economic growth in green transportation, clean energy, and high performance computing. While Danville does not have the land resources to support manufacturing or wholesaling activities in this sector, it has the human capital to incubate new ideas and forge partnerships which can advance this sector of the regional economy. At the local level, this could mean new office or research facilities in underutilized commercial spaces, or additional home occupations in such areas as the green technology sector.

Resource Guides

Danville has created a number of resource guides to assist local businesses and to inform patrons of shopping, dining, and leisure opportunities. The Town has developed a Business Resource Guide, which addresses the needs of existing businesses as well as new businesses that wish

to locate in Danville. It has also developed a Downtown Walking Map for business patrons, and a Downtown Parking Map to assist those arriving by car.

Retail Incentives Program

This is an interim program which provides grants to help local retailers weather the 2008-2012 economic downturn. In 2010 alone, the program provided 45 retail marketing and promotional grants, 27 retail façade improvement and fee waiver grants, 5 cooperative advertising grants, and two retail marketing workshops. By the beginning of 2011, approximately $370,000 had been injected into the local business community through this effort. Other programs such as this one could be considered in the event of future economic downturns.

Shop Danville First

This is a promotional campaign which emphasizes Danville as the Tri-Valley's most desirable niche shopping and dining destination. The campaign led to the development of a new all-inclusive commercial website promoting all Danville businesses, including business profiles and promotional specials ("hot deals") for individual vendors.

INTRODUCING iHub

California's iHub program is designed to spur economic recovery and growth by showcasing and supporting California's most promising hubs of innovation. One such hub is the Tri-Valley area, the core of an energy research cluster that includes national laboratories and burgeoning technology firms. One of the goals of iHub is to leverage technology from the labs to enhance business development throughout the region. Research by the Tri-Valley Business Council indicates that Danville can benefit from this initiative due its high concentration of start-ups and entrepreneurs in the tech sector. While the Town itself does not have large business parks or industrial campuses, its residents and small businesses are part of an innovation web that helps drive the regional economy.

Virtual Conference Room

"Since 1857, when Daniel Inman built a blacksmith shop on the west bank of San Ramon Creek, Danville has attracted business people of energy and vision."

CHAPTER

4

MOBILITY

A. SETTING

Danville is served by a multimodal transportation system that connects residents to local and regional destinations via freeways, roadways, trails, and public transportation. The Town strives to balance the needs of all modes of travel on its road network by providing for pedestrian and bicycle connectivity, transit accessibility, and smooth vehicular flow. Danville's roads are complemented by attractive and well-maintained streetscapes, miles of bicycle lanes and trails, crosswalks, sidewalks, and traffic calming features.

The emerging vision for transportation reflects the mandate of California's Complete Streets Act of 2008, which requires communities to balance the needs of different modes of travel. In areas such as Downtown Danville, streets have been redesigned to make them safer and more comfortable for pedestrians. When combined with land use and design strategies, this can create more memorable places and a more livable community. Elsewhere in the Town, continued efforts are being made to improve connections between neighborhoods and make it easier and safer to travel without a car.

Mobility: A New Way To Think About Transportation

Mobility refers to the movement of people and goods from one place to another. Previous Danville General Plans treated this topic as part of the "Public Facilities" Chapter and focused on roads and highways. The goal in prior General Plans was to keep traffic moving as smoothly as possible, usually through the construction of new roads or the improvement of intersections.

Travel in Danville commonly occurs via private automobile, but it also may occur via bicycle, bus, on foot, or using other modes of transport. The shift in focus also recognizes that Danville residents have different mobility needs and physical capabilities. The Town's residents include students, disabled persons, and senior citizens who may not be able to drive. Danville also includes commuters seeking alternatives to freeway traffic, a local workforce using public transportation, and many residents who would prefer to walk or bicycle when making short trips, rather than using their cars.

The broader view of transportation taken by the Mobility Chapter is compelled by state and regional programs to reduce greenhouse gas emissions and encourage more sustainable

growth. In 2008, the California legislature adopted SB 375, mandating the coordination of land use, transportation, and housing decisions. At a practical level, this means making more efficient use of existing transportation facilities, concentrating development in the centers of cities and towns rather than locating it on the edges, and making it easier to travel without a car.

As noted above, transportation planning is also being reshaped by a concept known as "complete streets." This concept recognizes that streets are more than just conduits for motorized vehicles, and should be designed to meet the needs of multiple modes of travel, including bicycles, pedestrians and transit users. The concept also reflects the importance of streets in defining the character and aesthetic quality of a community. Streets are among the most important public spaces in a city or town, and serve a function that goes beyond circulation and access. A complete street also contributes to public health, by making walking and bicycling safer and more attractive.

Mobility Patterns in Danville

Danville's land use pattern and relatively low densities, coupled with declining public transit service levels over the past decade, make driving the prevalent form of transportation in the town. As of the 2000 Census, about 80 percent of the town's households owned two or more cars and less than three percent did not own a car. The American Community Survey for 2006-2010 indicates that the percentage of Danville households owning two or more cars has increased since 2000 and is now close to 90 percent.

Commute patterns in the town also indicate heavy dependence on automobiles. The 2000 Census reported that 79.5 percent of Danville's employed residents drove alone to work. Another 7.1 percent carpooled and 5.0 percent used public transportation. In 2000, only 0.8 percent of Danville's residents biked or walked to work and 6.6 percent worked from home. The 2010 American Community Survey shows that these percentages have not changed significantly since 2000, although a larger percentage of residents (i.e., 10 percent) now work from home.

Camino Tassajara. Photo courtesy of Paige Green.

In 2012, Danville had more employed residents than jobs. This means there are more trips leaving than entering Danville in the morning peak hour, and vice versa during the evening peak hour. As of the 2000 Census, only 19 percent of the Town's employed residents worked within Danville's borders. Another 33 percent worked elsewhere in Contra Costa County. The remaining 48 percent commuted to another county, principally Alameda, San Francisco, and Santa Clara Counties. Data from the American Community Survey for 2006-2010 indicates the percentage of Danville residents working in Contra Costa County has edged up slightly in the last decade, in part due to a larger number of telecommuters and home-based businesses.

The Census also provides data on commute times. In 2000, the median commute time for Danville residents was 31 minutes each way. About 17 percent of the Town's employed residents had commutes of one hour or more. The 2006-2010 American Community Survey indicates these figures were virtually the same in 2010 as they were a decade ago.

Street and Highway System

Streets and highways form the backbone of Danville's circulation system. Streets are classified using several categories based on their functions and traffic volumes. These classifications in turn provide the basis for engineering design standards.

The General Plan designates streets using the following categories: Major Arterial, Minor Arterial, Major Collector, Minor Collector, and Neighborhood Access Streets. The remaining streets are local streets that have the sole function of providing access to adjoining land uses. The text box at right shows the typical daily vehicle capacities associated with each street category. **Figure 11** (and the accompanying text box on page 4-4) indicates how this classification system applies to Danville's streets and **Figure 12** shows these roads on a map, along with current (Year 2010) traffic volumes. The capacities shown here are intended to be general guidelines for planning purposes and are not absolute limits. As the data and map indicate, several road segments are operating close to – or above – the ranges indicated in the text box. This should be taken into consideration when making future land use decisions, and when planning for improvements to the transportation network.

TYPICAL VEHICLE CAPACITIES ON DANVILLE STREETS, BY TYPE(1)

	VEHICLES PER DAY
Major Arterial	More than 15,000
Minor Arterial	10,000-15,000
Major Collector	5.000-15,000
Minor Collector	3,500-10,000
Neighborhood Access	1,500-3,500
Local	<1,500

Source: Town of Danville, 2012

(1) Ranges listed here are intended as guidelines for planning purposes and are not absolute limits.

The predominant roadway corridor in Danville is Interstate 680, which bisects the town in a north to south direction. Within the town, Danville is accessed by freeway interchanges at Sycamore Valley Road, Diablo Road, El Cerro Boulevard, and El Pintado Road. The Crow Canyon interchange in San Ramon also provides a major point of access to Danville neighborhoods.

Traffic conditions on the freeway and at the interchanges have a major influence on Danville and the levels of congestion found on surface streets within the Town. When an accident or unusual condition causes a breakdown in freeway traffic flow, the Town is immediately affected by traffic using Town streets to bypass the incident. San Ramon Valley Boulevard, Hartz Avenue, Danville Boulevard, and Camino Ramon are particularly

CLASSIFICATION OF DANVILLE ROADS BY TYPE

MAJOR ARTERIAL

San Ramon Valley Boulevard (Railroad Avenue to Town limits)
Sycamore Valley Road (San Ramon Valley Boulevard to Camino Tassajara)
Camino Tassajara (Sycamore Valley Road to Town limits)
Crow Canyon Road (Camino Tassajara to Town limits)
Diablo Road (Hartz Avenue to Camino Tassajara)

MINOR ARTERIAL

Danville Boulevard (Railroad Avenue to Town limits)
Hartz Avenue (San Ramon Valley Boulevard to Railroad Avenue)
Railroad Avenue (San Ramon Valley Boulevard to Hartz Avenue)
Camino Ramon (Greenbrook Drive to Sycamore Valley Road)
Green Valley Road (Diablo Road to Stone Valley Road)
Diablo Road (Camino Tassajara to Town limits)
El Cerro Boulevard (Danville Boulevard to Diablo Road)
Stone Valley Road (portion of ROW within Town limits only)
Blackhawk Road (Silver Maple Drive to Diablo Road, portion within Town limits)

MAJOR COLLECTOR

Front Street (Diablo Road to Hartz Way)
Camino Ramon (Greenbrook Drive to Town limits)
Greenbrook Drive (Camino Ramon to Sycamore Valley Road)
El Capitan Drive (Crow Canyon Road to St. Regis Drive)
Camino Tassajara (Diablo Road to Sycamore Valley Road)
La Gonda Way (El Cerro Boulevard to Danville Boulevard)

MINOR COLLECTOR

La Gonda Way (El Cerro Boulevard to El Portal)
El Portal (Danville Boulevard to La Gonda Way)
Del Amigo Road (Danville Boulevard to Verona Avenue)
West El Pintado Road (El Cerro Boulevard to Diablo Road)
Hartz Way (Hartz Avenue to Front Street)
Sycamore Valley Road West (San Ramon Valley Boulevard to Calvary Court)
El Capitan Drive (St. Regis Drive to Camino Ramon)
Old Blackhawk Road (Camino Tassajara to Maison Drive)
Center Way (Crow Canyon Road to Tassajara Ranch Drive)
Lawrence Road (Camino Tassajara to Jasmine Way)

NEIGHBORHOOD ACCESS

El Pintado Road (La Gonda Way to El Cerro Boulevard)

*All roads not listed above are classified as "Local Streets"

Source: Town of Danville, 2012

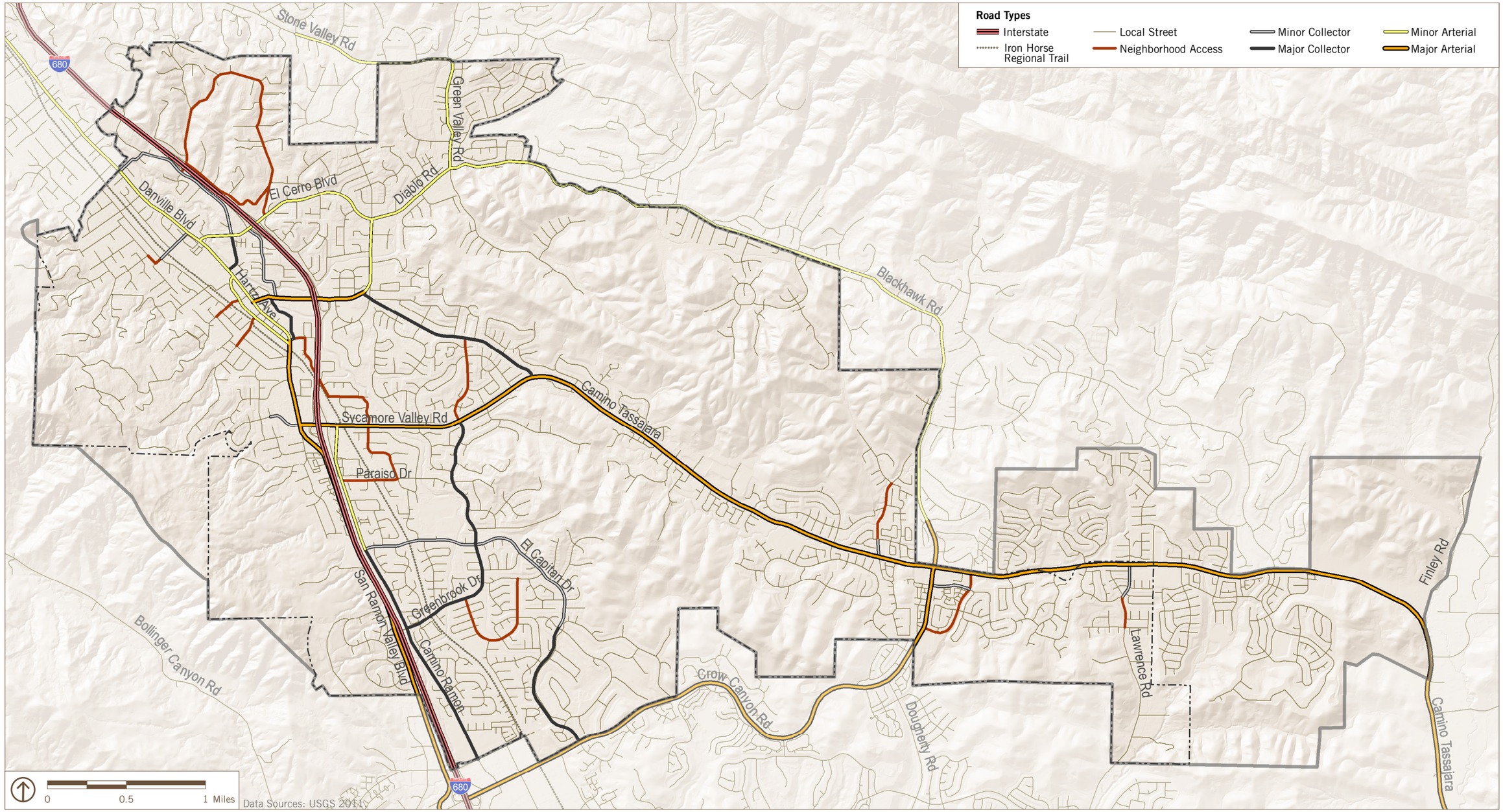


FIGURE 11

CLASSIFICATION OF DANVILLE ROADS BY TYPE

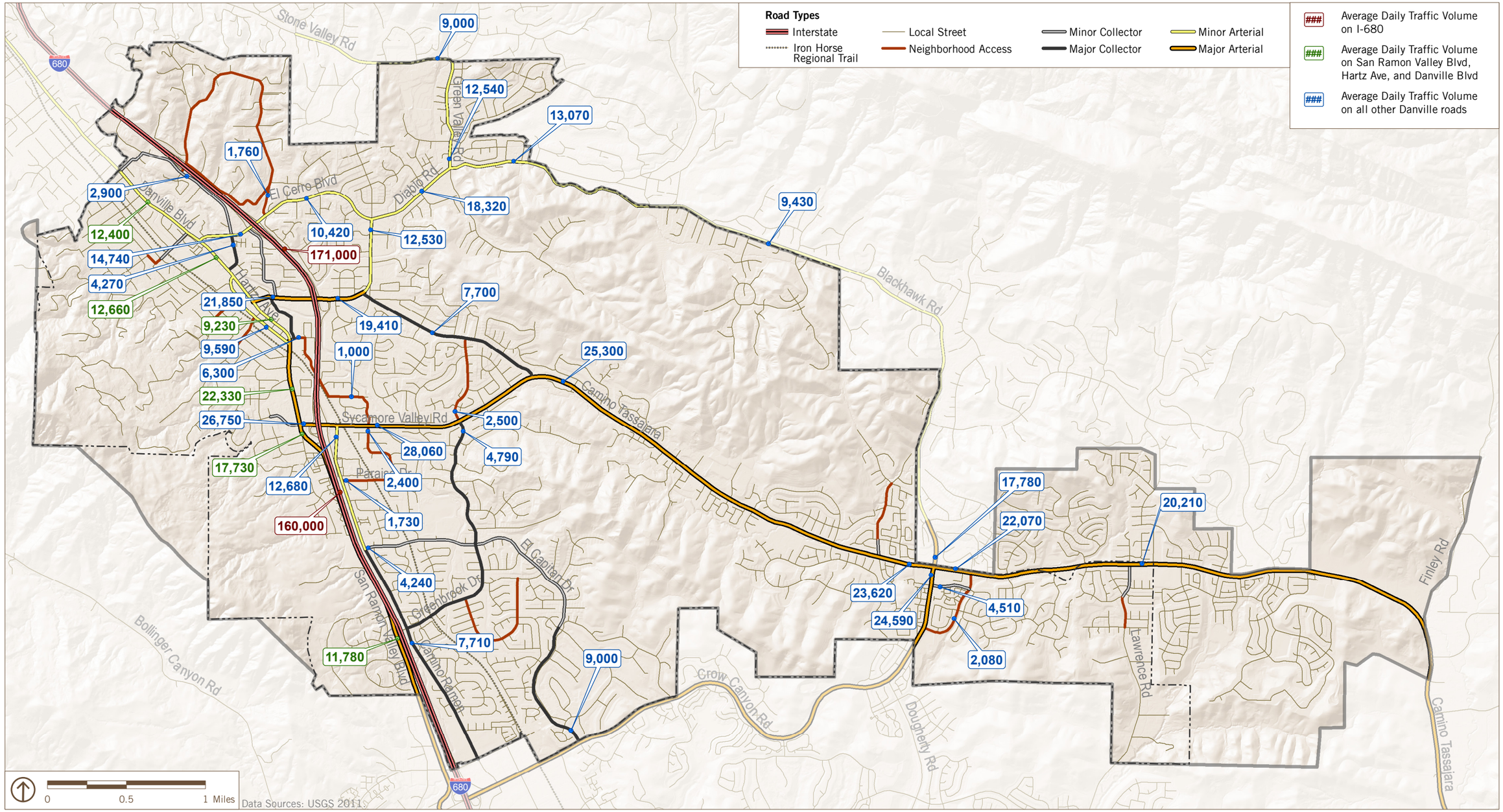


FIGURE 12

TRAFFIC VOLUMES 2010

susceptible to traffic conditions on Interstate 680. The Town discourages such diversions by maintaining and enforcing speed limits on Town roadways and designing roads in this corridor to limit fast-moving through-traffic.

Danville has a well-defined arterial roadway system that connects residential and commercial areas to the freeway. The El Cerro Boulevard/Diablo Road/Blackhawk Road corridor and the Sycamore Valley Road/Camino Tassajara corridor both provide east-west circulation through the Town. While most segments of these roads have been improved to arterial standards, limited segments have been retained at two lanes in order to retain their rural or residential character. Crow Canyon Road provides a third east-west corridor along the Town's southern border. The configuration of most of the Town's arterials represents their maximum capacity and serves to control the speed and volume of pass-through traffic.

Danville Boulevard, Hartz Avenue, Railroad Avenue, and San Ramon Valley Boulevard form a north-south corridor on the west side of Interstate 680. This corridor includes segments which have high levels of pedestrian and bicycle traffic as well as segments that are mostly auto oriented. On the east side of the freeway, Camino Ramon runs north-south between Crow Canyon and Sycamore Valley Roads. There are no other major north-south arterials on the east side of I-680.

Daily traffic volumes help to identify the appropriate classification for a street. **Figure 12** shows the daily traffic volumes that were counted by the Town of Danville in various locations during 2010. The most recent available traffic counts from the California Department of Transportation (2010) are shown for I-680. In 2010, traffic volumes on Interstate 680 in Danville ranged from 167,000 to 172,000 annual average vehicles per day, an increase in the range of about 16 to 18 percent since 1997.

Other than I-680, the highest average daily trip (ADT) volumes are on Sycamore Valley Road east of I-680 (28,100 ADT), Camino Tassajara east of Sycamore Valley Road (25,300 ADT), Crow Canyon Road south of Camino Tassajara (24,600 ADT), Diablo Road west of I-680 (21,900 ADT), Camino Tassajara east of Crow Canyon Road (22,100), and San Ramon Valley Boulevard south of Railroad Avenue (22,300 ADT). All of these higher volume streets are designated as Major Arterials. The average daily traffic volumes are all within 10 percent of the volumes recorded in 1998, with a few segments going up slightly and others going down slightly.

The most critical time of the day for traffic operations in Danville, particularly at key intersections, is the AM peak period, typically lasting from 7 to 9 AM. However, roadways paralleling I-680 experience their highest levels of congestion during the PM commute peak periods, largely due to shopping, service, and school-related traffic in and around Downtown Danville.

Historically, and consistent with standard practice in most cities, the performance of streets and intersections in Danville has been expressed through a measurement called "Level of Service" (LOS). In traffic engineering practice, streets and intersections are classified into six "levels of service" reflecting the degree of traffic congestion. Like a lettered report card, streets are graded on a scale from "A" to "F." The grades are based on the volume of vehicles passing through an intersection or along a street segment relative to the design capacity of that street or intersection (this is also called the volume to capacity ratio, or V/C ratio). LOS "A" indicates free flowing traffic with no delays. LOS "F" indicates jammed conditions, with long delays.

In the past, Danville has used LOS "D" as the benchmark for defining the adequacy of a road's performance during the peak hour. Roads in the Town generally meet this standard today.

[1] *Danville's Routes of Regional Significance include seven intersections that are regularly monitored to determine their congestion levels.*

In addition, the Contra Costa Transportation Authority (CCTA) has established LOS standards for "Routes of Regional Significance." Routes of Regional Significance include two corridors within Danville and one corridor on the edge of Danville. These are:

- Danville Boulevard/ San Ramon Valley Boulevard south of Sycamore Valley (a single corridor with a missing segment through Downtown Danville in the center).
- Sycamore Valley Road and Camino Tassajara (a single corridor comprised of two roads).
- Crow Canyon Road (south of Camino Tassajara).

Intersections on the first two of these corridors are subject to an LOS "D" standard, but with a slightly higher V/C threshold (0.90). The Crow Canyon corridor is subject to a V/C threshold of 0.91.[1]

Existing (2010) Level of Service at seven major intersections along Danville's Routes of Regional Significance is shown in **Figure 13**. Traffic data for these intersections is tracked through a Transportation Services Objectives (TSO) Monitoring Report.

All of the intersections listed in **Figure 13** operated at LOS D or better during the AM and PM peak hours in 2010. This indicates that the intersections currently have adequate turning and queuing lanes to provide good traffic operations despite high traffic volumes. Between 1999 and 2009, the number of signalized intersections in the Town grew by eight, to a total count of 51 signals that are either fully or partially operated by the Town.[2]

Bicycle Facilities In Danville

Bicycling is a healthy, environmentally sustainable mode of travel. While cycling has traditionally been regarded as a form of recreation in Danville, it can also be a viable means of traveling to school, shopping, work, and other destinations. Facilities such as the Iron Horse Trail are particularly important, as they connect Danville to two BART stations, major employment centers, and the surrounding region. The Iron Horse Trail also connects residential neighborhoods to one another, to Downtown, to local schools and parks, and to cities along the I-680 corridor from Dublin to Concord.

Expanding Danville's bicycle network has been a priority for more than two decades, resulting in a highly functional, well-connected system today. Nearly 50 miles of officially designated bicycle trails, paths, and routes have been developed.[3]

REDEFINING "LEVEL OF SERVICE" FOR NON-REGIONAL ROUTES

Danville is developing new metrics for evaluating the performance of its transportation system This will enable the Town to consider the context of each roadway and the character of adjacent uses, rather than simply the volume to capacity ratio.

Other factors, such as bicycle and pedestrian safety and the availability of transit also are being taken into consideration. For example, the priority in Downtown Danville is not simply to move cars as quickly as possible along local streets; it is also to ensure the safety of pedestrians, retain the area's historic ambiance, and create an attractive and comfortable environment for shopping and dining.

Downtown Danville. Photo courtesy of Paige Green.

[2] *Excludes underground ramp metering signal equipment partially installed by Caltrans at the time of General Plan adoption.*

[3] *Includes 7.6 miles of Class I paths, 30.0 miles of Class II lanes, and 11.8 miles of Class III routes.*

FIGURE 13

EXISTING INTERSECTION OPERATIONS ON ROUTES OF REGIONAL SIGNIFICANCE 2010

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	V/C (1)	LOS (2)	V/C (1)	LOS (2)
Danville Blvd. / Railroad Ave. / Hartz Ave.	0.34	A	0.44	A
San Ramon Valley Blvd. / Railroad Ave. / Hartz Way	0.34	A	0.50	A
San Ramon Valley Blvd. / Sycamore Valley Rd.	0.39	A	0.70	C
I-680 Southbound Ramps / Sycamore Valley Rd.	0.53	A	0.59	A
I-680 Northbound Ramps / Sycamore Valley Rd.	0.62	B	0.54	A
Sycamore Valley Rd. / Camino Tassajara	0.61	B	0.49	A
Crow Canyon Rd.-Blackhawk Rd. / Camino Tassajara	0.63	B	0.59	A

Footnotes: (1) V/C = Volume-to-capacity ratio

(2) Level of service (LOS) is based on the volume-to-capacity ratio according to the Contra Costa Transportation Authority's Technical Procedures.

Sources: Fehr and Peers, 2011

The Town adopted a Trails Master Plan in 1989. Provisions for trails were updated in the Parks, Recreation, and Arts Strategic Plan in 2006. The 2006 Plan also incorporated recommendations from a Countywide Bicycle and Pedestrian Plan prepared in 2003, including specific proposals for closing gaps in the Town's trail system. In 2009, the County adopted an updated version of the Bicycle and Pedestrian Plan. The update reflects new funding sources for bicycle improvements, new data on bicycle use and safety, and revised goals and priorities.

The Countywide Plan has the following goals:

- Expand, improve, and maintain facilities for walking and bicycling.
- Improve safety for pedestrians and bicycles.
- Encourage more people to walk and bicycle.
- Support local efforts to improve conditions for walking and bicycling.
- Consider and plan for the needs of pedestrians and bicycles.

All of these goals are relevant to Danville.

Figure 14 indicates Class I, II, and III bicycle routes within the Town of Danville (see text box for an explanation of Class I, II, and III routes). The location of these facilities is consistent with the Countywide Bicycle and Pedestrian Plan. Bicycle traffic is considered in the design of all new traffic signals installed by the Town, and local transit buses are equipped with bicycle racks.

Pedestrian Facilities in Danville

Pedestrian facilities include sidewalks, crosswalks, and off-road paths and trails. Over the past decade, the Town has made substantial investment in these facilities, along with associated improvements such as curb cuts, street lights, kiosks, signage, and other infrastructure. These facilities make walking safer and more pleasant. They are an important part of the public realm in Danville and help define the identity of the town's neighborhoods and business districts. For example, Old Town Danville is highly regarded for its walkable streets and high volume of pedestrian traffic. In addition, roadways built by the Town – such as Camino Tassajara – feature multiple pedestrian pathways in a linear park setting, connecting neighborhoods to local parks and shopping destinations.

Elsewhere in Danville, the Town has actively pursued pedestrian safety improvements by closing gaps in the sidewalk system, constructing pedestrian bridges and trail linkages between neighborhoods, and making walking a more viable mode of travel in all parts of Town. The goal is to complete the continuous pedestrian network envisioned in the Town's first General Plan, making walking a practical alternative to driving for short distance trips.

Creating a more walkable community provides a number of benefits. Walking is one of the most popular leisure activities in the United States and is an important form of recreation in Danville. Walking contributes to public health and wellness. It provides an opportunity to interact with neighbors, thereby fostering a sense of community. It connects people to nature. As an alternative to driving, walking can also help reduce traffic congestion and air pollution.

Textured crosswalk at Hartz/East Prospect Avenues. Photo courtesy of Paige Green.

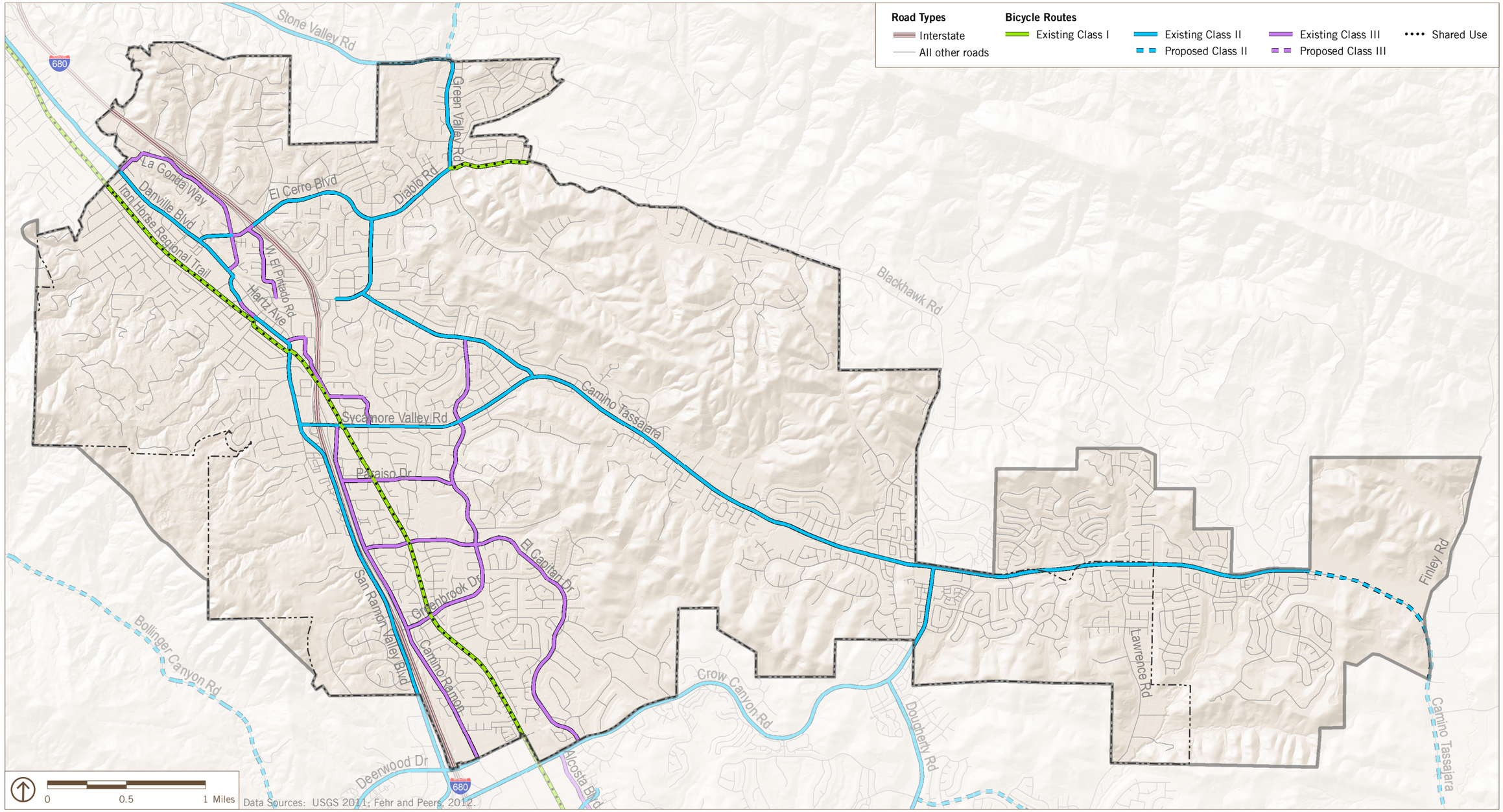


FIGURE 14

BIKE AND PEDESTRIAN ROUTES IN DANVILLE

DANVILLE'S BIKE ROUTES

Danville recognizes three different classes of bicycle routes:

Class I routes operate within a completely separate right-of-way and are exclusively used by bicycles and pedestrians. The Iron Horse Trail is probably the best known Class I route in Danville.

Iron Horse Regional Trail. Photo courtesy of Paige Green.

Class II routes, commonly called bike lanes, operate in a striped, restricted lane within the right-of-way of a street. Motor vehicles are prohibited from using this lane, although cross-flows in and out of parking spaces and onto cross-streets are permitted. An example is the bike lane along Camino Tassajara.

Camino Tassajara Bike Lane. Photo courtesy of Alex Lopez.

Class III routes, or bike routes, operate within moving traffic lanes and are distinguished only by signs or pavement markings. Bicycles share the right-of-way with vehicles. An example is El Capitan Drive.

Greenbrook Bike Route. Photo courtesy of Alex Lopez.

Iron Horse Trail/Former Southern Pacific Railroad Right-Of-Way

The Iron Horse Trail, formerly the Southern Pacific Railroad, runs from Concord south through Pleasant Hill, Walnut Creek, Alamo, Danville, San Ramon, Dublin, and Pleasanton. The majority of the corridor is owned by Contra Costa County. The Contra Costa portion of the Trail is 18.5 miles long and varies in width from 30 to 100 feet. The right-of-way is occupied by various underground utilities and a 10-foot wide, paved multi-use trail that is managed by the East Bay Regional Park District. There are plans to extend the Trail north to Suisun Bay and east to Livermore, bringing the Trail's total length to 40 miles.

The Iron Horse Trail is particularly important as an access route to Downtown Danville and makes cycling a viable alternative to driving Downtown for many residents. The Trail also attracts recreational bicyclists from across the region, helping to support Downtown businesses. A signalized mid-block crossing was installed in Downtown Danville in conjunction with development of the Iron Horse Plaza Shopping Center, providing safe at-grade access across San Ramon Valley Boulevard. At several other street crossings in Danville, the trail is equipped with lighted in-ground crosswalk sensors or flashing beacons. The trail continues to cross several major Danville thoroughfares at-grade, including Sycamore Valley Road just east of I-680.

Contra Costa County's policy regarding use and ownership of Iron Horse Trail has been expressed in several documents, including the County General Plan, various County Board of Supervisors actions, and County ordinances. In general, County policies indicate the right-of-way is to remain in public ownership along its entire route and be used as a non-motorized transportation route (trail) and underground utility corridor. County policies also indicate the right-of-way serves as an easement for a potential transit facility. A number of studies have been completed reviewing the feasibility of transit in the corridor. The County's practice to date has been to allow activities on the right-of-way which are in the public interest and which do not conflict with existing and committed uses.

The Town is opposed to the use of the Iron Horse Trail within Danville as a motorized mass transit facility. In 1984, the Danville Town Council adopted a resolution (Resolution No. 10 84) which included the following policy statements related to the former Southern Pacific right-of-way:

- Danville should retain land use controls on the right-of-way.
- The Interstate 680 corridor should be considered as the appropriate location for major transit facilities.
- Protection of residential property values and enjoyment of residential property should be given prime consideration when selecting a use for the right-of-way.

This position has been consistently adhered to by Danville since its adoption. The introduction of mass transit would change the character of the Town and present numerous public safety hazards for motorists, pedestrians, equestrians, and bicyclists using adjacent streets and paths. In addition, the number of at-grade crossings implies either slow transit speeds or significant traffic congestion at street crossings along the route. Over the past 30 years, traffic studies in Danville and nearby communities have pointed to Interstate 680 as the most appropriate location for mass transit.

In 2009, the Town of Danville partnered with the City of San Ramon, Contra Costa County, Contra Costa Transportation Authority and East Bay Regional Park District to develop the San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan. The Plan supports the continued use of the Trail as a multi-use recreational corridor. It evaluated the potential of constructing grade-separated trail crossings at Sycamore Valley Road, Crow Canyon Road, and Bollinger Canyon Road to improve the Trail's safety and utility. The Plan outlines recommended alignments and provides cost estimates for future community consideration.

Public Transit Service In Danville

Local bus service is provided to Danville by Central Contra Costa Transit Authority (CCCTA), or "County Connection." The County Connection operates three types of bus service in Danville, as summarized below.

- The primary service is a weekday route (Route 21) that connects the Walnut Creek BART station with the San Ramon Intermodal Transit Center in Bishop Ranch Business Park in half hour intervals from 7:20 AM to 11:20 PM. The bus travels along Danville Boulevard, Hartz Avenue, and San Ramon Valley Boulevard, with a stop at the Danville Park and Ride Lot on Sycamore Valley Road.
- Second, County Connection provides two express bus routes. The first (Route 95X) provides service between the Walnut Creek BART station and the San Ramon Intermodal Transit Facility. This service runs only on weekdays, from approximately 6:30 AM to 9:00 AM and from 4:00 PM to 7:00 PM. The second (Route 92X) provides service from Walnut Creek to the Altamont Commuter Express (A.C.E.) train station in Pleasanton. Both bus routes stop at the Danville Park and Ride Lot several times a day.
- The third type of service is a "school tripper" (Route 623) that runs on a limited service basis, providing service primarily to school children. It begins at Alamo Plaza on Danville Boulevard and winds its way eastward and southward to the City of San Ramon.

Public transportation in Danville is supplemented by TRAFFIX, a program funded by Measure J that seeks to reduce congestion near school campuses. The program offers reduced cost transportation for children in the most congested areas of the San Ramon Valley (see the Implementation section of this Chapter for more information).

Privately sponsored corporate vans and shuttles also operate from areas in and around Danville, providing guaranteed seating and direct service on a monthly fee basis. Patrons are picked up at the Danville Park and Ride Lot (discussed below) or at other points near the Interstate 680 ramps and are taken to major work locations throughout the Bay Area. There may be opportunities to supplement these types of services in the future as the mobility needs of Danville residents and workers change and travel patterns evolve.

Park And Ride Facilities

A 246-space Park and Ride Lot was completed in mid-1998 at the northeast quadrant of Interstate 680 and Sycamore Valley Road. The Park and Ride Lot, and similar facilities in Alamo and San Ramon, were first identified as mitigation measures for the widening of Interstate 680 and later funded by the half-cent sales tax and other sources. During the past decade, the Sycamore Valley Road Park and Ride Lot has become one of Danville's most important multi-modal transportation facilities. It not only serves carpoolers, but also accommodates express buses, vanpools, and private employer shuttles, and is a staging area for bicyclists and pedestrians using the Iron Horse Trail.

Special Needs Transportation

All CCCTA (County Connection) buses providing service to the area are 100 percent lift-equipped for handicapped accessibility and have reduced fares for seniors and disabled riders. CCCTA also operates LINK, which is provided in compliance with the Americans with Disabilities Act to provide special service to persons whose disabilities prevent them from using lift-equipped public transit. The special service, called "paratransit," operates at similar times and in similar areas as existing non-commute (off-peak), fixed route transit.

Transportation Systems Management (TSM)

The Town of Danville has taken steps to make more efficient use of its transportation system and to manage travel demand rather than simply increasing road capacity in response to growth. These steps are collectively referred to as Transportation Systems Management (TSM) measures. They include programs to encourage telecommuting,

flexible work schedules, ridesharing, vanpools, bicycling to work, the TRAFFIX program, and other strategies which reduce the number of one-passenger vehicles on the road during commute times. Many of these strategies depend upon the participation of private sector employers and are being implemented in partnership with other jurisdictions and transportation planning agencies.

TSM measures also address the operation of the transportation system. For example, efforts to reduce idling time on local streets by synchronizing traffic signals have been underway since the 1990s. The Town has also implemented a Neighborhood Traffic Management Program (NTMP) to reduce speeding on roadways and discourage cut-through traffic on local streets. At the same time, digital freeway signs showing travel time and internet applications showing road congestion help motorists make more informed travel choices and select alternate modes or less congested routes to reach their destinations. The Town continually evaluates ways to improve transportation efficiency and maximize the performance of existing facilities.

As required by the County Growth Management Act, Danville has had a TSM Ordinance since the 1990s. The current Ordinance (Section 8-23 of the Municipal Code), adopted in 1997, relies on voluntary measures to reduce peak hour traffic rather than mandatory requirements. TSM is also an important part of the Southwest Area Transportation Committee's Action Plan and other transportation plans for the Tri-Valley area. Funds for TSM programs are budgeted annually in accordance with local and regional transportation plans.

(See the Implementation section of this Chapter for additional information on TSM.)

Parking

Parking is much more than a transportation issue—it has far-reaching effects on site planning, building design, and aesthetics. Parking is a particularly important issue in Downtown Danville. Many Downtown buildings pre-date modern parking requirements. The resulting character is an important part of the area's appeal but requires effective and creative parking management solutions.

Diligent efforts have been made to provide a sufficient supply of public parking in Downtown Danville without making parking the area's dominant visual feature. An important part of these efforts has been to make more efficient use of existing parking resources, including on-street parking and off-street lots.

The Town has worked closely with property owners and businesses to develop parking programs which make Downtown a desirable, convenient destination for shopping, dining, and entertainment. Motorists can typically park within a block or two of their destinations. Parking resources have been leveraged to support local businesses without diminishing the area's walkable, historic character. These efforts will continue in the future.

The Town adopted a Downtown Parking Management Plan in 2010, following an assessment of parking supply, demand, and issues in the heart of Downtown Danville [4]. The Plan found that there were 2,929 parking spaces in the Downtown area, of which 1,358 spaces are located in public lots and on-street within the public right-of-way. This supply was seen to be adequate at the time of the survey, but there are localized "hot spots" where demand is especially high. A combination of parking time limits and all-day permit parking for employees has been implemented to address parking demand in these locations. One of the strategies is to encourage employees to park on the perimeter of Downtown, freeing up spaces for business patrons closer to their planned destinations. The Town will conduct regular parking studies as a means to determine changes in parking supply and demand and possible parking improvements.

[4] The focus of the Parking Management Plan is a 60-acre area in and around Old Town Danville.

Elsewhere in Danville, the Town has worked to develop effective parking solutions around schools, parks, religious institutions, shopping centers, and on neighborhood streets. Various provisions of the Municipal Code address parking, covering topics as oversized vehicles, trailers, and time limits on residential streets. Parking requirements for new developments are in the zoning code. These requirements address the number of spaces required for different uses, as well as the design and layout of parking areas.

Regional And Sub-Regional Transportation Planning

Danville participates in a number of regional and sub-regional transportation planning efforts. The Town is an active member of the Contra Costa Transportation Authority (and its committees, including the Southwest Area Transportation Committee) and the Tri-Valley Transportation Council.

Contra Costa Transportation Authority

The Contra Costa Transportation Authority (CCTA) is responsible for countywide implementation of Contra Costa County Measure J, a one-half cent countywide sales tax that is collected for transportation improvements within the county. The projected $2 billion (in 2004 dollars) in sales tax revenues must be spent on a list of projects and programs itemized in the CCTA Transportation Expenditure Plan ("Expenditure Plan").

The Expenditure Plan designates 18 percent of the annual sales tax revenues as "return-to-source" funds. These dollars are returned to local jurisdictions for street maintenance and improvements. Eligibility for these funds is contingent on having a Growth Management Program (GMP) with seven mandatory components. The Town of Danville's compliance with the GMP is reflected in the Growth Management section of Chapter 3 (Planning & Development).

Danville serves on a number of the CCTA's sub-committees, including the Southwest Area Transportation Committee (SWAT). Other members of SWAT are Contra Costa County and the cities of Lafayette, Moraga, Orinda, and San Ramon, with each agency represented on the board. At the time of adoption of the 2030 General Plan, Danville was represented on the policy board and technical advisory board of CCTA. In Contra Costa, the CCTA also serves as the County's Congestion Management Agency.

Countywide Transportation Plan

As a member of the CCTA, Danville participates in the development of the Countywide Transportation Plan (CTP), which is intended to carry out the following countywide transportation goals:

- Enhance the movement of people and goods on highways and arterial roads.
- Manage the impacts of growth to sustain Contra Costa's economy and preserve its environment.
- Provide and expand safe, convenient and affordable alternatives to the single-occupant vehicle.
- Maintain the transportation system.

The CTP incorporates five sub-regional Action Plans for Routes of Regional Significance ("Action Plans"). This is one of the primary vehicles for implementing achieving the Measure J Growth Management Program's goal of reducing the cumulative impacts of growth. The Action Plans also fulfill a key requirement of CCTA's Congestion Management Program. This is a State-mandated program for evaluating the impact of land use decisions on the regional transportation system and establishing performance measures.

Each Action Plan contains these components:

- Long range assumptions about future land uses based on local general plans and travel demand based on household and job growth.
- Multi-modal transportation objectives that can be measured and timed.
- Specific actions to be implemented by each jurisdiction.

Trail access along Camino Tassajara. Photo courtesy of Paige Green.

- A process for consultation on environmental documents.
- A procedure for reviewing the impacts of local General Plan amendments that could affect the transportation objectives.
- A schedule for reviewing and updating the Action Plans.

Danville is included in the Tri-Valley Action Plan. The Plan's overarching goal is to preserve the quality of the transportation system as growth occurs. The Tri-Valley Action Plan contains both region-wide actions and actions for specific routes.

Tri-Valley Transportation Council

The Tri-Valley Transportation Council (TVTC) serves as a clearinghouse for sub-regional transportation issues. TVTC members include Alameda and Contra Costa Counties and the cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon. Its primary activities are to agree on methodologies for modeling traffic, prepare a sub-regional transportation plan, collect sub-regional transportation development fees for traffic mitigation, and periodically update and implement a strategic expenditure plan. Part of the Tri-Valley Transportation Development Fee is retained for local projects. Most of the fee is used for projects that have inter-jurisdictional benefits, such as construction of auxiliary lanes along I-680 in the San Ramon Valley and improvements to the I-580/I-680 interchange.

All member jurisdictions of the TVTC are represented on the policy board and the associated technical advisory committee. The Town also participates in the joint powers agreement with Contra Costa County and the City of San Ramon that established the Southern Contra Costa (SCC) Fee Areas and adopted the SCC regional and SCC sub-regional fees for road improvements.

B. FORECAST

As noted earlier in the General Plan, the Bay Area will experience continued growth through

2035. This growth is not expected to occur evenly across the region. Areas such as Antioch, Pittsburg, Brentwood, and San Ramon are expected to continue growing rapidly, while communities such as Danville, Walnut Creek, and Lafayette will grow more slowly. Much of the projected increase in traffic volumes on Danville's arterial streets will be the result of growth outside of the Town boundaries.

Communities throughout the Bay Area are evaluating how the transportation system might accommodate growth while still meeting the greenhouse gas reduction targets established by AB 32. Taking an exclusively "supply side" approach—in other words, widening roads and adding travel lanes—would be costly and unsustainable. Effective solutions require additional investment in public transportation, bicycle facilities, and pedestrian facilities, as well as more efficient use of existing roadways.

The shifting distribution of regional growth is expected to impact travel conditions throughout Contra Costa County and - as a consequence - the quality of travel within Danville. Forecasts conducted as part of the General Plan Update found that traffic volumes on I-680 through Danville are projected to increase by 30 to 40 percent between 2010 and 2035. This is more than triple the projected rate of job and household growth in Danville during this period. A larger share of freeway traffic will be passing through the Town to destinations elsewhere.

Increased freeway congestion may result in more "cut-through" traffic on Danville streets. Camino Tassajara will be impacted by traffic from destinations as far away as Livermore and the Central Valley, while Camino Ramon, Danville Boulevard, and San Ramon Valley Boulevard will be impacted by motorists avoiding I-680 during congested periods. At the same time, traffic patterns in the Town may change as older sites within Danville redevelop with more intensive uses.

Figure 15 shows the daily traffic volumes on major streets projected for the year 2035.[5] The forecasts have been calculated using a travel demand model, a computerized forecasting tool which projects traffic volumes based on assumptions about land use and socioeconomic changes. These changes take into consideration the potential for additional jobs and households at various locations in Danville, plus the potential for growth in other communities using forecasts from CCTA and ABAG. Planned improvements to the transportation system are also considered in the model.

The General Plan traffic model is intended to illustrate the "big picture" for future traffic conditions and is based on the cumulative effects of growth throughout Danville and the region. More detailed traffic studies will be required to address localized impacts as individual development projects are proposed.

Comparing **Figures 12** and **15** highlights those roads where the greatest increases in traffic are expected to occur. The increases are partially due to the growth of "pass-through traffic" (i.e., trips with origins and destinations outside of Danville). A larger number of commuters are projected to use Danville's roads to avoid congestion on I-680. This could require additional signage, speed limit enforcement, and traffic calming measures on roads such as Camino Ramon and La Gonda Way to discourage cut-through trips.

Figure 16 indicates projected Year 2035 Levels of Service (LOS) at the seven intersections covered by the biennial Transportation Service Objectives (TSO) Monitoring Report. The data can be compared with **Figure 13**, which shows conditions as of 2010. Three of the intersections are projected to exceed the adopted Countywide standards by 2035. These intersections are Sycamore Valley Road at San Ramon Valley Boulevard (PM peak), Sycamore Valley Road at I-680 southbound ramps (PM peak), and Sycamore Valley Road at I-680

[5] Although the General Plan has a horizon year of 2030, the traffic model is based on conditions for 2035. For traffic modeling purposes, the Town of Danville was presumed to reach "buildout" in 2030, but continued growth outside the Town but within the region was presumed for 2030-2035. In addition, the traffic model is based on a forecast which considered a slightly higher rate of household growth and lower rate of job growth within the Town. Thus, as a measurement of projected conditions for 2030, the model is conservative.

northbound ramps (AM peak). General Plan policies strive to reduce congestion by encouraging alternate modes of travel and supporting land use patterns which reduce the number and length of vehicle trips.

Future Level Of Service Objectives

Level of Service (LOS) "D" (and in some cases LOS "E" on Routes of Regional Significance) will remain Danville's operational standard for reviewing traffic impacts and determining necessary roadway/intersection improvements.

However, the Town may modify this standard on particular road segments and at particular intersections to account for the impacts of traffic generated in other communities (such as San Ramon) on Danville roadways.

Even where LOS D remains the standard, the Town will consider service to bicyclists, pedestrians, and transit users when new development is evaluated and when measures to mitigate impacts on travel are developed. Mitigation of identified problems may vary depending on street classification, land use, density, and/or the types of activities in the area.

Bicycle And Pedestrian Circulation

Improvements to Danville's bicycle and pedestrian trail system will continue to be an important part of the Town's Capital Improvement Program. The need for such improvements has been clearly identified in the 2009 Countywide Bicycle and Pedestrian Plan (Countywide Plan) and the Town's 2006 Parks, Recreation, and Arts Strategic Plan.

The Countywide Plan identifies "pedestrian districts," including Downtown Danville, where additional investment in sidewalks, crosswalks, curb ramps, streetscape improvements, trails, and bicycle facilities will be prioritized. The Plan also includes a map of the future countywide bike network. While no new routes are shown in Danville, the Plan indicates extensions of existing routes into nearby areas such as Dougherty Valley.

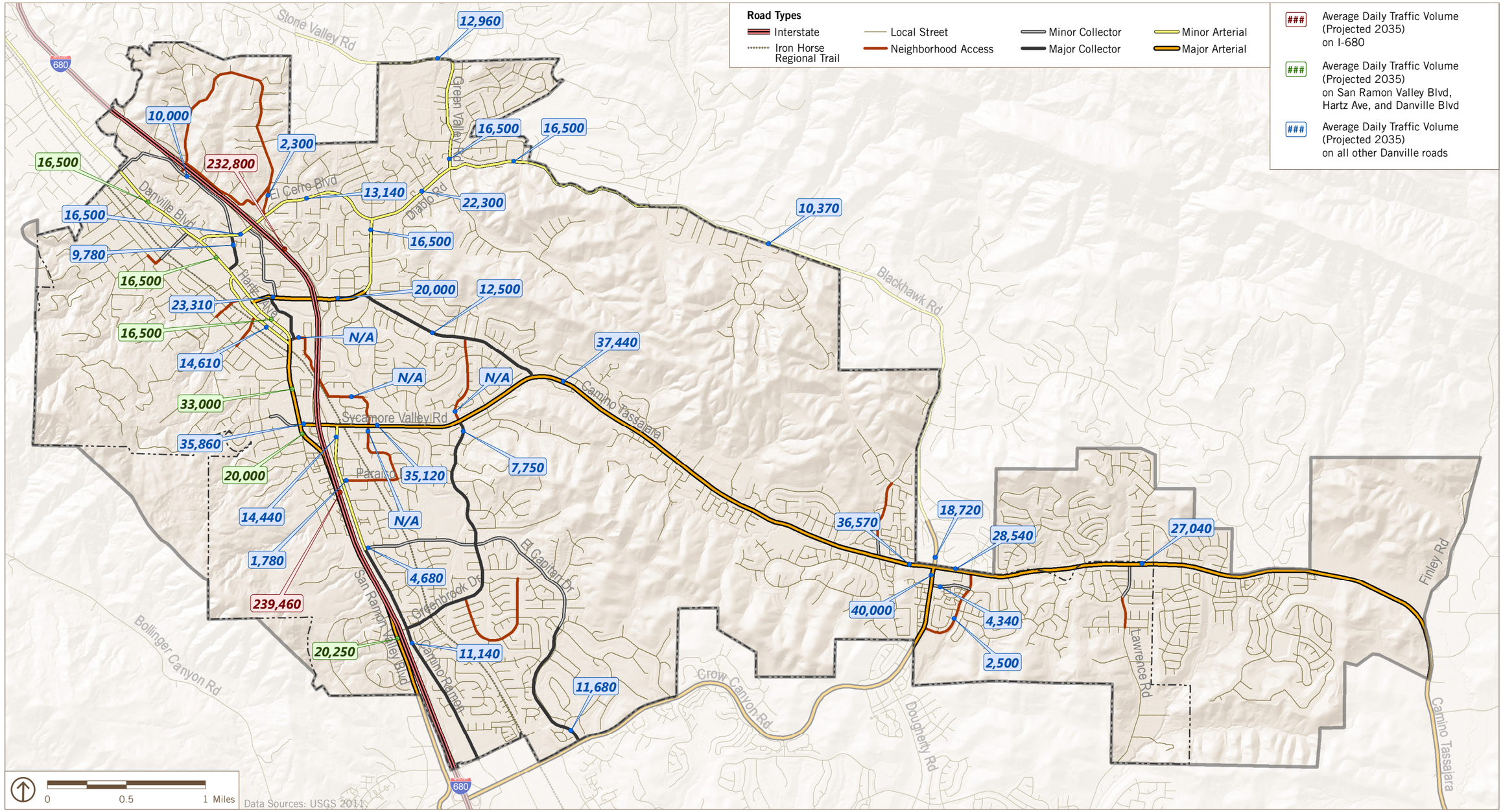
The Countywide Plan also emphasizes ways bicycling can be better integrated into the transportation system. This includes improving bicycle access to public transit, increasing the supply of secure bicycle parking, providing more bicycle support facilities (such as changing rooms and showers in workplaces), promoting bicycle travel, and improving bicycle safety. The Countywide Plan also suggests that local governments adopt guidelines and standards (such as zoning regulations) which ensure that new development and renovation projects support walking and bicycling.

The Town is encouraged to support projects consistent with the Countywide Plan. These include:

- A bike/ walkway along Diablo Road from Green Valley Road to Mt. Diablo Scenic Boulevard (requires additional right-of-way dedication and construction by private parties).
- Camino Tassajara improvements from Sycamore Valley Road to the eastern Town limit and Crow Canyon Road improvements from Camino Tassajara to the southern Town limit, including sidewalks and bicycle facilities.
- Extension of the Camino Tassajara bike lane from the eastern Town limit toward Dublin (a County project).

Improving connectivity between the Sycamore Valley Park and Ride Lot and Downtown Danville is another priority, although this is not explicitly stated in the Countywide Plan. Likewise, the Town supports grant funding for a bicycle/pedestrian bridge on the Iron Horse Trail at Sycamore Valley Road. In addition to investing in these major improvements, the Town should continue to provide for improvements such as signalized crossings, bike lockers, and bike racks in its capital improvement programming. The private sector should be strongly encouraged to participate in these efforts through partnerships and new publicly-accessible bicycle parking facilities.

Additional recommendations are included in the Town of Danville's 2006 Parks, Recreation, and Arts Strategic Plan. The two major priorities identified in that Plan are:



Town Limit

Planning Area Boundary

FIGURE 15

PROJECTED TRAFFIC VOLUMES (2035)

FIGURE 16

PROJECTED (YEAR 2035) INTERSECTION OPERATIONS ON ROUTES OF REGIONAL SIGNIFICANCE (1)

INTERSECTION	AM PEAK HOUR		PM PEAK HOUR	
	V/C (2)	LOS (3)	V/C (2)	LOS (3)
Danville Blvd. / Railroad Ave. / Hartz Ave.	0.81	D	0.76	C
San Ramon Valley Blvd. / Railroad Ave. / Hartz Way	0.85	D	0.88	D
San Ramon Valley Blvd. / Sycamore Valley Rd.	0.73	C	0.91	E
I-680 Southbound Ramps / Sycamore Valley Rd.	0.66	B	0.90	E
I-680 Northbound Ramps / Sycamore Valley Rd.	0.95	E	0.73	C
Sycamore Valley Rd. / Camino Tassajara	0.85	D	0.73	C
Crow Canyon Rd.-Blackhawk Rd. / Camino Tassajara	0.83	D	0.76	C

Footnotes:
(1) Analysis used 2035 horizon to align with CCTA traffic model, but General Plan is based on an assumed 2030 horizon year. Town assumed to reach buildout in 2030, with continued growth in background traffic due to regional growth between 2030 and 2035.
(2) V/C = Volume-to-capacity ratio
(3) Level of service (LOS) is based on the volume-to-capacity ratio according to the Contra Costa Transportation Authority's Technical Procedures.

Sources: Fehr and Peers, 2011

- Closing gaps on the Sycamore Creek Trail, thereby linking housing developments along Sycamore Valley Road and Camino Tassajara to Downtown Danville, while also improving access to schools and parks in this corridor.
- Improving the Green Valley Creek Trail, connecting Mt. Diablo State Park to Monte Vista High School, Los Cerros Middle School, Green Valley and Vista Grande Elementary Schools, Oak Hill Park, and Downtown Danville.

Some of the gaps in the existing trail system may be completed pro-actively through capital improvements. Other gaps may be closed through project mitigation requirements when development occurs on nearby sites. Other bicycle and pedestrian priorities include facilitating Downtown connections, including a "river walk" in the vicinity of the Danville Library. Improved directional signage and a continued emphasis on bicycle and pedestrian safety are also high priorities.

Transit Service in Danville/ Transportation System Management

Danville will continue to pursue transit service improvements, with a focus on three primary user groups:

- Commuters, including residents commuting out of Danville to work and those commuting into Downtown Danville for work.
- Persons without access to a motor vehicle, including students and lower income households.
- Those with special transportation needs such as the elderly and disabled.

Because funding for transit is very limited, it is important that solutions are practical and respond to the land uses and demographics of the community. County Connection service has decreased in recent years while the rate of auto ownership in Danville has increased. Reversing these trends will require creative approaches that redefine what we conventionally think of as "public transportation".

New types of service should be explored to supplement the traditional fixed route services along Danville Boulevard/ Railroad Avenue/ San Ramon Valley Boulevard and I-680. These could include demand-responsive dial-a-ride services, car-sharing programs, and potentially a circulator bus that loops from the Sycamore Valley Road Park and Ride Lot through Downtown Danville.

Demographic projections suggest that a majority of Danville residents will continue to commute to jobs in other cities in the future. Thus, increases in express bus service from Danville to the BART stations and nearby employment centers will be needed. As these services increase, the adequacy of the Sycamore Valley Park Road and Ride Lot will need to be evaluated. The lot already is used as an informal pick up spot for corporate vans and shuttles, and could see higher demand and use in the future.

The Park and Ride Lot is also the point of arrival for persons taking express buses from the BART stations into Danville, either to go to work (in Downtown Danville) or to shop and patronize local businesses. Pedestrian connections from the Park and Ride Lot to Downtown should be improved. As noted above, a circulator bus or van could provide a connection from the lot into Old Town and other nearby destinations.

Transit can become a more attractive option if bus waiting areas are well designed and located, and the buses themselves are comfortable and reliable. Bus service can also be improved if the number of transfers to reach destinations is reduced, and if service is coordinated with other modes of travel, such as BART.

The availability of funding continues to be the most challenging issue facing transit operations. The Town of Danville will continue to advocate for the maintenance of existing transit services and stable sources of funding for future services. The Town should also ensure that any funds invested in transit are reinforced by land use decisions which make the most of these investments. The broadest

range of options possible should be considered to provide the routing and service frequency needed to make transit a viable alternative to driving.

Public transit services will continue to be supplemented by ridesharing and vanpooling programs, including those implemented through the County's Transportation Demand Management Program (511 Contra Costa). These include employer programs for telecommuting and flexible work schedules, reduced transit fare programs, school ride matching programs, and incentives which create alternatives to solo occupancy driving. The TRAFFIX program should also be continued, with school buses used to reduce peak hour congestion around school campuses.

Potential Mass Transit Corridors Affecting Danville

Growth in travel demand in the San Ramon Valley will increase the potential for development of a separate right-of-way that can accommodate some form of high occupancy travel mode, such as a bus way or light rail service. This would serve many of the through-trips projected to occur between the areas north of the San Ramon Valley (Central and East Contra Costa County) and major employment centers such as Bishop Ranch and Hacienda Business Parks.

The Town's position is that mass transit should only be considered within the Interstate 680 right-of-way, provided detailed ridership and travel demand studies are completed before the type and route of the transit system are finalized. As stated previously in this Chapter, the Town does not consider the Iron Horse Trail to be appropriate for development as a mass transit route.

Iron Horse Regional Trail. Photo courtesy of Paige Green.

C. GOALS AND POLICIES

The goals and policies in this section are organized under six major headings:

- Multi-Modal Circulation System
- Complete Streets
- Transportation Choice
- Integrating Land Use and Transportation
- Mobility and Neighborhood Quality
- Regional Leadership

GOAL: MULTI-MODAL CIRCULATION SYSTEM

Goal 11: ***Provide a safe, efficient multi-modal circulation system.***

POLICIES: MULTI-MODAL CIRCULATION		IMPLEMENTATION MEASURES
11.01	Support balanced transportation improvements which make all modes of travel more efficient, attractive, convenient, and safe.	• Capital Improvement Program • Engineering Design Standards
11.02	Maintain a clear hierarchy of streets and trails for planning and design purposes. *Streets are the foundation of Danville's circulation system. As indicated in Figure 11, the Town's streets are designated as major and minor arterials, major and minor collectors, neighborhood access streets, and local streets. Design standards for each street type help to ensure that multiple modes of travel are safely and efficiently accommodated.*	• Circulation System Map • Engineering Design Standards
11.03	Implement physical and operational improvements to improve the transportation system. Such improvements should be: (1) consistent with the need to preserve the character of residential streets and neighborhoods; (2) sensitive to the requirements of bicycles and pedestrians; and (3) consistent with the goal of encouraging alternative modes of travel, whenever feasible.	• Capital Improvement Program • Engineering Design Standards • Circulation System Map
11.04	Evaluate planned road improvements based on adjacent land uses, street function, and the desired character of the street in addition to access, safety, and engineering considerations.	• Capital Improvement Program

POLICIES: MULTI-MODAL CIRCULATION		IMPLEMENTATION MEASURES
11.05	Ensure that new development pays its fair share of transportation improvement costs and includes reasonable and effective measures to mitigate its impacts on transportation. *(See also the Growth Management section of Chapter3 for additional policies on transportation fees and impacts.)*	• Development Review • CEQA • Transportation Improvement Fees
11.06	Create a connected circulation system in which it becomes easier to walk or bicycle from one point in Danville to another. On cul-de-sacs and dead-end streets, encourage pedestrian and bicycle paths that extend through to nearby streets, making it easier to reach destinations such as schools, parks, shopping, and public transit. *This policy supports the concept of "connectivity" in Danville's transportation network. The idea is to reduce travel distances by eliminating barriers and providing less circuitous routes. In general, grid street patterns provide better connectivity than curvilinear streets and cul-de-sacs. However, even in suburban settings, neighborhoods can become better connected through paths and walkways, bicycle and pedestrian bridges, and openings in fences or walls.* *(See also Policy 1.13 in Chapter 3 prohibiting gated communities in Danville.)*	• Development Review • Engineering Design Standards • Capital Improvement Program
11.07	Reduce traffic hazards on Danville's roadways through design, signage, enforcement of traffic laws, and traffic safety education. Accident data (including data for pedestrian and bicycle accidents) should be monitored to identify problem locations and to allow prioritization of safety improvements.	• Pavement Management Program • Traffic Safety Program • Street Smarts
11.08	Maintain roadways and traffic control devices in safe and effective operating condition.	• Pavement Management Program • Traffic Safety Program • Neighborhood Traffic Management Program
11.09	Implement parking management strategies in Downtown Danville which meet the needs of local businesses, patrons, residents, and employees.	• Downtown Parking Management Plan

	POLICIES: MULTI-MODAL CIRCULATION	IMPLEMENTATION MEASURES
11.10	Recognize the special needs of persons with mobility limitations, including youth, seniors, and persons with disabilities, in the planning and operation of Danville's transportation system and services.	• Local Transit Plan • Intergovernmental Coordination • Traffic Safety Program
11.11	Support the use of technology to improve mobility within Danville. *This could include:* • *Physical improvements to the transportation system which enable more efficient operations, such as synchronized traffic signals, traffic signal interconnects, and real-time information on travel times.* • *Battery back-ups so signals remain functional during power outages* • *Technologically advanced tools for enforcement of traffic regulations.* • *Internet-based programs, such as smart phone applications for ride-sharing, or on-line membership services for bike-sharing.* • *Other tools to make travel safer, more convenient, and more efficient.*	• Development Review • Engineering Design Standards • Capital Improvement Program

GOAL: COMPLETE STREETS

Goal 12: ***Create walkable neighborhoods and shopping areas, with streets that safely and comfortably accommodate pedestrians, bicyclists, and transit users as well as motor vehicles.***

	POLICIES: COMPLETE STREETS	IMPLEMENTATION MEASURES
12.01	Design major roadways to function as "complete streets" which balance the needs of automobiles with the needs of pedestrians, bicyclists, transit users and other forms of travel. *The above policy responds to the mandate of Assembly Bill 1358, which requires communities to design streets for multiple users and not just for cars and trucks.*	• Engineering Design Standards

POLICIES: COMPLETE STREETS		IMPLEMENTATION MEASURES
12.02	Require design measures to accommodate access by pedestrians, bicycles, and transit within new development, and to provide connections to adjacent development.	• Development Review • Downtown Plan/Ordinance
12.03	Provide a pleasant and safe environment for pedestrian movement. *(See also Policies 17.14, 17.15, 17.17, and 17.21 in Chapter 5 on trails.)*	• Street Beautification Guidelines • Downtown Plan/ Ordinance • Street Smarts
12.04	Provide additional directional and destination signage for motorists, bicyclists, pedestrians, and transit users.	• Wayfinding and Signage Master Plan
12.05	Limit the number of curb cuts and other access points along arterial streets to avoid congestion and improve traffic pedestrian safety.	• Development Review • Traffic Safety Program • Engineering Design Standards
12.06	Consider allowing narrower streets and private streets when it can be demonstrated that public safety and emergency access concerns can be adequately addressed.	• Development Review • Engineering Design Standards
12.07	Close gaps in the Town's bicycle and pedestrian trail system in order to create a more fully connected, logical, comprehensive system of facilities for non-motorized transportation.	• Parks, Recreation, and Arts Strategic Plan (includes Danville Bike Plan) • Countywide Bike and Pedestrian Master Plan • Capital Improvement Program • Complete Streets
12.08	Ensure the provision of adequate bicycle support facilities, such as bicycle parking, at all major bicycle usage locations. *Opportunities to partner with private businesses to develop additional bicycle parking facilities should be identified and implemented. Such facilities would benefit businesses while supporting the Town's goal of encouraging non-motorized transportation.*	• Parks, Recreation, and Arts Strategic Plan • Countywide Bike and Pedestrian Master Plan • Development Review • Bicycle Monitoring Program • Complete Streets

POLICIES: COMPLETE STREETS		IMPLEMENTATION MEASURES
12.09	Seek grant funding for capital improvements which enhance travel choices, improve connectivity, and make it easier to walk or bicycle within Downtown Danville. *These improvements could include such projects as textured and lighted crosswalks, curb extensions which reduce pedestrian crossing widths, sidewalks, streetscape improvements, landscaping, signage, and similar capital projects.*	• Grant Funding • Complete Streets • Capital Improvement Program
12.10	Ensure that parking areas are designed to facilitate safe pedestrian access between parking spaces, sidewalks, and building entrances. In pedestrian-oriented areas such as Downtown Danville, parking for new commercial uses should generally be located behind the building rather than between the building and the front lot line. *(See also Goals 3 and 4 and associated policies in Chapter 3 relating to parking.)*	• Development Review • Design Guidelines • Capital Improvement Program
12.11	Recognize the benefits of walking and bicycling to public health and the overall livability of Danville.	• Parks, Recreation, and Arts Strategic Plan • Street Smarts • Safe Routes to School
12.12	To the extent permitted by law, ensure that the Town's transportation improvement fees may be used to support pedestrian, bicycle, and transit improvements as well as road improvements.	• Transportation Improvement Fees

GOAL: TRANSPORTATION CHOICE

Goal 13: ***Create viable transportation alternatives to the single occupant automobile.***

POLICIES: TRANSPORTATION CHOICE		IMPLEMENTATION MEASURES
13.01	Support an expanded bus transit system in Danville which is integrated with surrounding communities and coordinated through CCCTA (County Connection) and other transportation agencies in the Tri-Valley area.	• Intergovernmental Coordination • Local Transit Plan • TRAFFIX
13.02	Encourage private and quasi-public transit services which complement the County Connection public transit system, such as shuttle buses, circulators, deviated fixed route services, and corporate vanpools. *Such services can effectively expand the reach and frequency of the transit system, making it more practical to travel without using a single passenger automobile. Some of these services operate on an on-demand basis and others may operate on a regular schedule.*	• Intergovernmental Coordination • Local Transit Plan
13.03	Support the development of passenger amenities which facilitate transit use, such as information on scheduled arrival times and appropriately located bus stops.	• Local Transit Plan • Street Beautification Guidelines • Downtown Plan/ Ordinance
13.04	Encourage ridesharing, car and vanpooling, infrastructure improvements (such as the Sycamore Valley Road Park and Ride Lot) and services which jointly reduce the need to travel by single-occupant automobile.	• Transportation Systems Management Measures • Intergovernmental Coordination • TRAFFIX
13.05	Create and maintain a safe, effective system of bikeways, including an integrated network of off-road bicycle trails, dedicated on-road bicycle lanes and signed bicycle routes along Danville streets. *This should include opportunities for pedestrian and bicycle crossings across San Ramon Creek, enhancing access to Downtown Danville.*	• Parks, Recreation, and Arts Strategic Plan • Countywide Bike and Pedestrian Master Plan • Capital Improvement Program

POLICIES: TRANSPORTATION CHOICE		IMPLEMENTATION MEASURES
13.06	Review all planned road improvement projects to ensure that the needs of pedestrians, bicyclists, and persons with special needs are considered.	• Capital Improvement Program • Parks, Recreation, and Arts Strategic Plan
13.07	Support educational programs which promote bicycle and pedestrian safety, and the health benefits of bicycling and walking.	• Street Smarts • Safe Routes to School
13.08	Support the concepts of car-sharing and bike-sharing as an alternative mode of travel.	• Development Review • Downtown Plan/ Ordinance
13.09	Improve access to Downtown Danville for transit-dependent workers, seniors, and persons traveling without an automobile. *This could include better connections between the Sycamore Valley Road Park-and-Ride Lot and Downtown, and improved paratransit for seniors and others with mobility limitations who rely on downtown services and businesses.*	• Grant Funding • Local Transit Plan

GOAL: INTEGRATING LAND USE AND TRANSPORTATION

Goal 14: ***Integrate land use and transportation planning to increase the viability of alternative transportation modes, minimize vehicle trips, reduce trip lengths, and make more efficient use of the transportation system.***

POLICIES: INTEGRATING LAND USE AND TRANSPORTATION		IMPLEMENTATION MEASURES
14.01	Coordinate development planning with the capacity of the transportation system and coordinate the planning of the transportation system with existing and planned land uses.	• Circulation System Map • Capital Improvement Program • Transportation Improvement Fees • Measure J Compliance

POLICIES: INTEGRATING LAND USE AND TRANSPORTATION		IMPLEMENTATION MEASURES
14.02	Require site-specific traffic studies for development that is likely to generate significant volumes of traffic. If such studies indicate that the development could cause the Town's transportation standards to be exceeded, require modifications to the project and/or impose transportation improvement requirements which ensure that these standards are maintained.	• Development Review • CEQA
14.03	Maintain level of service (LOS) standards for Danville streets which balance vehicle speed and travel time objectives with other considerations, such as the safety and comfort of pedestrians, bicyclists, and transit users. Standards may vary according to roadway function and the character of surrounding uses. *LOS standards for designated Routes of Regional Significance will be consistent with those established by the Contra Costa Transportation Authority. On local roads, LOS "D" will remain the threshold, except in locations (to be specifically identified through the CEQA process) where the Town determines that LOS D cannot be maintained due to traffic originating outside of Danville.*	• Development Review • Intergovernmental Coordination • CEQA
14.04	Promote pedestrian-oriented mixed use development in appropriate locations, including residential, commercial, and employment activities that are easily accessible by foot, bicycle, or transit.	• Development Review • Downtown Plan/Ordinance • Zoning Ordinance
14.05	As a means of reducing peak hour trips, encourage owner/resident operated home occupations and telecommuting from home where the business is not perceptible from the exterior of the home. *(See also the Sustainability section of Chapter 6 for additional policies on reducing vehicle miles traveled, and Policy 1.14 in Chapter 3 for additional policies on home occupations.)*	• Zoning Ordinance
14.06	Support the development of incubator office space with shared technology, administrative, and support services for the benefit of Danville residents with workplace flexibility. This can provide an effective way to reduce commute distances and freeway congestion, while also supporting local businesses and reducing commercial vacancy rates.	• Zoning Ordinance • Economic Development Strategy • iHUB Initiative

POLICIES: INTEGRATING LAND USE AND TRANSPORTATION		IMPLEMENTATION MEASURES
14.07	Support the use of parking lots which can be shared by multiple users, particularly for activities with different peak demand times. *This could include shared parking lots for public uses, such as local schools and Town parks, as well as private uses such as Downtown offices (who use the spaces during the day) and restaurants (who use the spaces in the evening). It could also include the designation of additional commuter parking spaces or satellite parking spaces within parking lots that are underutilized during commute hours.*	• Downtown Parking Management Plan • Development Review
14.08	Allow reduced parking requirements for projects which are likely to have lower rates of vehicle use (such as senior housing) or which include shared parking facilities or other provisions which reduce off-street parking needs.	• Zoning Regulations • Development Review

GOAL: MOBILITY AND NEIGHBORHOOD QUALITY

Goal 15: ***Reduce the adverse effects of vehicle traffic on Danville's neighborhoods and natural environment.***

POLICIES: MOBILITY AND NEIGHBORHOOD QUALITY		IMPLEMENTATION MEASURES
15.01	Ensure that transportation projects are designed and constructed in a manner that conserves and protects the environment and the quality of Danville neighborhoods.	• Development Review • CEQA • Engineering Standards
15.02	Implement neighborhood traffic management measures, including physical changes and traffic control devices which increase neighborhood livability and street ambiance, discourage through traffic on residential streets, discourage speeding, and/or ensure vehicle, pedestrian, and bicycle safety.	• Development Review • Neighborhood Traffic Management Program • Capital Improvement Program • Engineering Standards
15.03	Require the design of streets in new development areas to incorporate traffic calming features.	• Engineering Standards • Development Review • Neighborhood Traffic Management Program

POLICIES: MOBILITY AND NEIGHBORHOOD QUALITY		IMPLEMENTATION MEASURES
15.04	Improve major collectors and arterials in a way that minimizes cut-through traffic on residential streets.	• Private Street Policy • Circulation System Map • Capital Improvement Program • Transportation Improvement Fees
15.05	Minimize impacts of large public transit vehicles in neighborhoods while maintaining or improving levels of transit service.	• Circulation System Map • Local Transit Plan
15.06	Maintain and enforce regulations on construction traffic which ensure vehicle safety, limit the potential for nuisance conditions, and reduce conflicts with adjacent uses and traffic patterns.	• Development Review • CEQA
15.07	Improve awareness of the location of parking lots in and around Downtown Danville to reduce searching for parking and to encourage motorists to "park once" when arriving Downtown by car.	• Downtown Parking Management Strategy • Wayfinding and Signage Master Plan
15.08	Provide for the safe, efficient movement of goods and services on Danville's roads while maintaining the town's high quality of life and residential character. Through truck-traffic should be strongly discouraged on Danville thoroughfares.	• Municipal Code Sec. 8-5 (Commercial Vehicles)
15.09	Identify and implement additional measures which reduce traffic congestion around Danville's school campuses while ensuring safe, efficient transportation for students, parents, and faculty.	• Intergovernmental Coordination • Grant Funding • TRAFFIX • Street Smarts

GOAL: REGIONAL LEADERSHIP

Goal 16: ***Provide leadership and advocacy for improved transportation planning at the local, sub-regional, and regional levels.***

	POLICIES: REGIONAL LEADERSHIP	IMPLEMENTATION MEASURES
16.01	Work with other agencies, including neighboring cities, Contra Costa County, TVTC, CCTA, SWAT, County Connection, Caltrans, and MTC on multi jurisdictional transportation issues affecting Danville. *(See also the Growth Management section of Chapter 3 for additional policies on traffic forecasting and regional transportation planning.)*	• Intergovernmental Coordination • Measure J Compliance
16.02	Participate in regional transportation systems management (TSM) programs and maintain a consistent local program. *TSM programs aim to reduce peak hour congestion by promoting alternatives such as bicycling, public transportation, carpools, vanpools, and telecommuting.* *(See also the Growth Management section of Chapter 3 for additional information.)*	• Intergovernmental Coordination • Transportation Systems Management Measures
16.03	Work closely with the County and other involved agencies to ensure that the Interstate 680 right-of-way shall be the route for any future light rail or equivalent mass transit system. Any investment in fixed-route transit shall avoid adversely affecting the residential character of Danville's neighborhoods and Danville's street system.	• Intergovernmental Coordination • Local Transit Plan
16.04	Encourage regional and sub-regional transportation agencies to consider local land use policies and growth management strategies when examining proposals for new transportation facilities.	• Intergovernmental Coordination • Dougherty Valley Settlement Agreement • Measure J Compliance

POLICIES: REGIONAL LEADERSHIP		IMPLEMENTATION MEASURES
16.05	Continue working with the Contra Costa Transportation Authority and Tri-Valley Transportation Council to develop and monitor Multi-modal Transportation Service Objectives (MTSOs) which consider the performance of the transportation system for different modes of travel.	• Intergovermental Coordination • Measure J Compliance
16.06	Coordinate transportation planning with emergency service providers to ensure the safety of residents and the ability for continued rapid emergency response.	• Intergovernmental Coordination
16.07	Link the local bicycle and pedestrian trail system to the regional system to provide improved access to regional destinations, public transit, and open space.	• Intergovernmental Coordination • Capital Improvement Program
16.08	Work with regional agencies, advocacy groups, and nearby communities to promote special events and programs that encourage walking and bicycling (such as “walk to school” days and “bike to work” days).	• Intergovernmental Coordination • Parks, Recreation, and Arts Strategic Plan • Countywide Bicycle & Pedestrian Plan • Safe Routes to School • Street Smarts
16.09	Support continued bus access from Danville to BART stations, Amtrak, Altamont Commuter Express, and other rail systems.	• Intergovernmental Coordination

IMPLEMENTATION STRATEGY

The goals and policies in the Mobility Element will be implemented with a variety of techniques.

The key implementation measures are listed below. Some of these measures are unique to this Chapter and others also apply to other Chapters but have a transportation component that is covered here. Recommended actions are described at the end of each section where appropriate.

For ease of reference, the measures are listed in alphabetical order.

BICYCLE MONITORING (PROPOSED ACTION)

The Town supports continued monitoring of bicycling activity in Danville to promote bicycle use, undertake appropriate improvements, and ensure bicycle safety. An October 2011 study recorded 2,000 bicycle trips on a typical summer Saturday in Downtown Danville alone. The study found that additional bicycle parking is needed Downtown. This type of data can substantiate grant requests and help the Town qualify for funding for bicycle infrastructure.

CAPITAL IMPROVEMENT PROGRAM

The Capital Improvement Program (CIP) is a compilation of the capital improvements planned for construction over the next five year period in Danville. It includes cost estimates, the phasing of specific improvements and associated costs, and financing methods. Road, bicycle, pedestrian and streetscape improvements are among the most important parts of the CIP and help implement General Plan policies.

Proposed Revisions or Actions:
The Town will continue to update its CIP annually. It is likely that improvements to existing streets will be added in future cycles. Projects which improve pedestrian and bicycle circulation are particularly important. These could include smaller-scale improvements such as crosswalks and curb extensions, as well larger-scale improvements such as new trails and pedestrian/bicycle bridges.

CALIFORNIA ENVIRONMENTAL QUALITY ACT

The California Environmental Quality Act (CEQA) requires that transportation impacts be considered and mitigated as appropriate when new development is proposed. The Town will continue to follow all mandated environmental review procedures as established by CEQA and its implementing regulations. In addition to the mandatory requirements of CEQA, Danville has developed local CEQA guidelines.

Proposed Revisions or Actions:
The Town should review its CEQA Guidelines and update them as needed to reflect the policies set forth in this General Plan. The Town's CEQA Guidelines should also reflect the emphasis on complete streets, including provisions for pedestrians, bicyclists, and transit.

(See also Chapters 3 and 6 Implementation sections for additional CEQA-related actions)

CIRCULATION SYSTEM MAPS

The Circulation System Maps show the locations of major streets and highways, bike and pedestrian facilities, and the location/alignment of transportation systems management facilities such as the park and ride lot. The Maps are the official guides for future transportation-related capital improvements and right-of-way dedication requirements. They have been prepared in tandem with the Town's Land Use Map, to ensure that future transportation improvements support the proposed development pattern.

COMPLETE STREETS (PROPOSED ACTION)

All cities and towns in the Bay area must adopt such a resolution to be eligible for state and federal funds administered by the Metropolitan Transportation Commission (MTC).

The Town's Complete Streets Resolution is supported by General Plan policies which ensure that future investments in Danville's circulation

system will balance the needs of motorists with the needs of pedestrians, bicyclists, and transit users. The Town is committed to considering the mobility needs of all users in the design, construction, and operation of streets. The General Plan's emphasis on connectivity, safety, and neighborhood traffic management are important parts of the Town's Complete Streets policy.

The text box below provides an overview of MTC's requirements for a Complete Streets Resolution.

COMPLETE STREETS IN DANVILLE

In May 2012, the MTC and ABAG boards adopted Resolution 4035 requiring local governments to formally adopt a "Complete Streets Policy" by January 31, 2013. Having such a policy will become a prerequisite for receiving certain state and federal transportation funds. This requirement is an implementation of the Complete Streets Act of 2008 (AB 1358), which requires the General Plan Mobility Element to contain provisions for a balanced multi-modal network of streets, roads, and highways for safe and convenient travel in a manner that is suitable and based on local conditions.

The "Complete Streets" design concepts are not new to the Town of Danville, as the Town has been designing and constructing its transportation network with all users in mind. Consistent with MTC requirements, the Mobility Element incorporates Complete Streets principles:

1. Serve all Users: All transportation improvements will be planned, designed, constructed, operated and maintained to support safe and convenient access for all users, and increase mobility for walking, bicycling and transit use, wherever possible while promoting safe and accessible operations for all users.

2. Context Sensitivity: Transportation projects will be sensitive to their surrounding context, contribute to Danville's sense of place, and be designed with opportunities for community input.

3. Multi-Departmental Approach: All Town departments whose missions affect the Town's roadway system will incorporate a complete streets approach in their projects and activities.

4. Comprehensive Application: The complete streets philosophy applies not only to the construction of new roads but also the reconstruction, repaving, and retrofitting of existing roads, and the construction of privately built roads intended for public use.

Camino Tassajara. Photo courtesy of Paige Green.

COUNTYWIDE BICYCLE AND PEDESTRIAN PLAN

Contra Costa County adopted a revised Bicycle and Pedestrian Plan in 2009. The Plan includes a map of the countywide bicycle network, with a number of routes passing through Danville. It includes goals and policies to make walking and bicycling a safer and more practical way to travel. The 2009 Plan replaced a Plan initially adopted by the County in 2003. The new Plan refined the earlier Plan's vision, goals and policies; outlined a new approach for spending Measure J pedestrian, bicycle and trail funds; incorporated new regional, state, and federal policies; presented updated data on existing conditions; and refined the list of projects, programs and actions. The Plan includes chapters on pedestrian facilities, bicycle facilities, support programs, and other tools for local agencies.

Proposed Revisions or Actions:
The Town of Danville will amend its 2006 Parks, Recreation, and Arts Strategic Plan so it is consistent with the 2009 Countywide Plan.

(See also the text under "Parks, Recreation, and Arts Strategic Plan" in this section for additional information.)

DESIGN GUIDELINES

Design guidelines address many aspects of the transportation network, including the location and layout of parking areas, the design of streetscapes and pedestrian areas, ingress and egress to properties, and the relationship between buildings and streets. Since its incorporation, Danville has adopted streetscape and entry guidelines, Downtown Street Beautification Guidelines, and other guidelines which shape the character of the roadway network.

DEVELOPMENT REVIEW

The design of local and collector streets and their orientation to arterial streets is a major element of the development review process. The Town requires private developments to include street and bikeway designs that meet Town engineering standards and do not cause significant off site traffic problems. Needed off site improvements are financed through Transportation Improvement Program fees and through special assessments.

DOUGHERTY VALLEY SETTLEMENT AGREEMENT

The Dougherty Valley Settlement Agreement was approved by Danville, Contra Costa County, San Ramon, and the developer parties of interest on May 11, 1994. The Agreement contains a number of transportation-related measures, including specific level of service standards; requirements for developers to construct or fund certain traffic improvements; a list of mandatory transportation related efforts; preparation and adoption of remediation plans; and dispute resolution measures. Most terms of the Settlement Agreement will expire when the Dougherty Valley reaches buildout.

DOWNTOWN PLAN AND ORDINANCE

The Downtown Redevelopment Plan and Downtown Master Plan identified a significant number of parking and circulation related improvements within Downtown Danville. Some of these improvements have been completed and others remain to be done. The Downtown Business District Development Ordinance provides additional guidance relating to parking, street landscaping, and pedestrian amenities.

Proposed Revisions or Actions:
The General Plan encourages the expansion of Old Town Danville along North Hartz Avenue, potentially creating greater parking demand in this area. Revisions to the Downtown Master Plan and Street Beautification Guidelines should be completed to address this impact.

In addition, the Downtown Plan and Ordinance should be revised to reflect the emerging vision that Railroad Avenue should be a more pedestrian-oriented street that complements Hartz Avenue and is a more integral part of Old Town Danville. Land use regulations, streetscape design, and traffic planning for the street should be adjusted accordingly. Future Capital Improvement Plans should recognize the need for safe, high-visibility pedestrian crosswalks in Downtown Danville, including additional mid-block crossings on Railroad Avenue. The Downtown Plan should also address ways to improve pedestrian, bicycle, and transit access between the Sycamore Valley Park and Ride and Downtown Danville.

DOWNTOWN PARKING MANAGEMENT PLAN

In 2010, the Town approved a Plan to improve parking for Downtown business patrons by redirecting employee parking to the perimeter of the Downtown area. The Plan is part of a broader Economic Development Strategy to promote Downtown Danville's businesses. The Plan adjusts hourly limits on parking and modifies the Employee Permit Parking Program to apply higher fees for parking in high-demand areas. The Plan also addresses licensing of valet parking, parking enforcement, and other parking-related topics.

Proposed Revisions or Actions:
The Downtown Parking Management Strategy will be periodically updated to respond to future development approvals, transportation improvements, economic conditions, Downtown business needs, changes to the Downtown Business District Ordinance, and/or future parking supply and demand studies. Additional information on the Downtown Parking Management Plan may be found in the Implementation section of Chapter 3.

ECONOMIC DEVELOPMENT STRATEGY (INCLUDING iHUB)

(See Chapter 3 (Economic Development) for discussion)

ENGINEERING DESIGN STANDARDS

The Town of Danville has adopted engineering standards for the design of streets, sidewalks, bicycle lanes, and other elements of its transportation system. The standards specify road and lane widths, turning radii and other geometrics, access requirements, maximum grades, pavement thickness and design, and other features that ensure the safe, efficient operation of the system. The standards are revised from time to time based on changing technologies, design objectives, and priorities.

Proposed Revisions or Actions:
The Town's design standards will be reviewed to ensure that they support the Complete Streets principles identified in the General Plan. If necessary, the standards should be revised to better support bicycle and pedestrian travel, and to facilitate transit use.

GRANT FUNDING

State and federal grants provide an important source of funding for transportation improvements, often supplementing local sources.

Proposed Revisions or Actions:
The Town will continue to compete for a variety of transportation-related grants, including those supporting bicycle and pedestrian improvements.

INTERGOVERNMENTAL COORDINATION

Intergovernmental coordination is an especially important part of the Town's transportation policies and programs. Danville regularly coordinates with the Contra Costa Transportation Authority (CCTA), the Southwest Area Transportation Committee (SWAT), and the Tri-Valley Transportation Council (TVTC). The provision of bus transit and access to BART are regional issues which require that Danville is active both in central Contra Costa County and the Tri Valley area.

Proposed Revisions or Actions:
Future transportation planning will involve other cities and the County, as well as agencies such as CCTA. Future plans will emphasize multi-modal circulation, including new bikeways, pedestrian ways, and transit facilities as well as street improvements. The Town will also continue working with San Ramon and Caltrans to provide for the two-phase installation of auxiliary lanes along Interstate 680 through Danville and San Ramon as well as other transportation projects that may be proposed in the future.

LOCAL TRANSIT PLAN (PROPOSED ACTION)

The Town should work with the County Connection and other transportation service providers to identify and develop appropriate policies and programs to address the transit needs of Danville residents and businesses. Two separate functions should be addressed:

- Local access to schools, shopping/ commercial areas, and institutional/public buildings
- Out-of-area commute service and regional connections.

Transit planning should consider alternatives to fixed-route service, as well as the feasibility of a Downtown "Circulator," shuttles, and other services which respond to local needs in a cost-effective way. Local transit planning should place a high priority on improving connections between the Sycamore Valley Park Road and Ride Lot and Downtown Danville. Because of funding constraints, future transit plans may have to place a greater emphasis on niche markets such as seniors, students, and the Downtown Danville workforce. County Connection services may not be sufficient to meet the needs of these markets, and the Town may need to seek consult additional entities to

achieve its transit frequency and service goals.

MEASURE J COMPLIANCE

Measure J includes a number of transportation-related requirements, including the adoption of traffic level of service standards for Routes of Regional Significance and the adoption of a Transportation Systems Management (TSM) Ordinance by each jurisdiction in the County (with some exceptions for smaller cities). The Routes of Regional Significance are subject to additional requirements, including traffic monitoring, Action Plans, and programs to fund development-related improvements. The Action Plans include specific steps to be implemented by participating jurisdictions (including Danville) such as capital improvements, TSM measures, and land use policies.

MUNICIPAL CODE

Section 8-5 of the Danville Municipal Code regulates commercial vehicles, including trucks and trailers. It defines truck routes in Danville and establishes limitations on the use of trucks on all other streets. The Code provides exceptions for Town vehicles, trucks making local deliveries and trucks responding to emergencies.

NEIGHBORHOOD TRAFFIC MANAGEMENT PROGRAM

The Town adopted the Neighborhood Traffic Management Program in 1996. The Program promotes the safety and livability of Danville neighborhoods through a citizen-based approach to traffic calming. The Program is designed to educate and empower neighborhoods with tools to evaluate, develop, and implement traffic management solutions.

Proposed Revisions or Actions:
The Town should continue to implement its Neighborhood Traffic Management Program. New techniques of traffic calming should be identified and used as appropriate.

PARKS, RECREATION, AND ARTS STRATEGIC PLAN – TRAILS SECTION

Danville's Parks, Recreation, and Arts Strategic Plan includes provisions for trails and bikeways. The Strategic Plan describes the importance of bicycle travel for recreational and transportation purposes and also shows existing and proposed routes. These routes are consistent with the Contra Costa Countywide Bicycle and Pedestrian Plan, a document incorporated by reference into the Strategic Plan. Danville's Plan recognizes that the Town's trail system is part of a regional network that links Danville to parks, employment centers, transit facilities and other destinations beyond the Town's boundaries.

Proposed Revisions or Actions:
The Countywide Bicycle and Pedestrian Plan was updated in 2009. Danville's 2006 Strategic Plan will be amended to reflect the changes and provide current, internally consistent direction on bicycle facility plans and other bicycle-related programs. The trails component of the Strategic Plan should be expanded to ensure that it captures the full range of projects and priorities expressed by the Countywide Plan. New concepts such as bike sharing, and public-private partnerships to increase the supply of bicycle parking, should be explored. The Strategic Plan should also advance the concept of a "river walk" along San Ramon Creek, with a potential pedestrian and bicycle bridge connecting new multifamily residential development along Diablo Road to the Danville Library area.

PAVEMENT MANAGEMENT PROGRAM

The Town of Danville Pavement Management Program provides maintenance history and pavement condition index (PCI) data for public streets in Danville using software provided by the Metropolitan Transportation Commission. The pavement maintenance schedule depends on funding allocations through the Town's annual Capital Improvement Program and takes into

consideration pavement condition, location and the type of maintenance application.

Proposed Revisions or Actions:
Street cuts by utility companies are regulated by Danville's Municipal Code. To preserve the quality of Danville's streets and limit disruption of traffic, the Town adopted a street cut ordinance consistent with the Countywide model. The ordinance should be reviewed and updated on a regular basis. In addition, the Town will explore ways to use its PCI data more strategically. This could include targeting a minimum standard and developing a program to ensure that the standard is achieved and maintained. PCI data should be used to guide the Capital Improvement Program and prioritize future projects for funding.

REGIONAL TRANSPORTATION IMPROVEMENT PROGRAM

The RTIP is a comprehensive listing of federally-funded transportation capital projects for the Bay Area. The Metropolitan Transportation Commission (MTC) prepares the RTIP at least once every four years, taking into consideration financial constraints and regional transportation planning documents prepared by MTC with input from local governments. The 2011 RTIP contained 966 projects in the nine-county Bay Area, totaling $11 billion.

Proposed Revisions and Actions:
The Town will continue to develop proposals for new local multi-modal transportation improvements and will work with MTC and CCTA to place these projects in the RTIP for funding.

SAFE ROUTES TO SCHOOL

Safe Routes to School (SRTS) programs are intended to improve safety and accessibility to schools and reduce air pollution and traffic around school campuses. They require sustained efforts by parents, schools, community leaders and government to improve the health and well-being of children by enabling and encouraging them to walk or bicycle to school. SRTS has been funded by Congress and administered by the Federal Highway Administration since 2005.

STREET BEAUTIFICATION GUIDELINES

Street Beautification Guidelines have been prepared by the Town to provide guidelines for landscaping and beautification. Implementation of the Guidelines occurs through the CIP process, where specific projects receive priority for funding, and in the development review process, where the Guidelines may be imposed upon a proposed development.

Proposed Revisions or Actions:
The Street Beautification Guidelines and the Beautification Guidelines for the Downtown area will be reviewed and be updated as needed to more effectively implement the General Plan and the Downtown Plan.

STREET SMARTS

Street Smarts is a partnership between the Town of Danville, the City of San Ramon, Contra Costa County, the San Ramon Valley Unified School District, the San Ramon Valley Council of PTAs, and other community partners. The purpose of the program is to increase traffic safety education through community events, school activities, neighborhood initiatives, and other public outreach measures.

TRAFFIC MONITORING PROGRAM

A traffic monitoring program has been implemented on key streets to comply with the requirements of Measure J and the level of service standards in the Growth Management Element. The Monitoring Program requires periodic traffic counts and traffic studies to evaluate the impacts of proposed development projects on Routes of Regional Significance. If these road segments or intersections are projected to operate below mid range of level of service "D" (a volume capacity ratio of 0.83 to 0.87) following build out of such development, then the developer must undertake

or finance needed improvements to mitigate the impacts. If such mitigation is infeasible, the scale of the development must be reduced accordingly.

Proposed Revisions or Actions:
The Town's traffic monitoring program will be reviewed to ensure that it implements Level of Service Objectives. Adjustments to acceptable Levels of Service may be needed to reflect anticipated traffic volumes and "gateway" constraints on Camino Tassajara to the east of Danville.

TRAFFIC SAFETY PROGRAM

The Town monitors traffic accident data and other indicators of hazardous conditions to determine safety conditions on Danville streets. This information provides the basis for weight and speed limits, enforcement, and traffic control devices to improve traffic safety.

TRAFFIX

TRAFFIX is a congestion relief program aimed at school-related traffic. The program was initiated in 2009 using a portion of the Measure J half-cent sales tax proceeds. A schedule and network of bus routes have been established serving various elementary, middle, and high schools in Danville, San Ramon and Contra Costa County. Parents pay a fee to register their children in the program. The service eliminates the need for students to be dropped off and picked up in individual vehicles, thereby reducing congestion and vehicle idling on streets in and around school campuses.

TRANSPORTATION IMPROVEMENT FEES

In 1984, the Town adopted the Commercial Transportation Improvement Program (CTIP) requiring new commercial and office development to pay a fee to offset impacts upon local transportation improvements. The CTIP fee helps finance needed improvements to Downtown Danville's road network. In 1986 the Town adopted the Residential Transportation Improvement Program (RTIP) requiring the payment of a RTIP fee for each new residential unit for the financing of townwide transportation improvements. Both fees are adjusted periodically. In addition, several other transportation mitigation fees are in place. The 1994 Dougherty Valley Settlement Agreement established a two-tier fee for transportation improvements. In 1996, the Town executed a joint powers agreement with Contra Costa County and the City of San Ramon establishing Southern Contra Costa (SCC) Fee Areas and adopting SCC regional and SCC sub-regional fees for road improvements.

In addition, the Town works with the Tri-Valley Transportation Council (TVTC) to evaluate the impact of projected land uses on regional transportation infrastructure and to establish a cost nexus between future development and the need for transportation improvements. TVTC's plans and studies evaluate the relationship between future development in Danville, needed improvements and facilities, and the estimated costs of those improvements and facilities. This information is used to support a Tri-Valley Transportation Development Fee (TVTDF) which is collected from new development and disbursed to fund local transportation improvements. The TVTDF is periodically updated based on changing land use plans, development proposals, and transportation conditions.

Proposed Revisions or Actions:
Periodic adjustment of the TVTDF will continue to be required to reflect the rising costs and levels of improvements needed.

TRANSPORTATION SYSTEMS MANAGEMENT MEASURES

As noted earlier in Chapter 4, the Town has taken steps to manage congestion, reduce vehicle miles traveled, and make the most efficient use of the existing circulation system. These measures are generally described as Transportation System Management (TSM) measures. The Town participates in the Contra Costa County 511 program, which includes such TSM measures as vanpools, carpools, park and ride lots, guaranteed

rides home, and ramp meters along the freeways. Under Contra Costa County Measure J, local governments are required to adopt a local ordinance or resolution implementing TSM practices. Local TSM ordinances are required to be consistent with the CCTA model ordinance.

Danville first adopted a Transportation Demand Management Ordinance in 1991. The ordinance was replaced by a Transportation Systems Management Ordinance in 1997. The Ordinance encourages alternatives to single-occupancy driving. Its activities are directed at employees of both private businesses and the Town government itself.

The Town also participates in the South West Area Transportation Committee of the CCTA and the Tri-Valley Transportation Council, both of which deal with transportation demand management on a sub-regional basis.

Proposed Revisions or Actions:
The Town will support efforts by CCTA, MTC, and other regional transportation partners to expand TSM methods using the internet, smart phones, and emerging technologies. Such methods include mobile applications ("apps") for casual carpooling, ridesharing, real-time transit arrivals and departures, traffic conditions, and other tools to improve transportation efficiency.

WAYFINDING AND SIGNAGE MASTER PLAN

The Town is preparing a master Wayfinding Signage program intended to guide travelers from Interstate 680 to public facilities, Downtown Danville, and municipal parking areas. The program also will guide pedestrian travel within Downtown. It will establish universal design standards for signage that are reflective of Danville's identity and it will address safety, maintenance, street-level visibility, and other considerations. The program is part of a broader economic development effort to attract shoppers and promote tourism in Danville.

ZONING ORDINANCE

The zoning ordinance contains numerous provisions affecting transportation, including the Town's parking and loading standards. Article X of the Zoning Code addresses transportation improvement requirements for new development.

(See also the Implementation sections of Chapters 3 and 6 for additional recommendations related to the Zoning Ordinance.)

TRAFFIX student transportation service. Photo courtesy of Rebecca Elliott.

CHAPTER

5

PUBLIC FACILITIES

PARKS, RECREATION, AND OPEN SPACE
CIVIC FACILITIES
INFRASTRUCTURE

INTRODUCTION

The quality of public facilities and services is vital to Danville's future. Danville residents take pride in the Town's attractive parks, outstanding recreational programs, excellent public schools, well-maintained civic and community facilities, and responsive public services. The Town's incorporation was driven by a desire to retain these qualities and ensure a continued commitment to excellence as growth took place. During the last 30 years, the Town has added new facilities and services to keep pace with increasing demand, changing needs, and new technologies. Looking to the future, the Town will maintain this commitment.

State law does not require a "public facilities element" in the General Plan. However, Danville has elected to make this topic one of the Plan's four major Chapters. This underscores the importance of public facilities to the quality of life in Danville. The Chapter is intended to anticipate future facility needs based on growth projections. It will guide capital improvement programming and provide broad policies for delivering community services. The state-mandated open space element has also been incorporated into this Chapter.

Although Danville is expected to experience relatively slow growth between now and 2030, demand for public services will require continued investment in new facilities by the Town and other service providers. Factors such as the aging of the population, changes to the size and make up of households, and reductions in the provision of human services by the federal and state governments will influence service and facility demands placed upon the Town of Danville.

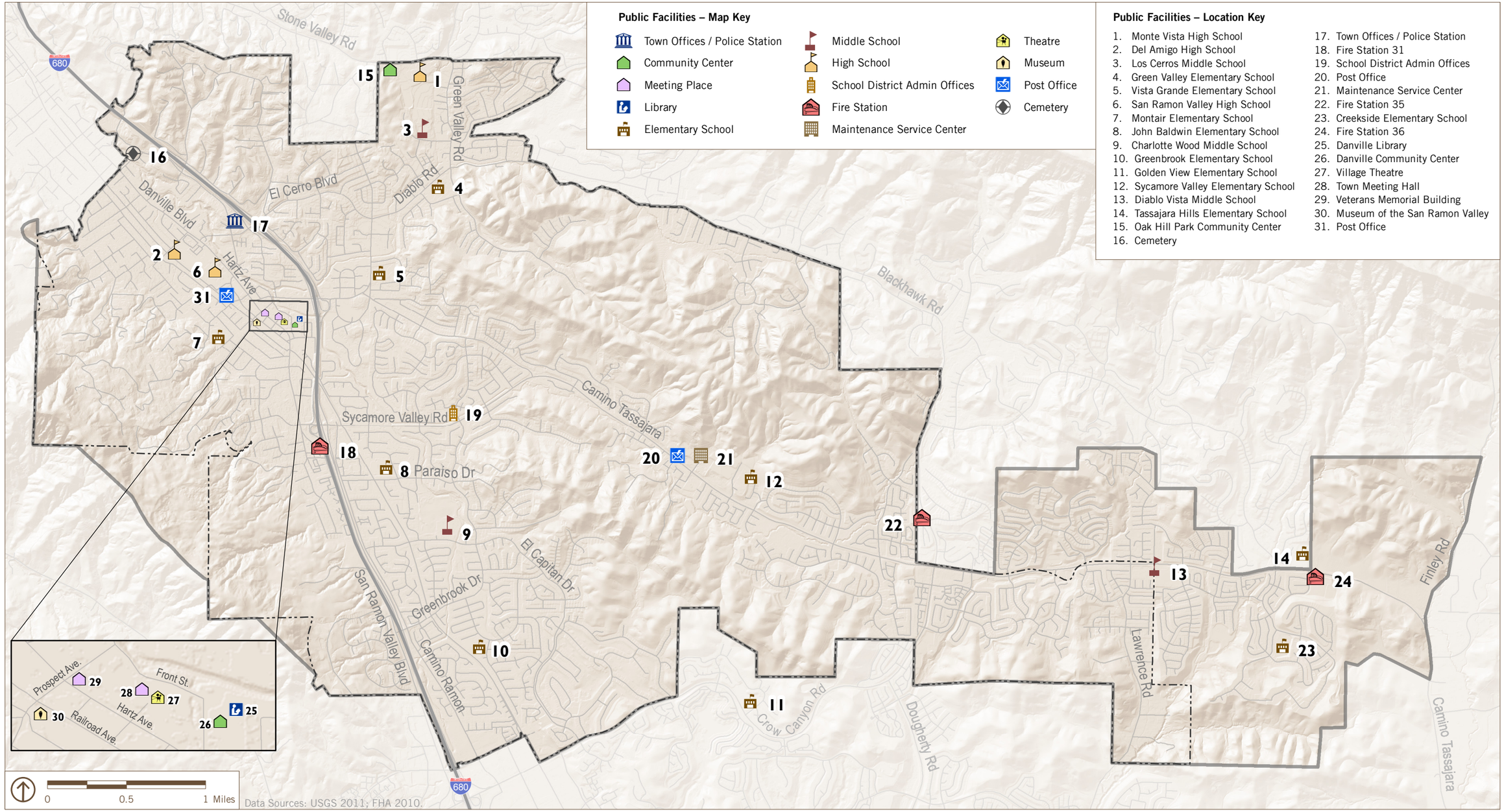
Figure 17 shows the agencies currently responsible for providing specific public facilities and services in Danville. **Figure 18** presents a map indicating the location of key public facilities. These facilities and services are provided to residents by a variety of public agencies, including the Town of Danville, regional special districts serving the San Ramon Valley area, the San Ramon Valley Unified School District, and Contra Costa County.

FIGURE 17

PUBLIC SERVICE PROVIDERS FOR THE TOWN OF DANVILLE (2010)

SERVICE	AGENCY
FLOOD CONTROL	Contra Costa County Flood Control and Water Conservation District
LEGISLATIVE AND ADMINISTRATIVE	Town of Danville
LIBRARY	Contra Costa Library System/ Town of Danville
MOSQUITO ABATEMENT AND VECTOR CONTROL	Contra Costa Mosquito and Vector Control District
PARKS AND LEISURE SERVICES	Town of Danville/Lighting and Landscape Assessment District
PLANNING AND ZONING ADMINISTRATION	Town of Danville
POLICE PROTECTION	Town of Danville
PUBLIC TRANSIT	Central Contra Costa Transit Authority (County Connection)
PUBLIC WORKS, DESIGN REVIEW, AND BUILDING	Town of Danville
SCHOOLS	San Ramon Valley Unified School District
SEWAGE TREATMENT AND DISPOSAL	Central Contra Costa Sanitary District
SOLID WASTE	Central Contra Costa Solid Waste Authority
STREET AND DRAINAGE MAINTENANCE	Town of Danville
STREET LIGHTING	Town of Danville/Lighting and Landscape Assessment District, PG&E
WATER SERVICE	East Bay Municipal Utility District
FIRE PROTECTION	San Ramon Valley Fire Protection District
INTERMENT AND GRAVES MAINTENANCE	Alamo-Lafayette Cemetery District

Sources: Town of Danville, 2012



Town Limit

Planning Area Boundary

FIGURE 18

PUBLIC FACILITIES

Danville recognizes that government agencies cannot meet all the service needs of the community. Local churches and religious organizations, private schools and day care facilities, fraternal organizations, and nonprofit organizations are, and will continue to be, important providers of services.

Specific public facility needs, goals and policies, and implementation measures are addressed in the following subsections:

- Parks, Recreation and Open Space
- Civic and Community Facilities
- Infrastructure

Sycamore Park. Photo courtesy of Paige Green.

PARKS, RECREATION, AND OPEN SPACE

A. SETTING

Park and recreation facilities in Danville are currently provided by several public agencies and by the private sector. Public agencies include the Town of Danville, the U.S. National Park Service, the California Department of Parks and Recreation, East Bay Regional Park District, the San Ramon Valley Unified School District, and Contra Costa County. Private sector organizations include private businesses, homeowner and neighborhood associations, and community based organizations.

Park and recreational facilities and services are an important component of the quality of life in Danville. Those facilities owned and maintained by the Town have been developed to a standard that demonstrates the Town's strong commitment to a high level of service delivery. The Town's Parks and Leisure Services Commission and Arts Commission provide guidance in the ongoing development of the Town's park system and in the provision of recreational facilities, services and programs.

In addition to the 278 acres of active public parkland, almost 3,800 acres of the Town's land area (33 percent of the total area within the Town limits) is in general open space or agricultural uses. This open space is primarily located in the hillside areas that define the west and east boundaries of Danville. A significant portion of the open space is owned and managed by the East Bay Regional Park District. The Town does not manage open space unless the land is within a Town park. The private open space areas are mainly used for grazing cattle.

REGIONAL PARK FACILITIES

The U.S. National Park Service owns and operates the Eugene O'Neill National Historic Site (Tao House) immediately adjacent to Danville in a meadow mid-slope along Las Trampas Ridge. The Park Service presently offers tours to this site on a limited basis. The California Department of Parks and Recreation owns and operates Mt. Diablo State Park, a facility of just under 20,000 acres that abuts the northeast edge of Danville and encompasses the vast majority of Mt. Diablo.

The East Bay Regional Park District owns and operates the 5,342-acre Las Trampas Regional Wilderness, located largely outside the Town limits and lying to the northwest and west of the town roughly centered along Las Trampas Ridge. The Wilderness area features hiking trails and nature study areas. Access is mainly from a parking lot and picnic area in Bollinger Canyon, over Las Trampas Ridge from Danville. Additional access is provided via Del Amigo Trail (off Starview Drive), Remington Loop, and from points within unincorporated Alamo. The Town is working cooperatively with the East Bay Regional Park District on park planning and design. The approved plans for the 450-acre Elworthy West property include an expansion of the Wilderness area and the provision of a new staging area and trailhead.

The District also owns and operates the Sycamore Valley Regional Open Space Preserve. In 2011, open space land in the Sycamore Valley under EBRPD control totaled 696 acres. Additional acreage may be added in the future as land dedication offers to the District are considered.

LOCAL PARKS AND RECREATION FACILITIES

The Town of Danville owns, operates, and maintains 178 acres of parkland, most of which is used for active recreation. The San Ramon Valley Unified School District provides an additional 80 acres of playing fields, ball courts, and miscellaneous facilities within the Town of Danville that also serve the active recreation needs of the community. The Town of Danville has improved and maintains more than 24 acres of this total. Another 21 acres have been improved with trails or special use recreational facilities. Danville's parkland is further supplemented by a large number of private and homeowners associations recreational facilities, including a golf course, tennis courts, swimming pools, and tot lots.

Figure 19 identifies the location of existing park and recreation facilities in Danville. Further description of these facilities is provided in **Figure 20**.

The adequacy of park and recreation facilities can be measured with the use of commonly accepted standards that specify the area and/or facilities required to serve a given number of residents. A service standard of 5.0 acres of improved parkland per 1,000 residents was established for park and recreation facilities in Danville through the Growth Management Element adopted by the Town Council in 1991. At the time of adoption of the 2030 Plan, as shown in **Figure 21**, Danville met a higher standard than that. Based on an April 1, 2010 population of 42,039 and a park acreage total of approximately 278 acres, there are currently about 6.6 acres of parkland per 1,000 residents in the town. The Town will strive to maintain this standard in the future as population is added and needs increase. This will occur through a combination of impact fees, land dedication within new development, joint use agreements, public-private partnerships, and similar strategies for expanding the Town's park inventory.

New residential projects will be required to dedicate land and/or pay fees to help the Town maintain its parkland ratio. Under California's Quimby Act, the Town may require land dedications or impact fees equivalent to a ratio of 5 acres per 1,000 residents. Only functional, usable acreage is considered as meeting this standard. Consistent with the Dougherty Valley Settlement Agreement, projects that require General Plan Amendments are subject to a higher standard of 6.5 acres per 1,000 residents. Imposing the higher standard on these types of projects will further assist the Town in maintaining an outstanding park system.

While Danville seeks to provide adequate park and recreation facilities for its own residents, it should be noted that the Town's existing park facilities are heavily utilized by non-residents from adjacent unincorporated areas (i.e., Alamo, Diablo and Blackhawk). These residents typically have less parkland available to them than Danville residents, although this is offset somewhat by access to private open space and the low-density rural residential character of much of this area. Additional demand is also placed on local resources by employee groups from the business community, both in Danville and in neighboring cities.

Sycamore Park Playground. Photo courtesy of Paige Green.

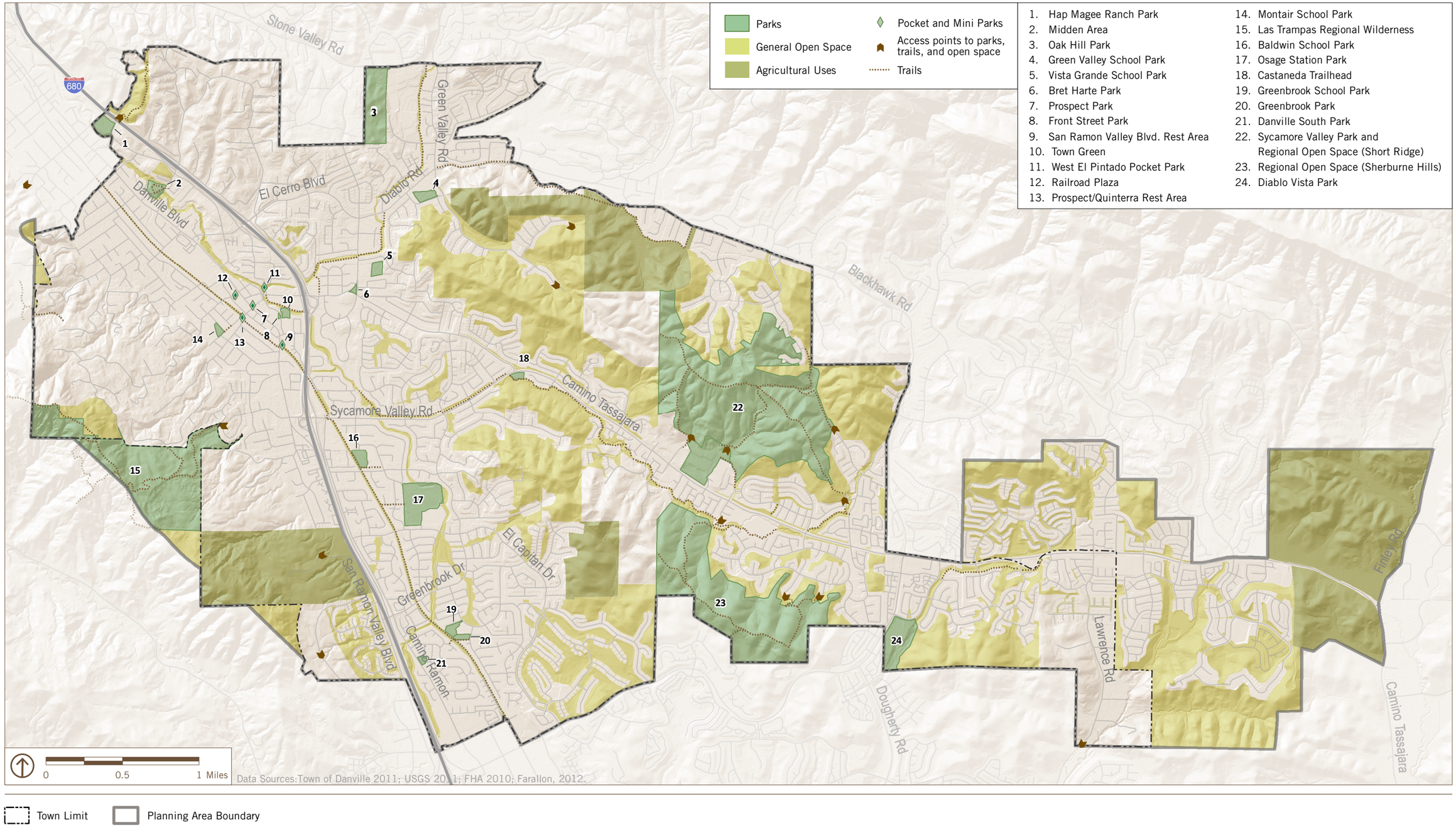


FIGURE 19

PARKS, RECREATION, AND OPEN SPACE

FIGURE 20

PARK AND RECREATION FACILITY INVENTORY

STATUS AND SITE	ACRES	AMENITIES
TOWN-OWNED FACILITIES		
COMMUNITY PARKS		
Diablo Vista Park	31.82	"Snake" water feature, picnic tables, BBQ, volleyball, basketball court, 2 tennis courts, 2 baseball/softball fields, 2 soccer fields, children's play area, snack shack and ancillary parking. Night lighting.
Hap Magee Ranch Park	9.01	Three ranch style homes, perimeter trail is linked to Mt. Diablo/Las Trampas trail, large meadow and ancillary parking (supplemented by 4.1 acres in Alamo)
Oak Hill Park	43.69	Children's "ranch style" play area, community building, horseshoes, pond fishing, picnic tables and BBQs, open space trails, and ancillary parking (park area will expand to 47.33 acres with Weber/Davidon dedication)
Osage Station Park	30.10	Children's "Old Town" play area, rose garden, par course, 4 tennis courts, 4 baseball/softball fields, 5 soccer fields, picnic tables and BBQs, jogging path, and ancillary parking
Sycamore Valley Park	48.88	Children's play area, water features, 5 baseball/softball fields, 4 soccer fields, picnic tables, jogging path, barbecue areas, and ancillary parking. Night lighting.
Acerage Subtotal	163.54	Acreage will be 167.2 with Weber/Davidon dedication.
NEIGHBORHOOD PARKS		
Danville South Park	1.38	Children's play area, basketball court, picnic tables
Greenbrook School Park	1.01	Children's play area, picnic tables
Acerage Subtotal	2.39	
MINI/POCKET PARKS		
Bret Harte Park	0.67	Passive open space, walkway
El Pintado Park	0.18	Benches, creek overlooks
Front Street Park	0.36	Picnic table, benches, drinking fountain, public art
Prospect Corner Park	0.06	Seating areas, kiosk
Railroad / Linda Mesa Park	0.09	Seating areas, fountain, kiosk

STATUS AND SITE	ACRES	AMENITIES
MINI/POCKET PARKS (CONTINUED)		
Railroad / Hartz Ave Park	0.07	Seating areas, entry feature
Acerage Subtotal	1.43	
SPECIAL USE FACILITIES		
Danville Library, Community Center and Town Green	3.38	2-building complex, plaza, bandstand, passive open space, and ancillary parking
Town Meeting Hall, Village Theatre and Art Gallery	1.28	2-building complex of Heritage Resource Buildings with multi-purpose utilization and ancillary parking
Veterans Memorial Building and Senior Center	0.32	Multi-purpose activity/meeting facility
Teen centers	0.27	3 individual buildings (one each on Charlotte Wood, Diablo Vista, and Los Cerros Middle School campuses) owned by Town
West Briar Knolls Midden	4.91	Open space remainder of the West Briar Knolls development dedicated to the Town to protect archaeological resources—area available to public through Town-issued permit
Southern Pacific RR Depot	0.25	National Registry structure serving as home to the Museum of the San Ramon Valley
Acerage Subtotal	10.41	
TOTAL ACREAGE TOWN-OWNED FACILITIES	177.77	Subtotal increases to 181.43 after acceptance of offer of dedication from Weber/Davidon project
TOWN IMPROVED AND MAINTAINED/ NON-TOWN OWNED FACILITIES		
SCHOOL PARKS		
John Baldwin Elementary School	6.41	Childrens' play area, covered and lighted basketball courts, 2 baseball/softball fields, 1 soccer field, picnic tables, and parking area
Greenbrook Elementary School	0.40	Portion of parking area abutting Town parcel
Green Valley School	5.03	Childrens' play area, 2 baseball/softball fields, 3 soccer fields, and picnic tables (excludes parking area)
Montair School	1.97	Childrens' play area, picnic tables, 1 baseball/softball field, 1 soccer field
Charlotte Wood Middle School	5.06	Portions of playfields, rose planter areas, walkway
Vista Grande Elementary School	3.21	Informal playfields
San Ramon Valley High School Tennis Courts	0.32	2 lighted tennis courts (maintenance of lights only)

STATUS AND SITE	ACRES	AMENITIES
SCHOOL PARKS (CONTINUED)		
Monte Vista High School Tennis Courts, Landscape Buffer, Swimming Pool	1.69	4 tennis courts (4 non-lighted courts maintained by School District), swimming pool, annex to Oak Hill Park (buffer to school parking)
Acerage Subtotal	24.09	
SPECIAL USE FACILITIES		
Iron Horse trailhead and rest area at Prospect/Quinterra	0.21	Seating, drinking fountain, information kiosk, bike racks
Iron Horse trailhead and rest area at San Ramon Valley Boulevard	0.16	
EBMUD Castaneda Pumping Trailhead/ Camino Tassajara	1.75	
Acerage Subtotal	2.12	
TRAILS		
Trails	7.7	Benches, signage
Acerage Subtotal	7.7	
TOTAL ACREAGE TOWN-IMPROVED AND MAINTAINED BUT NON-OWNED FACILITIES	33.91	
SRVUSD FACILITIES/ NON-TOWN OWNED OR MAINTAINED FACILITIES		
SPORTS FIELDS AND COURTS		
John Baldwin Valley Elementary School	1.07	Hardscape play areas
Creekside Elementary School	—	4.75 acres outside Town Limits in sphere
Greenbrook Elementary School	4.39	Informal play fields and parking
Green Valley Elementary School	0.98	Hardscape play areas
Montair Elementary School	1.99	Hardscape play areas, playground, lawn
Sycamore Valley Elementary School	1.29	Hardscape play areas
Vista Grande Elementary School	1.59	Hardscape play areas, playground
Charlotte Wood Middle School	2.07	Informal play fields and parking
Diablo Vista Middle School	1.07	Additional 15 acres outside Town limits in sphere of influence
Los Cerros Middle School	5.82	Hardscape play areas, sports fields, informal play fields
Monte Vista High School	19.32	Sports fields

San Ramon Valley High School	14.71	Sports fields
Acerage Subtotal	54.30	Total increases to 74.05 acres for sphere of influence
GYMNASIUMS, POOLS, AND MULTI-PURPOSE INDOOR FACILITIES		
Gymnasiums, Pools, and Multi-Purpose Indoor Facilities	1.4	Various school sites
Acerage Subtotal	1.4	
IRON HORSE TRAIL		
Iron Horse Trail	10.88	20-foot wide section of abandoned Southern Pacific Railroad transportation corridor for length of Town
Acerage Subtotal	10.88	
TOTAL ACREAGE NON-TOWN MAINTAINED OR OWNED FACILITIES		Subtotal increases to 181.43 after acceptance of offer of dedication from Weber/Davidon project
GRAND TOTAL	278.26	Increases to 281.92 acres after acceptance of 3.66 acres from Weber/Davidon and 310.67 acres for sphere of influence

FIGURE 21

PARKLAND REQUIREMENTS TOWN OF DANVILLE

Current Population	42,039 residents
Current Usable Parkland and School Grounds	278.3 acres
Current Ratio of Acres per 1,000 residents	6.6/1,000

Sources: US Census, 2010
Town of Danville, 2012

Community Parks

Community parks, as traditionally defined, range from 20 to 50 acres in size and serve residents within a three mile radius of their homes. Community parks are intended to serve a wide variety of active and passive recreation activities and may include sports fields, tennis courts, family and group picnic areas, children's play apparatus areas, community buildings, water features, ponds, riparian areas, landscaping, and/or specialized activity areas. Night lighting of activity areas is appropriate at community parks to increase the availability and utilization of courts and/or playing field facilities. Parking lots and restroom facilities are typically provided at community parks. The Town currently owns and maintains five community parks, as noted in **Figure 20.**

Neighborhood Parks

Neighborhood parks range from one to ten acres in size and are specifically oriented toward residents within a one-half mile radius. Facilities in neighborhood parks are usually geared toward the recreation needs of children. The Town owns and/or maintains two neighborhood parks, South Danville South Park and Greenbrook School Park.

Other Town-Operated Parks

In addition to community and neighborhood parks, the Town operates mini-parks and a number of special use facilities which meet recreational needs. The mini-parks are typically passive open spaces with benches, landscaping, and in some instances public art. These include the Town Green, Front Street Park, Bret Harte Park, El Pintado Park, Prospect Corner Park, Prospect/Quinterra Rest Area, the Railroad Plaza, the Iron Horse Trail trailhead at San Ramon Valley Boulevard, and the Castaneda Park trailhead. The special use facilities include the Town Meeting Hall, the Veterans Memorial Building and Senior Center, the Village Theater, and the Library/ Community Center. Although these facilities are not parks in the traditional sense, they are important civic open spaces and support many recreational and cultural arts programs. Cultural arts, including visual arts and performing arts, are an increasingly important part of the Town's recreational service programs.

SCHOOL FACILITIES

As part of a long-term agreement with the San Ramon Valley Unified School District (SRVUSD), the Town maintains and manages four school parks that effectively function as neighborhood parks. The Town also facilitates community use

of recreational facilities owned by the District through a variety of joint use agreements which include management of SRVUSD facilities. These agreements provide the community with priority use during non-school hours at three teen centers, two pools, two gymnasiums, 14 tennis courts, 12 baseball/softball fields, and nine soccer fields. The availability of these facilities is essential to supplement Town-owned resources and provide active recreational areas within easy reach of all Danville residents.

OTHER PUBLIC AND QUASI-PUBLIC FACILITIES

In addition to the Town parks and school parks listed above, Danville is also served by other types of active recreational facilities. For example, the Iron Horse Trail (see text box) provides an important amenity for pedestrians and bicyclists, running the length of the town on a north-south alignment. Other trails have been developed along Sycamore Creek and Green Valley Creek. The Town is also home to the Museum of the San Ramon Valley, occupying a National Register of Historic Places structure that once served as the Southern Pacific Railroad Depot.

PRIVATE SECTOR RECREATION FACILITIES

A large number of private recreation facilities supplement local park and recreation facilities. Homeowner's associations in Danville provide numerous tennis courts, swimming pools, and clubhouses, as well as landscaped greenbelt areas. Approximately half of Danville's population has access to these types of recreation facilities. While these private facilities make a significant contribution to meeting the need for specific recreational amenities, such as tennis courts and swimming pools, they do not satisfy the need for large sports fields and community social spaces.

Osage Station Park. Photo courtesy of Paige Green.

TRAILS

Trails are an important element of Danville's park system and provide significant opportunities for recreation. Hikers, bikers, and equestrians all share a need for trails, although their specific requirements may vary. Trails have two major functions. First, they provide recreational value associated with physical fitness and the enjoyment of the natural environment. Second, in some instances, they provide safe, off-street linkages between neighborhoods, parks, schools, shopping, workplaces, and public facilities.

The Iron Horse Trail, running along the former San Ramon branch line of the Southern Pacific Railroad and bisecting the Town on a north to south axis, already connects a number of recreational facilities and has become the Town's major off-street trail (see text box). Steps are being taken to improve the trail system in the eastern part of the town. The Sycamore Creek Trail will eventually connect the eastern side of Danville to Downtown, while providing spur trails to regional open space, schools, and nearby residential areas. A new section of the Sycamore Creek Trail extended the existing trail to the EBMUD Castaneda pumping facility, where a staging area was installed. Additional trails have been added between Zenith Ridge at Tassajara Ranch Road to Jasmine Way at Camino Tassajara and along Sycamore Creek from Freitas Road to Old Orchard Road.

Danville's major creeks (i.e., San Ramon Creek, Sycamore Creek, Green Valley Creek, and Alamo Creek) offer unique opportunities for trails. Although current development patterns preclude continuous public access along some sections of these creeks, opportunities remain for incorporating the creeks into the overall trail system. These opportunities, as well as linkages to the state and regional parks, are currently being considered by the Town.

The Parks, Recreation, and Arts Strategic Plan adopted in 2006 served to update and consolidate the Parks and Recreation Facilities Plan (1989) and the Townwide Trails Master Plan (1989). Trails are addressed in the Strategic Plan, with an inventory of the major community trails in Danville, discussion of trail design standards, and a summary of missing trail links. The Strategic Plan adopted by reference the Countywide Bicycle and Pedestrian Plan, which had been previously adopted by the Contra Costa Transportation Authority (CCTA) in December 2003. The Countywide Plan primarily addressed on-street bicycle routes and on-street pedestrian trails.

CONNECTING THE VALLEY: THE IRON HORSE TRAIL

The Iron Horse Trail is a multi-use pedestrian and bicycle trail that follows the former Southern Pacific Railroad right-of-way from Concord to Pleasanton. The Trail, which is operated by the East Bay Regional Park District, is an important recreational amenity and commute route for the communities it connects. In Danville, the Trail connects residential areas, workplaces, schools, shopping centers, and civic facilities. It provides opportunities to view Mt. Diablo, scenic ridgelines, creeks, and other landscape features, providing a pleasant experience that adds to the appeal of living in Danville.

Iron Horse Regional Trail. Photo courtesy of Paige Green.

The goals for trail development established by the Strategic Plan include:

- Provide logical, comprehensive, and user-friendly trail connections throughout Danville.
- Develop a network of trails that provide a variety of trail experiences to meet user needs.
- Preserve and protect natural and cultural resources.
- Coordinate regional trail planning.

Trails should provide a practical alternative to driving, provide opportunities for fitness and exercise, help bring residents closer to nature, and provide social and leisure opportunities.

ACCESS WAYS

Access ways provide linkages from existing public facilities or street rights-of-way to important parklands or open space resources such as Las Trampas Regional Wilderness, Mt. Diablo State Park, and the Sycamore Valley Regional Open Space Preserve. An access way normally includes two components—a staging area where people can gather or park, and the access or trail corridor which traverses the open space.

Approximate locations for access ways are delineated on **Figure 19**. Precise locations of new parks, open space areas, and access ways will be determined through future planning efforts.

BIKEWAYS

Bikeways are an important component of recreational facilities in Danville. Because bicycling is also a mode of transportation, bikeways are addressed in the Mobility Element of the General Plan.

OPEN SPACE

Preservation of open space has been a major goal since the Town of Danville's incorporation. Open spaces surrounding the community are an important element of the town's form and character. The General Plan Land Use Map identifies about one-third of the town as open space, using either the General Open Space or Agriculture designations. In the unincorporated portion of the Danville Planning Area, an even higher proportion of the land area has been designated as open space.

Areas designated as "General Open Space" on the Land Use Map are planned as permanent open space with either fee title or development rights belonging to a public agency. These lands are generally inappropriate for development due to hazardous conditions such as steep slopes and/or are important scenic resources for the community. Many areas designated as "Rural Residential" and "Country Estate" on the Land Use Map will also retain an open space character. Although a limited amount of development is permitted in these two categories, development regulations ensure that the visual qualities of Danville's hillsides and ridgelines will not be significantly impaired in the future. The large open space areas along the ridgelines may include outstanding opportunities for scenic trails and trail links to community and regional parks.

Other permanent open space areas have been created through the development process. In general, the Town has not accepted ownership or management of these areas. However, they provide an aesthetic and ecological asset which benefits many Danville residents.

Open space buffers are also typically required between the large regional parks and development areas. These buffer areas are owned in common by the adjacent homeowner's association and may be managed privately or by the East Bay Regional Park District (EBRPD) under contract to the homeowner's association. When development occurs adjacent to major publicly owned or managed open space, public access easements through the developed area may be required.

The Town considers the EBRPD as the appropriate public agency to manage the large public open space areas and will continue to coordinate future open space dedication in the Sycamore Valley, Las Trampas Ridge, and Tassajara Valley areas to conform to their standards for ownership and management.

RECREATIONAL SERVICES

The availability of varied recreation opportunities and services, along with the accessibility of parklands and open space, is an integral part of what makes Danville attractive. The delivery of high-quality recreation and leisure services is a top priority of the Town. During the last decade, the range of services has become more diverse in response to changing needs. For example, as the population has aged, more emphasis has been placed on programs for seniors. This will be facilitated by the recent opening of a new senior center as part of the Veterans Memorial Building remodel. Services also have expanded to include the performing and visual arts, including the opening of a publicly-operated art gallery in the Village Theatre in 2009. Administrative functions also have evolved, with the replacement of the Community Services Department with a Recreation Services Department focused on programs and a Maintenance Services Department focused on park care and facilities management.

In 2006 the Town adopted a Parks, Recreation, and Arts Strategic Plan. Preparation of this Plan was specifically recommended by the previous General Plan when it was adopted in 1999. The Strategic Plan guides future development of Town recreational facilities, services and programs (see

THE 2006 PARKS, RECREATION, AND ARTS STRATEGIC PLAN

The Parks Recreation and Arts Strategic Plan is based on an assessment of current and future needs in Danville, input from the community, and an evaluation of existing park facilities and resources. It is predicated on the following seven basic "Vision Principles":

1. Parks are community places.
2. Parks are interwoven into the community.
3. Community members are engaged in creating community spaces and becoming park stewards.
4. Amenities are located to promote comfort and sociability of public spaces.
5. Activities enhance the use of public spaces and community sociability.
6. Partnerships sustain parks, recreation, and the arts.
7. Cultural arts enhance the livability of the community.

Each of these principles is supplemented by strategies, along with specific short-term action steps for the Town's community parks and its trail system.

Children's Fall Fest at Danville Community Center. Photo courtesy of Paige Green.

text box). Among the issues addressed by the Plan is the impact of development in the unincorporated areas east of Danville on the Town's recreational services.

Danville is a family oriented community, so the benefits of providing parks and recreation facilities and activities have far reaching impacts. From the positive physical, mental, and social development of youth and opportunities for volunteerism and leadership, to family and multi-generational activities and special events which help create a sense of community, recreational services are regarded as an investment in Danville's future.

There is active participation in organized sports leagues by both adults and children. Approximately 10,000 children or adults were listed on the team rosters for the various organized sports leagues for Fiscal Year 2009/2010, a 25 percent increase in just over a decade. The growth reflects both increases in total participants in the respective leagues and an expansion of the range of sport leagues offered. Currently, classes, sports leagues, events and services are available in the following program areas: youth, adults, seniors, special recreation for persons with disabilities, sports and fitness, cultural arts, special events, and volunteer services. These programs are extremely popular. They have grown significantly in size and variety since the opening of the Danville Community Center in 1996 and the opening of the Oak Hill Park Community Center in 2007. After school programs for youth have also been enhanced with the Town's purchase and installation of modular units serving as Teen Centers at each of Danville's three middle schools.

There is also strong involvement in community service activities by Danville residents. Numerous cultural, recreational, and educational organizations are active and look to public parks and facilities as locations to sponsor their community and organizational events.

B. FORECAST

It is anticipated that strong demand for parks and recreation will continue into the future as the benefits of recreation activity to individuals, families, and the community at-large are recognized and celebrated. As leisure services become an increasingly high priority, there will be a concurrent increase in the diversity and size of special interest groups, such as seniors, trail enthusiasts, equestrians, theatre supporters, art and music lovers, and indoor sports enthusiasts. All will want and expect the Town to provide for their needs.

Additional parkland will need to be acquired and improved if the existing ratio of park acreage to population is to be maintained. Projections indicate that the population within existing Town limits could increase by approximately 3,100 residents by 2030. At current standards, this would require 20 acres of new active parkland. There are few opportunities for large new neighborhood or community parks in the town, and funds to acquire large parcels for park use are limited. An increasing emphasis may need to be placed on linear parks, creekside trails, pocket parks, and other types of parks to meet future recreational needs. This shift in emphasis would also help support the future growth pattern, which includes more development in Downtown Danville and little change in most of the town's established residential neighborhoods.

Annexation of land beyond the current Town limits would also increase the demand for parkland, although residents of these areas are already using Danville's parks and recreational services. Over 5,000 persons currently reside in the unincorporated portion of the Danville planning area, and another 2,000 persons may reside in this area by 2030 based on current projections. At 6.6 acres per 1,000 residents, this would translate into a need for 46 acres of parkland. Presently the only parks in this area are associated with Creekside Elementary School and Diablo Vista Middle School. These areas total less than 25 acres, creating the potential for a deficiency or a lower service standard if additional parkland is not acquired. The need for additional parks in this area is offset to some degree by private recreational facilities in most of the unincorporated subdivisions, and

by the presence of a private soccer field complex which is available for public use.

The Town's parkland dedication requirements and impact fee will continue to be the primary tool for creating new parks in the future. However, additional steps may be needed to maintain the existing ratio of 6.6 acres per 1,000. The Town will continue to rely on joint use agreements with the school district to expand the range of facilities and services available, and may explore other strategies for expanding its parkland inventory as growth occurs.

The 2006 Parks, Recreation, and Arts Strategic Plan will continue to guide the development of Town recreational facilities, and the delivery of services and programs. As appropriate, the policies in the 2030 General Plan have been edited to align with the direction provided by the Strategic Plan. The Strategic Plan should be periodically updated to reflect changing priorities and program needs.

Veterans Memorial Building and Senior Center. Photo courtesy of Alex Lopez.

C. GOALS AND POLICIES

GOALS: PARKS, RECREATION, AND OPEN SPACE

Goal 17: ***Provide a comprehensive network of high quality park and recreation facilities that are attractive, efficient, convenient to users, appropriately distributed throughout the community, and that reinforce community identity, culture, history, and visual character.***

Goal 18: ***Provide a diverse range of recreational and cultural arts programs that meet the leisure-time needs of Danville residents, while promoting fitness, health, knowledge, and personal growth.***

POLICIES: PARKS, RECREATION, AND OPEN SPACE		IMPLEMENTATION MEASURES
17.01	Maintain and periodically update a strategic plan for parks, recreation, and the arts in Danville. The Plan should guide future acquisition and development of parks and recreation facilities. *The Implementation section of this Chapter includes additional information on the Parks, Recreation, and Arts Strategic Plan.*	• Parks, Recreation, and Arts Strategic Plan • Parks and Leisure Services Commission • Arts Commission
17.02	Promote the use of Danville's parks by a broad range of constituents through publicity, stewardship events, partnerships, Commission activities, and other communication and outreach strategies.	• Parks, Recreation, and Arts Strategic Plan • Parks and Leisure Services Commision • Arts Commission
17.03	Regularly evaluate park facilities for their overall function and ability to meet recreational needs. Provide new amenities as needed to support changing needs and recreational trends.	• Parks, Recreation, and Arts Strategic Plan • Parks and Leisure Services Commision • Standard Operating Procedures
17.04	Enhance the role of Danville's parks as places for recreation, community gatherings, learning, discovery, and sociability. The design, landscaping, programming, and maintenance of the Town's parks should create places that are comfortable, attractive, and inviting.	• Parks, Recreation, and Arts Strategic Plan • Parks and Leisure Services Commision • Arts Commission

POLICIES: PARKS, RECREATION, AND OPEN SPACE		IMPLEMENTATION MEASURES
17.05	Strive to maintain the existing (2010) standard of 6.6 acres of parkland per 1,000 residents. *Maintaining this standard as the Town adds population will require a combination of strategies, including on-site dedication of parkland within new development, the use of impact fees to acquire new parkland, and joint use agreements to use other public open space for recreation purposes. Existing park dedication requirements and impact fees are based on a standard of 5 acres per 1,000 residents, although pursuant to the Dougherty Valley Settlement Agreement, a higher standard of 6.5 acres per 1,000 residents is used for projects requiring General Plan amendments. Other methods of expanding the Town's park inventory may be considered in the future.*	• Parkland Dedication Ordinance and Fee • Development Review • CEQA
17.06	Plan for the acquisition and development of new park and recreation facilities that maintain the parkland performance standard and achieve other park and recreation objectives. The Town shall seek a balance between active and passive recreation facilities in its acquisition and park improvement programs.	• Parks, Recreation, and Arts Strategic Plan • Development Review • Zoning Ordinance • Grant Funding • CEQA
17.07	Pursue opportunities to expand and enhance existing parks.	• Capital Improvement Program • Development Review • Grant Funding
17.08	Continue to work with the San Ramon Valley Unified School District to develop and operate school sites for local recreation purposes. The development of facilities and fields which jointly serve school athletic programs and Town recreational needs is strongly supported.	• Intergovernmental Coordination • Joint Use Agreements • Grant Funding
17.09	Site new parks to provide maximum public visibility and access, while minimizing impacts on adjacent residential areas. Park design should capitalize on natural attributes, such as topography, creeks, and trees.	• Parks, Recreation, and Arts Strategic Plan • Development Review • CEQA
17.10	Decisions to acquire and develop park and recreation facilities shall include a commitment to continuing, high quality maintenance.	• Parks, Recreation, and Arts Strategic Plan • Parks and Leisure Services Commision

POLICIES: PARKS, RECREATION, AND OPEN SPACE		IMPLEMENTATION MEASURES
17.11	To the extent practical and within fiscal constraints, develop new neighborhood parks and pocket-parks in new development areas and in other areas where access to parks by Danville residents would be improved.	• Parks, Recreation, and Arts Strategic Plan • Parks and Leisure Services Comm.
17.12	Participate with neighboring communities, Contra Costa County, East Bay Regional Park District, the East Bay Municipal Utility District, the Alamo Parks and Recreation District, and other local organizations to acquire and improve additional parks and increase the range of recreational opportunities available to Danville residents.	• Development Review • Intergovernmental Coordination • Parks, Recreation, and Arts Strategic Plan • Grant Funding
17.13	Assemble open space areas from contiguous parcels to the extent possible to minimize management problems and increase public access.	• Parks, Recreation, and Arts Strategic Plan • Development Review
17.14	Enhance Danville's trail system by closing gaps in the existing system, providing adequate access points, and extending trails to achieve better connectivity to all areas of the town. The trail system should be logical, comprehensive and user friendly and should provide a variety of trail experiences, including opportunities for exercise, encounters with nature, and social walking. *Improvements should include new trails and enhancement of existing trails, including signage, new access points, and other amenities. Particular emphasis should be placed on improving trail connections to Downtown Danville, in keeping with the emphasis on multi-modal circulation in the Downtown area.*	• Parks, Recreation, and Arts Strategic Plan • Development Review • Intergovernmental Coordination
17.15	Public access easements shall be provided to designated public open space areas and along creeks and streams, where appropriate. Where appropriate and consistent with adopted trail plans, conditions of approval for new development should include requirements for land dedications and public access easements for trails.	• Parks, Recreation, and Arts Strategic Plan • Development Review • Intergovernmental Coordination • Zoning Ordinance

POLICIES: PARKS, RECREATION, AND OPEN SPACE		IMPLEMENTATION MEASURES
17.16	Pursue revenue generating opportunities in developing and managing park, open space, and recreation facilities, including differential user fees for non-residents. *The intent of this policy is to recover some of the cost of providing recreational programs through fees and to make certain park facilities available for rental use by the public. The policy is not intended to encourage revenue-generating concessions and other types of private vending in parks.*	• Parks, Recreation, and Arts Strategic Plan • Parks and Leisure Services Commision • Arts Commission
17.17	Preserve and enhance the Iron Horse Trail right-of-way for non-motorized trail, linear park, and other recreational purposes.	• Intergovernmental Coordination • Parks, Recreation, and Arts Strategic Plan
17.18	Cooperate with the National Park Service and other agencies in preserving public access to the Eugene O'Neill National Historic Site (Tao House).	• Intergovernmental Coordination
17.19	Cooperate with the East Bay Regional Park District and other agencies in developing access and staging areas for regional parks adjacent to Danville.	• Intergovernmental Coordination
17.20	Identify and pursue potential sources of funding, including federal, state, and private sources, for acquiring, developing, and operating park, recreation, and cultural arts facility improvements.	• Parks, Recreation, and Arts Strategic Plan • Grant Funding • Arts Commission
17.21	Recognize the benefits of trails as an alternative transportation mode and integral part of the Town's strategy for reducing greenhouse gas emissions, as well as their role as a recreational amenity.	• Parks, Recreation, and Arts Strategic Plan
18.01	Promote park programming which enhances sociability, encourages resident interaction, and showcases local arts and culture.	• Standard Operating Procedures • Park and Leisure Services Commision
18.02	Periodically adjust park programs and leisure services in response to changing demographics, recreational trends and preferences, and user surveys.	• Standard Operating Procedures • Park and Leisure Services Commision

POLICIES: PARKS, RECREATION, AND OPEN SPACE		IMPLEMENTATION MEASURES
18.03	Design recreational programs to serve all age groups and to encourage inter-generational activities.	• Standard Operating Procedures • Park and Leisure Services Commision
18.04	Support the visual and performing arts as an important component of community life.	• Standard Operating Procedures • Park and Leisure Services Commision
18.05	Encourage the involvement of the local arts community in the design and enhancement of parks and public spaces, including art installations.	• Arts Commission
18.06	Develop partnerships with local schools, businesses, artists and musicians to schedule exhibits, concerts, and other special events which showcase local culture and contribute to Danville's sense of community.	• Arts Commission
18.07	Recognize opportunities to support environmental education and awareness of local history through parks and recreational programs. *This could include activities such as creek restoration, community gardening, botanical displays, interpretive trails or exhibits, and historic markers within parks.*	• Standard Operating Procedures • Park and Leisure Services Commision
18.08	Encourage continuing citizen participation, including meaningful involvement of youth and seniors, in evaluating and planning park and recreation facilities and services.	• Park and Leisure Services Commision

CIVIC AND COMMUNITY FACILITIES

A. SETTING

Civic facilities are those buildings and properties owned by the Town of Danville which are used for the day-to-day operations of Town government or the activities of community based organizations.

The Town Administrative Offices are located at 510 La Gonda Way, just off El Cerro Boulevard. The building was acquired and remodeled in 1985. The building encompasses approximately 17,100 square feet, including an addition to the Police Department offices completed in 2003. Town Council, Commission meetings, and other public assemblies are typically held at the Town Meeting Hall at 201 Front Street. The Town Meeting Hall is a 1930's era structure, renovated for public use after it was purchased by the Town in 1989. The building is located on property that housed the First Presbyterian Church of Danville, the oldest church in the San Ramon Valley.

Civic facilities for general public use include the Danville Community Center and Library (completed in 1996), the Oak Hill Park Community Center (completed in 2007), and the Veterans Memorial Building and Senior Center. Remodeled in 2012, the Veterans Memorial Building (400 Hartz Avenue), the facility doubled in size, taking it to approximately 13,000 square feet. The project allowed the construction of a larger community hall, a dedicated senior center, and a public plaza.

The Village Theatre (233 Front Street), a 245-seat performing arts theater, is another civic facility located in the Downtown area. In 2009, a 1,000 square foot portion of the front lobby area was remodeled for use as an art gallery. The building incorporates the 1873-vintage Grange Hall building as a portion of its second floor and is a designated heritage resource.

Additional civic facilities include three converted residential structures at Hap Magee Ranch Park (1025 La Gonda Way), including the "Swain House", the "Magee House", and the "Cottage", that are available for general public use.

Veterans Memorial Building and Senior Center

Hap Magee Ranch Park is also home to the Town's dog park facility identified as the "Canine Corral." Facilities for the Town's Maintenance Services operations are located at the Town Service Center at 1000 Sherburne Hills Road, off of Camino Tassajara.

Community facilities, including fire stations and schools, are provided by other public agencies serving Danville. Private and nonprofit organizations also provide facilities that serve specific residential neighborhoods or the community at-large. These include child care facilities and private schools.

B. FORECAST

The demand for community and civic facilities will remain high in the future due to the factors described earlier. An overview of projected demand is provided below.

TOWN OF DANVILLE FACILITIES

Administrative Offices

In 2003 the existing Administrative Offices were remodeled and expanded. The changes primarily addressed space needs for police services. Any consideration of annexation of developed land on the east side of Danville could further increase space requirements.

Council Chambers

Town Council meetings and other events attracting a large attendance occur in the Town Meeting Hall. When a larger meeting facility is required, the meetings are moved to the nearby Village Theatre or to the Danville Community Center across the street. These facilities should be adequate through the 2030 planning horizon period of the General Plan.

Maintenance

The existing Town Service Center located off of Camino Tassajara is expected to be adequate through the 2030 planning horizon period of the General Plan.

General Purpose Community Facilities

The primary general purpose community facilities are the Danville Community Center (located on Front Street next to the library) and the Oak Hill Park Community Center (located off Stone Valley Road). These facilities run close to capacity despite the Oak Hill Park Community Center having just opened in 2007. Renovation of the Veterans Memorial has provided additional capacity for programmed events and private rentals. Opportunities to add general purpose community space may be considered prior to the end of the 2030 planning horizon period of the General Plan.

Library

Danville Library is operated through a partnership between the Town of Danville and the Contra Costa County Library System. Construction of the 17,200 square foot library, located in the same complex as the Danville Community Center on Front Street, was completed by the Town in 1996. The library was remodeled in 2009, updating technological features and modifying/updating the checkout desk. The library will meet community needs through at least the 2030 planning horizon year, although continued acquisition and investment will be required to keep the collection current and to keep pace with advances in information technology. Since its opening, the Town has funded additional hours of operation at the library and will strive to ensure that library hours and service levels meet community needs. In fiscal year (FY) 2009-10, the Danville Library had an annual circulation of approximately 427,000 items with over 78,000 items in its collection. During 2010, over 6,300 individuals attended the library's 207 programs.

OTHER FACILITIES

Fire Protection

The San Ramon Valley Fire Protection District provides fire protection and emergency medical facilities and services to Danville and the other

communities within the San Ramon Valley. The District currently maintains two stations within the Town of Danville, one at the intersection of Diablo Road and Green Valley Road and one on San Ramon Valley Boulevard just south of the intersection with Sycamore Valley Road. A third station, serving the Sycamore Valley area and the unincorporated Blackhawk area, is located in an unincorporated area on Blackhawk Road, just off Camino Tassajara. A fourth station recently was added in the Alamo Creek Area just east of the eastern edge of Danville's 2010 sphere of influence.

Schools

Danville is entirely within the jurisdiction of the San Ramon Valley Unified School District, which also provides schools to the City of San Ramon and the unincorporated portions of the San Ramon Valley. In Danville, the District operates seven elementary schools, three middle schools (including one that is partially located outside Town boundaries), San Ramon Valley and Monte Vista High Schools, and Del Amigo Continuation High School. In addition to their educational functions, the school facilities include play areas, public meeting space (e.g., the Education Center), and community facilities that augment the Town's park and recreation facilities.

Child Care

Child care is an important issue in Danville and is recognized as an ongoing need in the community. This service is provided by a variety of schools, private day care services, community based organizations, and churches. Approximately 18 licensed preschools operate in Danville, with many operating within church facilities and most offering the option of extended day child care service. At the time of adoption of the 2030 General Plan, Danville had 14 large-family day care centers (i.e., facilities serving from eight to 14 children each). A larger number of small-family day care centers (i.e., facilities serving up to eight children) supplements the large-family centers.

There are privately operated child care facilities at each of the elementary schools, which provide before and after school care for K-5 students. The Town also operates school teen facilities at each of the three Danville middle schools. Some of these facilities are at capacity and are operating with waiting lists.

Oak Hill Park Community Center

C. GOALS AND POLICIES

GOALS: CIVIC AND COMMUNITY FACILITIES

Goal 19: ***Give high priority to development of quality civic, public, and community facilities which serve a broad range of needs within the community.***

POLICIES: CIVIC AND COMMUNITY FACILITIES		IMPLEMENTATION MEASURES
19.01	Require new development to pay its fair share of the cost of civic and community facilities, based on the impacts attributed to that development.	• Development Review • Impact Fees • CEQA
19.02	Work with adjacent communities to identify future needs for regional public facilities in the Tri-Valley area. Ensure that new development contributes its fair share of the cost of these facilities, as well as the local facilities identified in Policy 19.01.	• Intergovernmental Coordination • Impact Fees
19.03	Monitor the adequacy of existing multi-purpose community facilities for public meetings, cultural events, and other public functions and, as warranted, seek to expand facility capacity through remodels, additions and/or by developing additional facilities.	• Capital Improvement Plan • Grant Funding • Public/Private Partnerships
19.04	Ensure that high quality library services are maintained for the residents of Danville.	• Capital Improvement Plan • Intergovernmental Coordination
19.05	Use technology to improve access to government services, working toward a target of around-the-clock access to information about Town services and events. This can be achieved through upgrades to the Town's website, expanded use of social media, and other tools which support on-line civic engagement and interaction.	• Standard Operating Procedures
19.06	Cooperate with the San Ramon Valley Fire Protection District in providing the fire protection facilities needed to maintain or improve existing fire protection standards. *(See also the Resources and Hazards Chapter for policies on response time.)*	• Intergovernmental Coordination • Impact Fees

POLICIES: CIVIC AND COMMUNITY FACILITIES		IMPLEMENTATION MEASURES
19.07	Strive for superior school facilities in Danville by coordinating the development review process with the San Ramon Valley Unified School District. To the extent permitted by law, this review should ensure that new development contributes its fair share to the timely construction of new school and/or administrative facilities.	• Development Review • Impact Fees • Intergovernmental Coordination
19.08	Encourage the development of an adequate supply of and high-quality child care and pre-school facilities in appropriate locations, especially in conjunction with parks, recreational facilities, schools, and church facilities.	• Intergovernmental Coordination
19.09	Consider large-family child care facilities (as defined by state law) to be appropriate in residential neighborhoods where traffic, safety, and access concerns can be adequately addressed. Larger facilities such as preschools may be considered appropriate where safe vehicular access and effective buffering of nearby residences can be assured.	• Development Review • Zoning Ordinance
19.10	Designate portions of new commercial and residential projects for child care and preschool facilities, where appropriate.	• Development Review • Zoning Ordinance
19.11	Consider churches and other religious buildings as appropriate in residential areas provided safe vehicular access and effective buffering from noise, traffic, and other impacts can be achieved, and the design is appropriate to the immediate area. *The Town has developed a land use permit process to evaluate proposals for institutional uses in residential areas. Approval of such permits is subject to specific findings which ensure that the project will not adversely affect its surroundings. Conditions to mitigate potential impacts on nearby properties may be developed through this process.*	• Development Review • Zoning Ordinance • CEQA
19.12	Work closely with private for-profit and nonprofit organizations to provide cultural, art, sports, and community facilities as necessary to enhance the quality of life for Danville citizens.	• Public/Private Partnership • Capital Improvement Program • Arts Commission • Grant Funding
19.13	Provide attractive and well-maintained surroundings on public property throughout the community.	• Arts Commission

INFRASTRUCTURE

A. SETTING

Infrastructure is the system of basic public improvements needed to serve urban development. This system includes water supply and storage facilities; storm drainage and flood control facilities; sewage collection, treatment, and disposal facilities; and gas, electric, and telecommunication facilities.

As described in **Figure 17**, the basic components of infrastructure in Danville, with the exception of local storm drainage facilities, are provided by public utilities or special districts serving the San Ramon Valley. The Town coordinates the infrastructure construction provided by these entities through its Capital Improvement Program. Coordination of maintenance is also critical, since the maintenance of water, sewer, gas, electric, and communication facilities by special districts and utilities can be potentially disruptive to Danville neighborhoods. It is particularly important to coordinate utility maintenance with the Town's repaving and pavement management programs.

Another major planning issue surrounding infrastructure involves the growth-inducing aspects of new infrastructure. In the past, decisions to extend utilities and provide capacity to developing areas have often occurred without overall consideration of the potential impacts such decisions have on other service providers or on the environment in general. In response, a variety of sub-regional commissions and planning strategies have been created to coordinate decisions with regional impacts.

B. FORECAST

Based upon current projections, water supply and sewage capacity can be made available to meet the needs of projected development in the existing Town limits. Additional development outside of the Town of Danville and City of San Ramon (particularly the Dougherty Valley and Alamo Creek developments) faced significant infrastructure challenges, most notably water and sewer system capacity limitations and traffic capacity limitations. Through the CEQA review process, these County-approved projects were obligated to implement significant mitigation programs to offset their water needs and traffic impacts. The projects were also obligated to abide by specific requirements regarding the nature and timing of infrastructure installation. If the portions of the Tassajara Valley outside of Danville's and San Ramon's respective spheres of influence are considered for development in the future, a parallel review of infrastructure needs and impacts will be necessary.

Between now and 2030, it is anticipated that the most limiting infrastructure constraint will be associated with traffic congestion on the I-680 freeway and local streets. This issue is discussed more fully in the Mobility Element.

As more growth occurs in and around Downtown Danville, the ability of existing utilities to handle increased volumes (of water, wastewater, stormwater, etc.) will need to be considered. In some instances, the existing utilities may not have been sized in anticipation of the type and intensity of development that is now envisioned. The environmental review and development review processes provide a means of considering such impacts.

Even if the Town does not experience growth, investment in infrastructure is still important to minimize waste, reduce potential hazards, and protect the environment. Most utility lines must be periodically inspected, maintained, and repaired to keep them in optimal condition.

Wembly Drive Storm Drain Improvement Project

C. GOALS AND POLICIES

GOALS: INFRASTRUCTURE

Goal 20: ***Ensure that local water supply, storm drainage, sewerage, streets, and similar facilities are well maintained; improvements meet existing and future needs; and land use decisions are contingent on the adequacy and maintenance of such facilities.***

POLICIES: INFRASTRUCTURE		IMPLEMENTATION MEASURES
20.01	Maintenance and improvement of the street and storm drainage system shall receive high priority during the annual Capital Improvement Program review.	• Capital Improvement Program • Stormwater Pollution Control Program • Grant Funding
20.02	Coordinate development approvals with the appropriate agencies to ensure that adequate water quantity, quality, and distribution; adequate sewage collection and wastewater treatment capacity; and other utilities can be provided to serve proposed development projects without adverse community impacts.	• Intergovernmental Coordination
20.03	Ensure that all water and sewer infrastructure is designed to meet the respective standards established by the East Bay Municipal Utility District and the Central Contra Costa Sanitary District.	• Growth Management Element • Development Review
20.04	Ensure that high quality library services are maintained for the residents of Danville.	• Capital Improvement Plan • Intergovernmental Coordination
20.05	Continue to provide for flood control, protection from erosion and siltation, and improvements to urban runoff as required by federal law. Continue to explore the recreational potential of flood control facilities and waterways, consistent with public safety and security, and stress aesthetic treatment of needed facilities. *(See also the Resources and Hazards Chapter for additional information on the conservation of creeks and the Town's stormwater management programs.)*	• Master Storm Drainage Plan • Intergovernmental Coordination • Growth Management Element

POLICIES: INFRASTRUCTURE		IMPLEMENTATION MEASURES
20.06	Ensure that the costs of upgrading and constructing public facilities needed to serve new development shall be the responsibility of the developers and not existing residents. *The above policy would not apply to systemwide improvements and/or upgrades that are necessitated by factors other than growth and new development.*	• CEQA • Development Review • Impact Fees • Assessment Districts
20.07	Discourage private infrastructure improvements such as private roads and private storm drainage systems.	• Zoning Ordinance • Development Review
20.08	Protect surface water from pollution by ensuring that stormwater discharges comply with Regional Water Quality Control Board San Francisco Bay Municipal Regional Permit (RWQCB-SF Bay MRP) requirements. *The Town will enforce nonpoint source pollution control measures as required by federal and state law. These measures include steps to control erosion and sedimentation, require stormwater containment facilities and other measures which reduce or contain development-related runoff.* *(See also Goal 22 for additional policies on water quality.)*	• Stormwater Pollution Control Program • Development Review
20.09	Encourage coordination of water, sewer, storm drain, electric, gas, and cable maintenance and repair activities with the Town of Danville's road maintenance and repair projects in order to minimize disruption of streets and reduce infrastructure-related expenses.	• Capital Improvement Plan • Intergovernmental Coordination
20.10	Work with local utilities and service providers to ensure the periodic inspection, maintenance, and repair of infrastructure. *Utilities and other service providers should be regularly contacted so that they may provide the Town with updated information on the location of their facilities, and any issues related to potential hazards or service interruption.* *(See also Chapter 6 for discussion of emergency preparedness and other issues related to infrastructure-related hazards.)*	• Intergovernmental Coordination

POLICIES: INFRASTRUCTURE		IMPLEMENTATION MEASURES
20.11	Support the development of coordinated telecommunications systems which enhance the availability of information to the community.	• Public/Private Partnership • Capital Improvement Program • Zoning Ordinance
20.12	Encourage the design and siting of telecommunication facilities in a manner which minimizes adverse impacts on surrounding uses, while complying with all applicable state and federal laws on the siting of such facilities.	• Development Review • Zoning Ordinance

Camino Tassajara Repaving

IMPLEMENTATION STRATEGY

The goals and policies in the Public Facilities Chapter will be implemented with a variety of techniques. The key implementation measures are listed below. General implementation strategies, applicable to all categories of public facilities, are listed first. These are followed by strategies specifically aimed at parks, recreation, and open space; civic and community facilities; and infrastructure, respectively. Recommended revisions or actions are described at the end of each entry, where applicable.

For ease of reference, the strategies in each section are listed in alphabetical order.

A. STRATEGIES APPLYING IN ALL SUB-CHAPTERS

The following implementation strategies apply to all topics addressed in this Chapter:

Capital Improvement Program

The Capital Improvement Program (CIP) is a compilation of the capital improvements planned for construction over the next five year period in Danville. It includes cost estimates, the phasing of specific improvements and associated costs, and financing methods. The CIP helps implement the General Plan by ensuring that Town revenues are invested in projects that are consistent with the Land Use Map, as well as the Growth Management Element and other parts of the General Plan.

Proposed Revisions or Actions:
The Town will continue to update its CIP annually. Future updates should evaluate the need for additional community facilities.

California Environmental Quality Act

The Town will continue to follow all mandated environmental review procedures as established by the California Environmental Quality Act (CEQA) and its implementing regulations. In addition to the mandatory requirements of CEQA, Danville has developed local CEQA guidelines.

Development Review

Development review comprises the process through which development applications are received, evaluated, and acted upon. This implementation measure includes the day-to-day activities of Planning, Building, and Engineering staffs, and the activities of the Planning Commission and Town Council. The Design Review Board, Heritage Resource Commission, Arts Commission, and Park and Leisure Services Commission are involved if the application relates to their missions.

During the development review process, projects are evaluated for their potential impacts on park and recreation needs and facilities. This process includes determination of the parkland dedication requirements or impact fees and preliminary design of on site parks and recreational facilities. Development review is also used to evaluate the impacts of new projects on the demand for community facilities such as schools and child care centers.

Proposed Revisions or Actions:
The Town will continue to evaluate the impact of new development on the demand for civic facilities and implement impact fees or other mechanisms to help finance needed improvements. Where appropriate, the Town should continue to require dedication of land and/or building space for community facilities.

Grant Funding

A variety of State and federal programs grant local governments funds for developing local public facilities.

Proposed Revisions or Actions:
The Town will continue to identify, evaluate, and where appropriate, apply for available grants to support projects identified in the Parks, Recreation, and Arts Strategic Plan, and other plans and programs related to community services.

Impact Fees

Impact fees collected from new development are

used to fund a variety of capital improvements, including roads, parks, water and sewer facilities, and schools. Several of these fees are collected by special districts and utilities rather than the Town of Danville. Specific information on parkland dedication fees is presented later in this Chapter.

Intergovernmental Coordination

The complex overlay of jurisdictions providing public services in the Tri-Valley area make effective intergovernmental coordination essential to the Town of Danville. Intergovernmental coordination is an integral part of planning for infrastructure, parks and open space, and community facilities.

For example, the Town of Danville and the San Ramon Valley Unified School District have developed a successful cooperative agreement for the provision of parks and recreation facilities. The play yards, swimming pools, tennis courts, and ball fields located on school campuses are an important component of recreation facilities in Danville. A Master School Parks Agreement has been executed between Danville and the School District, covering all school parks and the tennis courts at the two high schools. Osage Station Park and Sycamore Valley Park, both adjacent to schools, have dedicated school use of designated areas during a portion of the day. The Town contributed financially to construct the Monte Vista High School and San Ramon Valley High School swimming pools and the Los Cerros Middle School gymnasium, thus ensuring that these facilities would be available to serve the community during non-school hours.

Infrastructure planning requires coordination with public agencies such as EBMUD and Central Contra Costa Sanitary District, as well as private entities such as PG&E. Coordination with EBMUD includes discussions about new water storage and transmission facilities, retrofitting of existing facilities, conservation measures and programs, and the use of recycled water. The Town also works with the San Ramon Valley Fire Protection District to ensure adequate access and fire-fighting capacity, implement vegetation management and fuel reduction programs, and require fire-safe design.

Proposed Revisions or Actions:
California Government Code Section 65401 authorizes the Town Council to obtain lists of all capital projects planned by public agencies within Danville. Proposed capital improvements must be found to be consistent with the General Plan. As part of its annual review of the Capital Improvement Program, the Town should identify all capital projects affecting Danville proposed by other jurisdictions during the following year, and make a finding relative to the consistency of each project with the General Plan.

As a part of the effort to maintain high quality services and implement the General Plan, the Town should continue to maintain an effective relationship and improve cooperation with all districts and agencies, including, but not limited to, the agencies listed below:

- East Bay Municipal Utility District
- East Bay Regional Park District
- Contra Costa County
- Contra Costa County Flood Control and Water Conservation District
- Central Contra Costa Sanitary District
- Central Contra Costa Solid Waste Authority
- Caltrans
- Pacific Gas and Electric
- Other local cities
- California Department of Fish and Game
- San Francisco Bay Regional Water Quality Control Board
- U.S. Army Corps of Engineers

The Town of Danville should continue to cooperate with the East Bay Regional Park District regarding the planning and development of trailhead access points to regional parks that serve Danville and the San Ramon Valley. Cooperation with the San Ramon Valley Unified School District should include continuing efforts to maintain and develop joint use facilities. Site-specific issues such as parking and circulation should be discussed

where appropriate. The Town should continue to assist the District in its imposition of equitable development fees to pay for facility improvements. The Town should also continue to cooperate with the District to update Facility Needs Studies.

Coordination with PG&E, EBMUD, and other utilities is also an essential part of implementing General Plan policies. The Town strongly encourages PG&E to evaluate the safety of pipelines and other infrastructure affecting Danville, and to reduce risks to life and property while ensuring long-term system reliability. In addition, the Town will continue to work with telecommunication and cable service providers to ensure high-quality service delivery.

Zoning Ordinance

The zoning ordinance divides Danville into districts and establishes land use and development regulations for each district. It also contains regulations and procedures that apply in multiple districts, such as those for child care and pre-school facilities.

Proposed Revisions or Actions:
The zoning ordinance should be reviewed periodically to ensure that it continues to implement the policies of the General Plan.

(See also the Implementation sections of Chapters 3 and 6 for additional recommendations related to the Zoning Ordinance.)

B. PARKS, RECREATION, AND OPEN SPACE

The key implementation measures for the Parks, Recreation, and Open Space policies are listed below.

Arts Commission

The Town Council created the Arts Commission in 1990 to be the primary advisory body on matters related to arts and cultural facilities and programs in Danville. The Arts Commission is responsible for promoting interest and support for the arts within the community at-large. The Town Council appoints the Commissioners, as well as a member who represents youth. Public meetings are held at least once every two months and public participation is encouraged. In addition to its role in implementing policies for community and civic facilities, the Arts Commission also plays a role in implementing several Park and Recreation policies.

Park and Leisure Services Commission

The Town Council created the Park and Leisure Services Commission in 1986 to be their primary advisory body on acquiring, developing, and maintaining park and recreation facilities and providing leisure and human service programs for residents. The Town Council appoints the Commission, including an alternate and a youth representative. The Commission holds at least one public meeting per month and invites public participation at all hearings. The Commission's responsibilities include the development and ongoing review and implementation of the Town's Parks, Recreation, and Arts Strategic Plan, with Council oversight as needed.

The Commission also conducts surveys to determine park, recreation, cultural, and human service needs; and recommends facility use policies, revisions to the Community Beautification Plan, and improvements to the Town's recreation facilities.

Parkland Dedication Ordinance and Fee

State law allows cities with adopted recreation elements to require the dedication and development of parkland, or the payment of an in-lieu fee for the acquisition of parkland. In 1985, the Town adopted a Parkland Dedication Ordinance requiring parkland dedication or payment of in-lieu fees. The dedication standard established by the ordinance is 5 acres of parkland per 1,000 residents, which is the maximum standard permitted under California's Quimby Act. Based on the 1994 Dougherty Valley Settlement Agreement, new development requiring a General Plan Amendment is subject to a standard

of 6.5 acres of improved parkland per 1,000 people.

For projects that do not include a neighborhood park on-site, Danville's in-lieu fees on new residential development are intended to cover off-site park acquisition and improvement costs. The Ordinance requires the payment of a one time fee for each new residential unit. The fee is adjusted over time to reflect current land acquisition costs, and is on a graduated scale based on the type of residential unit involved.

Proposed Revisions or Actions:
For the foreseeable future, the Town will maintain a parkland dedication requirement and impact fee based on the 5 acre per 1,000 resident standard for projects that do not require a land use designation change through a General Plan Amendment and 6.5 acres per 1,000 for those that do. The amount of the fee should be periodically reviewed to reflect the changing costs of land. The higher standard applied to projects requiring General Plan Amendments will sunset upon buildout of the Dougherty Valley.

It should be noted that the Town's goal is to maintain the current (2011) ratio of 6.6 acres per 1,000 residents (including school recreational facilities). Because the Quimby Act caps the developer dedication requirement at 5 acres per 1,000, maintaining the 2011 ratio may become more difficult in the future. As population is added, the Town may need to supplement developer-funded open space with other types of open space. For example, this could include new joint use agreements for access to usable open space elsewhere in Danville, new linear parks or trails, or new parks that could be created through grants, donations, and other sources. At some point, the Town could consider preparing a nexus study which would enable it to charge fees above those allowed by the Quimby Act in order to sustain the 6.6 acres/1,000 ratio.

Figure 20 provides a listing of Town parks and their acreages.

Parks, Recreation, and Open Space Map

The Parks, Recreation, and Open Space Map (refer to **Figure 19**) reflects existing parks, recreation facilities and open space, as well as planned facilities, linkages, and related facilities and features.

Parks, Recreation, and Arts Strategic Plan (Parks and Recreation Portion)

Danville adopted a Parks, Recreation, and Arts Strategic Plan in 2006 as an update to its 1989 Parks and Recreation Facilities Plan. The Strategic Plan also updated and replaced the 1989 Trails Master Plan and formally recognized and adopted by reference the 2003 Contra Costa Countywide Bicycle and Pedestrian Plan.

Proposed Revisions and Actions:
The Countywide Bicycle and Pedestrian Plan was updated in 2009. Because the Town's 2006 Strategic Plan incorporated an earlier version of the Countywide Plan, it will be updated to reflect the 2009 changes. Changes to the Strategic Plan also may be needed to ensure consistency with the 2030 General Plan. For example, opportunities for a river walk along San Ramon Creek may be explored.

C. CIVIC AND COMMUNITY FACILITIES

Implementation of Civic and Community Facility policies will involve continued efforts on the part of the Town to design, finance, and construct needed facilities. The Town has established a Parks and Leisure Services Commission and given it the responsibility, among other functions, of advising the Town Council on acquiring, developing, and maintaining cultural, arts, and recreation facilities. Its activities are supplemented by the Danville Arts Commission and the Heritage Resource Commission. Key Civic and Community Facility implementation measures are listed below.

Arts Commission

A description of the Arts Commission is provided earlier in the General Plan (see Page 5-39). The responsibilities of the Commission include working

with the Town Council and the Parks and Leisure Services Commission on matters related to arts and cultural facilities and programs in Danville.

Public/Private Partnerships

Community organizations should be involved in advising the Town and assisting in implementing General Plan policies. The Town supports the efforts of nonprofit organizations and community groups in providing services to special needs groups and the community at-large.

Proposed Revisions or Actions:
Community organizations, including those providing services to youth and the elderly, should continue to be consulted when the Town plans and designs civic facilities and community buildings.

D. INFRASTRUCTURE

Infrastructure goals and policies will be implemented primarily through intergovernmental coordination among special districts, the Town's Capital Improvement Program, functional plans (e.g., Master Storm Drainage Plan), and Town ordinances. The key implementation measures are listed below.

Assessment Districts

Assessment district financing has been successfully used to finance a number of improvements in the town and can be used as needed in the future.

Master Storm Drainage Plan

The Master Storm Drainage Plan, a component of the Facilities Maintenance Plan, contains schedules for the overall maintenance and protection of all drainage facilities, including natural creeks and constructed channels and culverts.

The Plan includes:

- Provisions for upgrading the drainage system as well as providing routine maintenance.
- Coordination of facilities and maintenance efforts with the Contra Costa County Flood Control and Water Conservation District.
- An inventory and classification of all natural and constructed drainage facilities. Natural streams are evaluated for their wildlife habitat values and recreation potential.

Proposed Revisions or Actions:
The Master Storm Drainage Plan should be updated to integrate the Town's Stormwater Pollution Control Program and the Regional Water Quality Control Board – San Francisco Bay Municipal Regional Permit (SF Bay-RWQCB MRP).

Stormwater Pollution Control Program

The Town's Stormwater Pollution Control Program is a three-tiered program linking the Stormwater Management and Discharge Control Ordinance, the SF Bay-RWQCB MRP, and the most recent version of the Contra Costa Clean Water Program Stormwater C.3. Guidebook.

Proposed Revisions or Actions:
The Town should review and update its Stormwater Management and Discharge Control Ordinance to ensure that it correctly aligns with the mandates of the SF Bay-RWQCB MRP.

Osage Station Park. Photo courtesy of Paige Green.

CHAPTER

6

RESOURCES AND HAZARDS

NATURAL RESOURCES
HAZARDS
SUSTAINABILITY
IMPLEMENTATION

INTRODUCTION

This Chapter is divided into four parts.

The first part, **Natural Resources**, addresses the subjects typically included in a general plan conservation element.

The second part, **Hazards**, addresses the subjects typically included in general plan safety and noise elements.

The third part, **Sustainability and Greenhouse Gas Reduction**, is a new section of the Plan that addresses greenhouse gas reduction strategies, energy conservation, low impact development, and other strategies to reduce the consumption of non-renewable resources and preserve environmental quality. The greenhouse gas reduction strategies are supplemented by the Danville Sustainability Action Plan, a separate document which provides more detailed and quantifiable steps to address local sustainability measures.

The fourth part of this Chapter lists **Implementation** measures for each of the three major topic areas.

NATURAL RESOURCES

A. SETTING

Natural resources refer to the broad range of naturally occurring features in an area, such as minerals, timber, soils, vegetation, and water. Natural resources also include features that are not directly consumable, but serve other human needs, such as open space. Natural resources may also include features useful to other species, such as riparian habitats which provide food and cover for birds and other animals. Key natural resources in Danville include plant communities, wildlife, and agricultural land.

PLANT COMMUNITIES

The following paragraphs describe each of the major plant communities in Danville.

Urban/Cultivated

The principal residential areas of Danville were once mostly grassland or open savanna. Over

the past 50 years, a large number of shade trees, shrubs, and gardens have been planted and many areas have been irrigated or are regularly watered. Although the urban landscape is not a natural habitat, it supports a diverse range of plant and animal life. Danville's wooded, landscaped setting has become an important component of the community's character.

Grasslands

Extensive grasslands are located in the Sycamore Valley area and surrounding hillsides. Flowering annual herbs abound in the grasslands, including the California poppy, lupine, and yarrow. The grasslands are green during the rainy season and spring but, with the advent of summer, dry into a golden mantle. The grasslands must be managed to prevent fire hazards and the intrusion of weed species, chaparral, and invasive plants such as star thistle. Grasslands provide forage for cattle and other grazing animals, and habitat for small reptiles, rodents, deer, coyote, songbirds, and birds of prey.

Chaparral

Chaparral is a plant community of small trees and shrubs well adapted to the dry, rocky slopes of the San Ramon Valley, including portions of Las Trampas Ridge in Danville. Plant species in the chaparral community include manzanita, chamise, ceanothus, toyon, scrub oak, and poison oak. The chaparral community is ecologically fitted to a cycle of fire destruction. Periodic small fires help preserve the mix of plant species and reduce the danger of more catastrophic fires. Chaparral provides food and cover for small reptiles, birds, rodents, deer, and coyote.

Savanna

Savanna is a plant community that includes grasslands punctuated by large native oak trees, either as individual trees or in small stands. Savanna was once a dominant plant community throughout California but has been greatly reduced by agriculture and urbanization. Plant species in the savanna community, in addition to the grasses, include valley oaks and coast live oaks.

Las Trampas Regional Wilderness with view of westside Danville. Photo courtesy of Karl Nielson.

Large valley oaks (Quercus lobata) remain in the urbanized and rural portions of Danville, and are very important to the community's visual character. Protecting these large oak trees is a major concern, since grading, paving, and excessive irrigation damages the roots of the trees, leading to disease and/or untimely death.

Woodland

Woodland is a plant community with a diverse mix of tree species forming a dense overstory of vegetation. Woodlands in Danville are primarily located on the north and east facing slopes and canyons of Las Trampas Ridge. Common trees in the woodland community include coastal and interior live oaks, black oak, valley oak, California bay laurel, buckeye, and madrone.

Riparian

The Riparian community includes a combination of plant species that thrive along intermittent and perennial waterways. Creeks and streams and the associated riparian vegetation are important features in Danville, providing wildlife habitat, stormwater drainage, visual backdrops, and recreation corridors.

AGRICULTURE

Historically, a significant natural resource of the San Ramon Valley was its rich soil, valuable for its ability to produce food. Cultivation of crops, including fruit and nut orchards on the bottomlands and lower slopes and cattle grazing on the hillside areas, continued from the time of first settlement until the recent past. Urbanization over the past 50 years has displaced virtually all cultivated agriculture. Grazing operations and some dry farming continue in the Sycamore Valley area and surrounding hills, and further east in the Tassajara Valley. High land values and encroachment by urban uses threaten the long-term existence of cultivated agriculture on the entire San Ramon Valley floor.

CREEKS

Creeks are one of the defining elements of Danville's landscape and are an important aesthetic and ecological asset within the community. Major creeks include San Ramon Creek, Sycamore Creek, Green Valley Creek, and the East and West Branches of Alamo Creek. Physical conditions and ownership patterns along Danville's creeks vary. Some sections are natural in appearance and provide abundant habitat for plants and animals. Some sections have been channelized for flood control purposes, while other sections have been incorporated as recreational amenities or trail corridors within Town parks. Many sections are privately owned, traversing private backyards or agricultural land. The Contra Costa County Flood Control and Water Conservation District also owns many sections and has easements for flood plain management on some of the private sections. Flood control projects have changed the character of some of the creeks, particularly within developed areas.

WATER QUALITY AND STORMWATER CONTROL

Regional Considerations

The dominant water feature in the San Francisco Bay Area is the San Francisco Bay Estuary. The Estuary is a highly dynamic and complex ecosystem. It is extraordinarily diverse and productive. While the Sacramento and San Joaquin rivers contribute the vast majority of inflow into the Bay, many small rivers, creeks, and streams also convey fresh water to the Bay system. The rate and timing of these freshwater flows influence physical, chemical, and biological conditions in the Estuary.

Because of its unique characteristics, the Estuary system has warranted special protection, including: (a) provisions to address and mitigate the potential adverse effects of waste discharges and (b) provisions to control upstream water diversions. The California Legislature established the State Water Resources Control Board (State Water Board) and nine Regional Water Quality

Control Boards (RWQCBs) in 1949. The State Water Board administers water rights, water pollution control, and water quality functions for the State as part of the California Environmental Protection Agency (Cal/EPA). The San Francisco Bay RWQCB regulates surface water and groundwater quality in the region. A significant aspect of their mission centers around the adoption, monitoring, and enforcement of waste discharge requirements and National Pollutant Discharge Elimination System (NPDES) permits, and development of the San Francisco Bay Basin Plan. The Basin Plan is the master policy document that provides the legal, technical, and programmatic bases for water quality regulation in the region (see text box).

Countywide Activities

In 1993, the Town of Danville joined with other jurisdictions in Contra Costa County and the Contra Costa County Flood Control and Water Conservation District to develop, fund, and operate a countywide Contra Costa Clean Water Program (CCCWP). The program was necessary to comply with federal water quality requirements and was implemented on a countywide level to save on program costs.

In 1995, the RWQCB changed the way it managed pollution sources, expanding its primary focus from point sources of pollution (such as sewage treatment plants) to include more diffuse sources such as urban and agricultural runoff. The NPDES permit for the countywide program was reissued in 1999 and reflected this broadened scope of regulation. One aspect of the new permit is a greater emphasis on watershed management, including the creation of watershed action plans. These plans consider all of the factors that affect water quality, including grading, construction and development, agriculture, transportation, solid waste management, and household activities. Typical strategies include improving public education on water quality, coordinating the activities of different permitting agencies, and better enforcement of litter laws and dumping restrictions.

In 2009, as a result of this regionalized watershed management approach, the RWQCB combined all Bay Area NPDES permits into one regional permit called the Municipal Regional Permit (MRP). The consolidated permit was intended to reduce the administrative burden on local municipalities, establish a level playing field for all participants, and more clearly express program priorities. The MRP requires local governments to operate and annually report on programs targeted to the following categories:

- Municipal Operations
- New Development and Redevelopment
- Industrial and Commercial Site Control
- Illicit Discharge and Elimination
- Construction Site Controls
- Public Information and Outreach
- Water Quality Monitoring
- Pesticides Toxicity Controls
- Trash Reduction
- Controls on Mercury, PCBs, Copper, Polybrominated Diphenyl Ethers (PBDE), Legacy Pesticides, and Selenium
- Exempt and Conditionally Exempt Discharges

Town of Danville Water Quality Activities

The Town of Danville adopted a Stormwater Management and Discharge Control Ordinance in 1994 and subsequently replaced that ordinance with a new ordinance in January 2005. The updated ordinance is consistent with the regional permit and provides the regulatory framework needed to implement source control, site design, and treatment measures - collectively referred to as C.3 requirements.

The updated ordinance also strengthened the Town's ability to enforce water quality controls and regulations. In 2005 the Town concurrently adopted the most recent version of the CCCWP Stormwater C.3 Guidebook. The Guidebook provides design assistance for projects going through development review.

San Ramon Creek

PLANNING FOR BETTER WATER QUALITY IN SAN FRANCISCO BAY

The San Francisco Bay Regional Water Quality Control Board (RWQCB) first adopted a plan for waters inland from the Golden Gate in 1968. The first comprehensive Basin Plan for the Region was adopted in 1975. That plan is periodically updated in response to new state and federal laws, and changing conditions in the watershed. The basin planning process guides the RWQCB's efforts to manage water quality in the region. The Basin Plan provides a definitive program of actions designed to preserve and enhance water quality, with the overarching goal of providing positive and firm direction for future water quality control.

The Basin Plan fulfills the following needs:

- It provides the basis for determining priorities for the allocation of state and federal grants for construction and upgrading of wastewater treatment facilities.
- It fulfills the requirements of the Porter-Cologne Act that call for water quality control plans in California.
- It provides the basis to establish or revise waste discharge requirements and to establish or revise water rights permits.
- It establishes discharge conditions and prohibitions.
- It establishes or indicates the water quality standards required by the federal Clean Water Act.
- It establishes water quality attainment strategies required by the Clean Water Act for pollutants and water bodies where water quality standards are not currently met.

The Municipal Regional Permit (MRP) mandates that the amount of trash ending up in stormwater be reduced. The MRP requires a determination of baseline trash levels; the development of methodologies to measure and track trash reductions; and the preparation of short-term and long-term plans to eventually eliminate all trash from stormwater by 2022.

The MRP also lowers the size threshold of projects that will be subject to the program's Low Impact Development (LID) standards. These standards seek to reduce the amount of stormwater that runs off a site, while maximizing the amount of rainwater that can be absorbed on-site. The LID standards specify that qualifying projects must utilize some combination of stormwater infiltration, evapotranspiration, capture, use, or biotreatment. The program also requires hydro-modification plans and programs. Such plans are intended to monitor and regulate the amount of stormwater generated by new development and redevelopment.

OTHER NATURAL RESOURCES

There are no significant mineral deposits, fisheries, forests, rivers, harbors, or surface mining operations in Danville. The Town promotes protection of its soil resources by enforcing its Grading Ordinance, discouraging construction on steep slopes, and requiring erosion control measures during construction. As noted above, the Town promotes protection of its water resources by maintaining a stormwater pollution control program and requiring compliance with appropriate state and federal clean water laws.

B. FORECAST

Preservation of natural resources is a basic goal of the Danville General Plan. Current and planned levels of development can be accommodated while preserving existing natural resources.

Land in agricultural production will be further reduced as development occurs. However, the planned unit development approach will continue to be strongly supported as a means to permanently preserve hillside grassland areas.

The Town will continue to promote the use of tax incentive programs (such as the Williamson Act) and other measures which help keep agriculture viable in the Tassajara Valley and nearby areas. The Town will also support continued dedication of open space within new development and acquisition of land by the East Bay Regional Park District. Although these lands will continue to be available for grazing purposes, they will be managed to reduce overgrazing and the related erosion problems that may follow.

Continued implementation of the Town's Hillside Development Guidelines and the Parks, Recreation, and Arts Strategic Plan will help preserve remaining natural habitat areas, including riparian communities. Specific programs are proposed to enhance conditions along Danville's creeks and ensure that they remain viable for wildlife and recreation, as well as stormwater management.

Detailed surveys will continue to be required on new development sites to confirm the presence or absence of sensitive resources, including the potential for occurrence of special-status species. Creek corridors, potential wetlands, and other habitat types on these sites may support such species. Habitat surveys are typically required as part of environmental review of proposed development applications. In addition, programs which increase public understanding of the need to protect and effectively manage sensitive biological and wetland resources will continue to be encouraged.

C. GOALS AND POLICIES

GOALS: ENVIRONMENTAL QUALITY

Goal 21: *Protect and enhance Danville's natural features, including its hillsides, ridgelines, creeks, vegetation, and wildlife.*

Goal 22: *Improve water quality in Danville and the water bodies which receive runoff from Danville, including San Francisco Bay.*

Goal 23: *Promote intergovernmental coordination and cooperation to protect environmental quality.*

POLICIES: ENVIRONMENTAL QUALITY		IMPLEMENTATION MEASURES
21.01	Preserve and enhance natural habitat areas that support wildlife, including large continuous areas of open space and wetland and riparian habitat.	• CEQA • Zoning Ordinance • Park and Open Space Dedication / Acquisition • Hillside/Ridgeline Ordinance
21.02	Maintain open space in appropriate areas, including areas of scenic beauty, areas of economically viable agriculture, and areas where natural hazards such as flooding and land instability preclude safe development.	• Zoning Ordinance • Park and Open Space Dedication / Acquisition • Hillside/Ridgeline Ordinance • PUD Zoning
21.03	Utilize the development review process to preserve adequate open space for scenic, active, and passive purposes. Require private open space areas where appropriate.	• Development Review • Zoning Ordinance • Park and Open Space Dedication / Acquisition
21.04	Require adequate buffering and effective fencing between agricultural and urban land uses. The urban land use should be responsible for the creation and maintenance of such buffers and the urban property owners should assume the responsibility for potential impacts upon adjacent uses. Where appropriate, disclosure notices should be used to advise homebuyers of nearby agricultural activities as a means of ensuring that such activities may continue when they are properly conducted.	• Development Review

POLICIES: ENVIRONMENTAL QUALITY		IMPLEMENTATION MEASURES
21.05	Maintain development standards and regulations for hillside grading which protect public safety, discourage major changes to natural landforms, ensure that adverse visual and aesthetic impacts are minimized, and require that erosion, sedimentation, and other potentially harmful effects of grading are appropriately mitigated.	• Grading Ordinance • Public Works Standards
21.06	Discourage activities that would harm the health of existing trees. Prevent the unnecessary removal and alteration of such trees, including "protected" trees as defined by the Town's Tree Preservation Ordinance and other trees that contribute to the scenic beauty of the town. Public and private improvements should be designed to minimize the removal of mature trees, regardless of species. If removal is necessary, trees should be replaced with an appropriate number and species.	• Tree Preservation Ordinance • CEQA
21.07	Ensure that local planning and development decisions do not damage the habitat of rare and endangered plant and animal species, consistent with state and federal law.	• CEQA • Development Review
21.08	Where appropriate, encourage the retention and re-establishment of native vegetation in private development and public facility projects.	• CEQA • Development Review
21.09	Require the planting and maintenance of trees along Danville streets. Species should be appropriate for their settings, given considerations such as maintenance and pruning requirements, water needs, potential for sidewalk damage, and view impacts.	• Development Review • Street Tree Planting Program
21.10	Require a biological assessment for development proposed on sites that are determined to have the potential to contain special-status species, sensitive natural communities, or wetland resources. *The assessment should be conducted by a qualified professional to determine the presence or absence of any sensitive resources which could be affected by proposed development, should provide an assessment of the potential impacts, and should define measures for protecting the resource and surrounding buffer habitat, in compliance with state and federal laws. Detailed surveys are not necessary in locations where past and existing development have eliminated natural habitat and the potential for presence of sensitive biological resources.*	• Development Review • CEQA

POLICIES: ENVIRONMENTAL QUALITY		IMPLEMENTATION MEASURES
21.11	Protect the nests of raptors and other birds when in active use, as required by state Fish and Game Code and the federal Migratory Bird Treaty Act.	• Development Review • CEQA
22.01	Maintain and enhance the natural quality of Danville's creeks, including the riparian vegetation along the banks. Setbacks should be maintained along creeks to maintain their natural appearance, reduce erosion and flood hazards, and protect their ecological functions.	• Development Review • Stormwater Management and Discharge Control Ordinance • Public Works Standards • Creek Protection Program
22.02	Require qualifying new development projects and redevelopment projects to comply with the Municipal Regional Permit for stormwater control and treatment.	• Intergovernmental Coordination • Stormwater Management and Discharge Control Ordinance • RWQCB-SF Bay MRP
22.03	Conduct education and outreach activities to increase public awareness of water quality issues and the steps Danville residents and businesses can take to reduce water pollution.	• Stormwater Management and Discharge Control Ordinance • RWQCB-SF Bay MRP
22.04	Manage the Town's storm drainage facilities in a manner which minimizes pollution of local streams and waterways. Storm drains and other drainage facilities should be regularly maintained.	• Stormwater Management Program • RWQCB-SF Bay MRP
23.01	Share information about important local biological, productive, and historic resources with other communities and agencies in the region and work with these communities and agencies to protect such resources. *To carry out this policy, the Town will establish a clearinghouse of information for public use related to the protection of sensitive biological and wetland resources. It will also maintain a list of contacts for the agencies responsible for resource protection, and encourage programs dedicated to the restoration and management of Danville's remaining natural areas.*	• Intergovernmental Coordination

POLICIES: ENVIRONMENTAL QUALITY		IMPLEMENTATION MEASURES
23.02	Work with other communities and agencies to protect and enhance the significant ecological communities of the Tri-Valley area, including wetlands, riparian areas, and oak woodlands.	• Intergovernmental Coordination • Park and Open Space Dedication/Acquisition
23.03	Promote a regional approach to protecting sustainable habitat in the Danville Planning Area, through mitigation banking and other means.	• Intergovernmental Coordination • CEQA
23.04	Support efforts to incorporate Danville's scenic ridgelines into a larger, regional open space framework that connects parts of the Tri-Valley area.	• Intergovernmental Coordination • Park and Open Space Dedication/Acquisition
23.05	Continue cooperative planning and implementation efforts at the countywide level to ensure that qualifying new development projects and redevelopment projects comply with the hydro-modification plan/program requirements imposed through the Municipal Regional Permit.	• Intergovernmental Coordination • SF Bay-RWQCB MRP
23.06	Work with other jurisdictions and water providers to ensure a sufficient and sustainable long-term supply of potable water for existing Danville customers and for future development that is consistent with the goals of this General Plan.	• Intergovernmental Coordination
23.07	Recognize the state and federal regulations that serve to protect wetlands and require full compliance with these regulations as part of development review. This would include detailed wetland delineations and assessments where waters under the jurisdiction of the U.S. Army Corps of Engineers may be affected.	• Intergovernmental Coordination • Development Review

HAZARDS

A. SETTING

Hazards are natural conditions and human activities that threaten public health and safety. Natural hazards in Danville include geologic hazards, fire hazards, and flood hazards. Man-made hazards include noise, air and water pollution, and toxic chemicals. Air pollution is addressed in the next section of this Chapter (on greenhouse gases) and water pollution is addressed in the previous section (on stormwater management). The Hazards section of the General Plan also addresses emergency management, and the steps the Town will take to minimize the loss of life and property in the event of a disaster.

Existing conditions in Danville in relation to these potential hazards are described below. **Figure 22** presents a Map of environmental hazards in Danville, including wildfire threat and landslide hazards. **Figure 23** displays additional hazards, including seismic risks, flood-prone areas, and areas subject to freeway-related air pollution.

GEOLOGIC, SEISMIC, LANDSLIDE AND SOIL EROSION

Geologic hazards in Danville are associated with the complex topographic and geologic features of the San Ramon Valley. These hazards include:

- Seismically induced hazards, that is, those hazards related to earthquakes, including groundshaking, surface rupture, ground failure and seismically induced landslides.
- Hazards associated with certain soils, bedrock, steep slopes, and land subdivision that occur naturally or that are induced, including slope instability, landslides caused by construction activity, land subsidence, and the shrink/ swell characteristics of soils.

Seismic Hazards

Like the rest of the Bay Area, the San Ramon Valley is subject to a dynamic process of geologic change. The major tectonic forces that have created and shaped the region continue to this day. The most evident examples of this continuing geologic change are fractures in the earth's surface known as faults, and the sudden movements along these faults that cause earthquakes. The major fault traces in the Bay Area, the Hayward and San Andreas Faults, lie 12 and 24 miles to the west of the San Ramon Valley, respectively.

A number of active faults paralleling and associated with the San Andreas Fault are found in and near the Valley, including the Calaveras Fault, the Pleasanton Fault, the Bollinger Fault, and the Mt. Diablo Fault.

The Calaveras Fault was named for Calaveras Creek in Santa Clara County east of San Jose. The Fault, which extends north from Hollister in San Benito County for some 100 miles to Mt. Diablo, is a major branch of the San Andreas Fault. Between the San Andreas Fault and the Calaveras Fault lies the Hayward Fault, diverging from the Calaveras Fault east of San Jose. To the east lies the Clayton-Marsh Creek-Greenville Fault.

These four fault structures constitute some of the major faults in California at the latitude of San Francisco. The 2011 Hazard Mitigation Plan for Contra Costa County indicates there is a 75 percent of a magnitude 7.0 or greater earthquake in the Bay Area during the next 30 years. In 2002, the USGS estimated an 11 percent probability for one or more magnitude 6.7 or greater earthquakes by 2032 on the Calaveras Fault alone. The last earthquake to rupture the Calaveras measured 6.2 on the Richter scale and occurred in 1984 along the Morgan Hill section of the fault. **Figure 23** indicates the location of the Calaveras Fault and the Alquist Priolo Special Study Zone in Danville. Although not depicted on the map, the Hayward, Clayton-Marsh Creek-Greenville and San Andreas Faults are also capable of producing significant ground shaking in Danville.

The Calaveras Fault Zone has been designated as a Special Study Zone by the State Division of Mines and Geology pursuant to the Alquist-Priolo Special Study Zones Act. Within the Special Study Zone, geologic investigations are required to determine the precise location of active fault traces prior to approving a development project. Structures must be set back 50 feet from the fault trace and engineered to reduce potential earthquake damage.

Although damage from ground rupture associated with faults is of concern, damage from ground shaking is a more widespread and potentially damaging phenomenon. Potential damage from ground shaking is related to the location of a building and its construction. In hillside areas, earthquakes may trigger landslides. In flat, valley areas, the deep, alluvial soils may increase the amplitude and duration of earthquakes.

Landslide and Erosion Hazards

Steep topography, fractured and unconsolidated bedrock conditions, expansive soils, and high erosion potential combine to make some of the hillside areas in the San Ramon Valley highly unstable. Landslides resulting from natural conditions or caused by construction activity are common occurrences in the hillsides. Nearly 50 percent of Danville is located on hillsides, including the Las Trampas Ridge area and the hills paralleling the Sycamore Valley. There are numerous traces of landslide activity in these areas and the potential for future landslides is high.

While landslides may occur on slopes of 15 percent or less in unstable areas, the risks are usually proportional with steepness of slopes. Areas where old slide deposits are evident are the most subject to failure. Hillside areas are also subject to soil erosion, which can contribute to instability of slopes, loss of vegetation, downstream flooding, sedimentation, and stream bank failure. Soil erosion is generally proportional to steepness of slope and occurs mainly during peak rainfall, when runoff volumes are high.

FIRE

While Danville's woodlands, grasslands, and chaparral areas provide important open space, natural resources, and scenic qualities, they also create a fire hazard, especially when development is located in or adjacent to these areas. Wildfires in these areas can become a hazard to life and property during the summer and fall dry seasons, especially during periods of low humidity and high winds. Since most urban wildfires are caused by people, increased access to high fire hazard areas will increase the risk of fires.

Consistent with State law, the Town declared certain areas in Danville in 2008 as Very High Fire Hazard Severity Zones. The areas receiving this designation were in the vicinity of Magee Ranch, off of Diablo Road, where single family homes are in immediate proximity to fire-prone hillsides. Existing developed areas located in proximity to the Las Trampas Ridge and the hillside areas of the Sycamore Valley are particularly subject to wildfire risks. Buildings on properties in the Very High Fire Hazard Severity Zone must comply with specified building requirements which increase their ability to resist the intrusion of flames or burning embers by a vegetation fire. **Figure 22** includes a graphic depiction of areas in Danville subject to high wildfire risk and specifies the areas now declared Very High Fire Hazard Severity Zones.

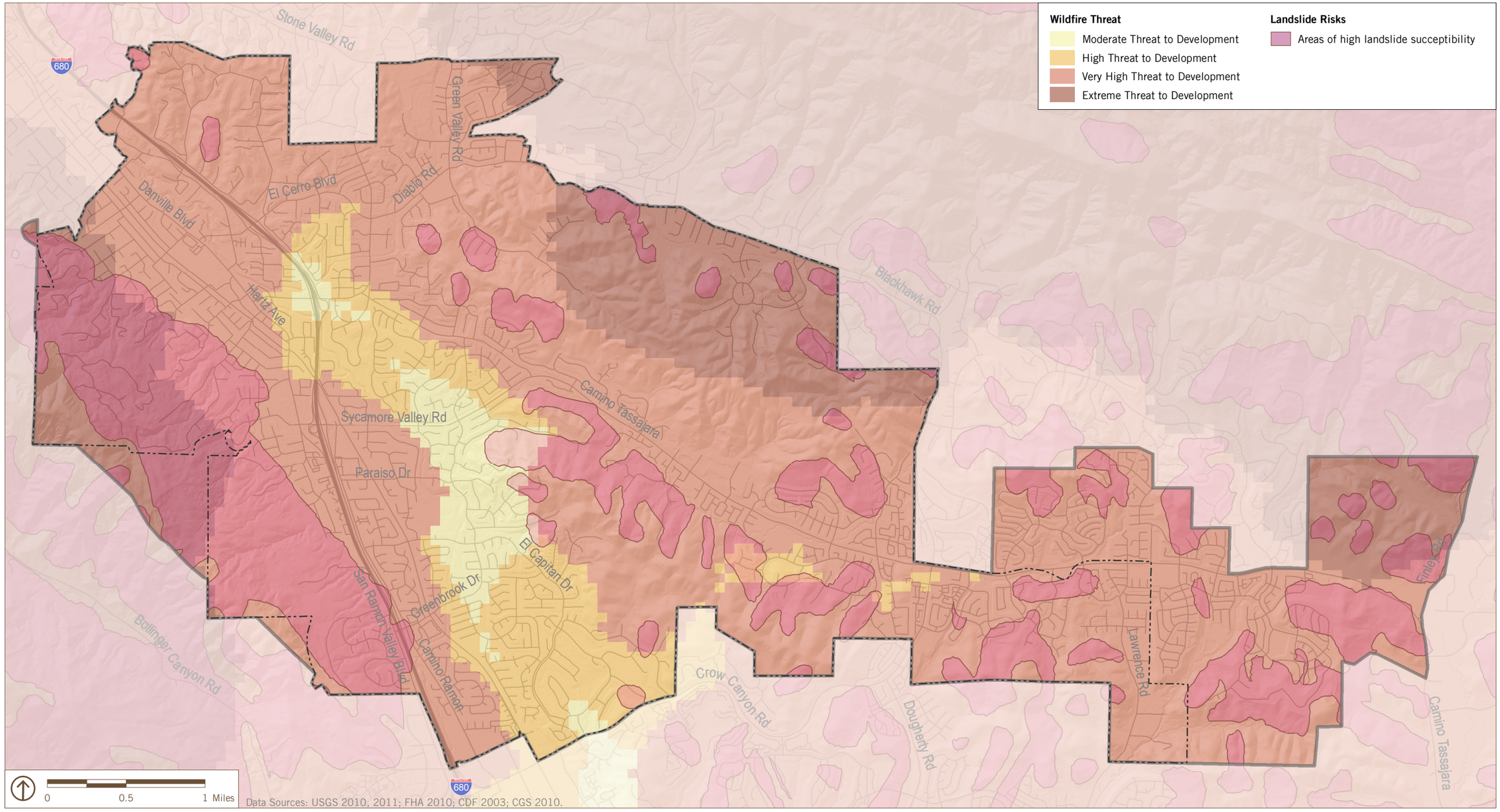
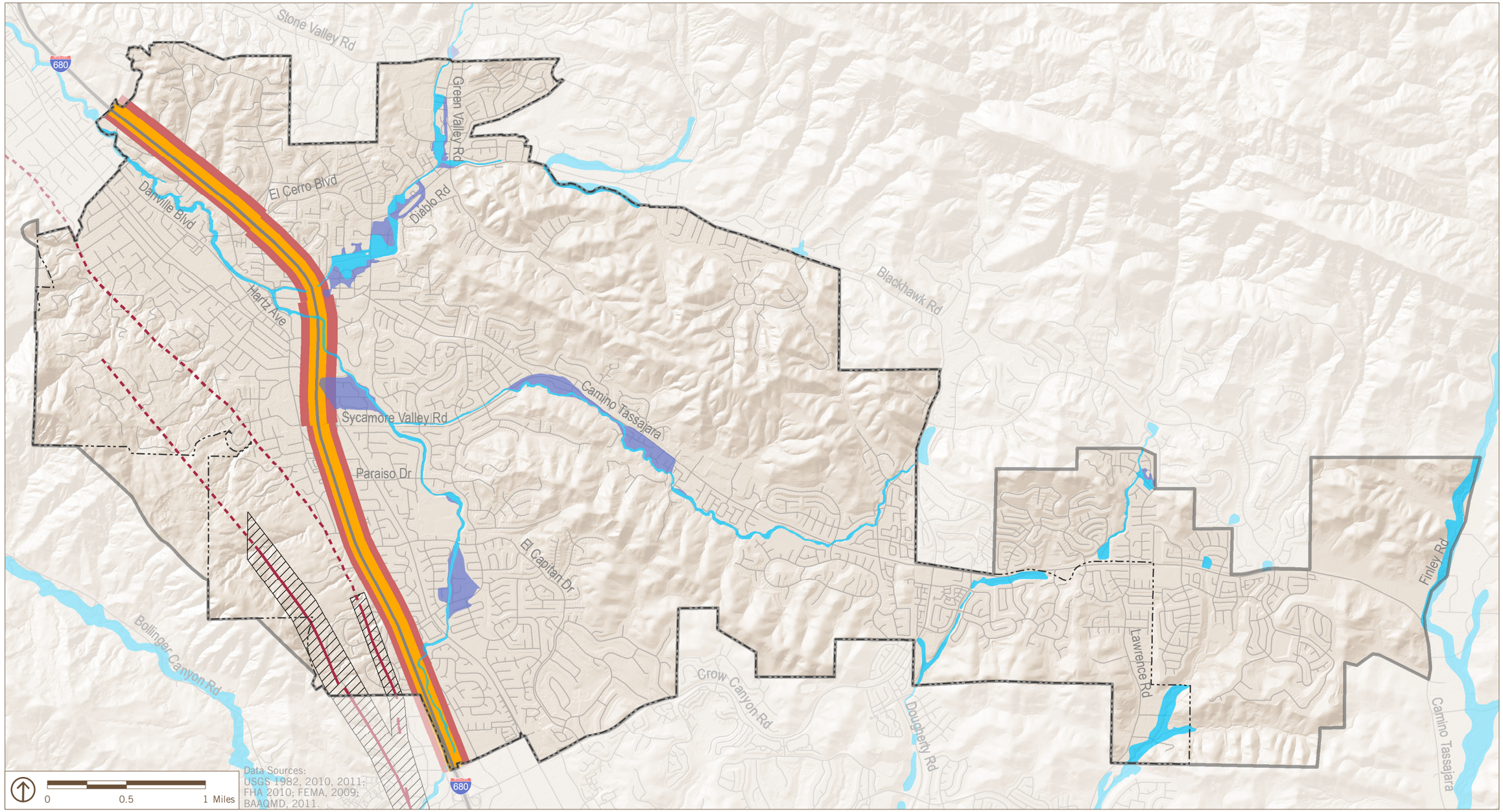


FIGURE 22

WILDFIRE AND LANDSLIDE HAZARDS (2012)



Air Quality

- Areas in which new residential development must perform air quality studies to assess particulate matter and cancer risk
- Areas in which new residential development must perform air quality studies to assess cancer risk

Flood Risk

- 100-Year Flood Zone
- 500-Year Flood Zone

Seismic Hazards

- Major Fault (Calaveras)
- Extended faults
- Alquist-Priolo Fault Zone

- Town Limit
- Planning Area Boundary

FIGURE 23

AIR QUALITY, FLOOD RISK, AND SEISMIC HAZARDS (2012)

FLOODING

Flooding in Danville does not pose a significant hazard to life and property, but some areas along major creeks and near the confluence of creeks are subject to periodic inundation. The flooding that does occur is caused by winter rains. Portions of San Ramon Creek and one of its major tributary streams, Green Valley Creek, are subject to flooding. These areas are identified on **Figure 23**.

The Contra Costa County Flood Control and Water Conservation District, with assistance from the Soil Conservation Service, has reshaped and widened segments of San Ramon, Sycamore, and Green Valley Creeks and constructed various flood protection structures. These efforts, along with Danville's ongoing drainage maintenance efforts, have reduced the potential for serious floods.

The Federal Emergency Management Agency (FEMA) maintains maps indicating flood hazard areas (e.g., the "100-year flood plain") along Danville's creeks. These maps may be updated comprehensively by FEMA, or incrementally through "Letters of Map Revision" submitted to FEMA as local flood control projects are completed. Such revisions were made along Sycamore Creek following construction of an earthen berm when adjacent land was developed. Some of the areas identified on the FEMA maps continue to have the potential for infrequent flooding, including the Willow Glen area along Green Valley Creek and areas along Laurel Drive and Greenbrook Drive along San Ramon Creek. Flood control improvements have not been undertaken in these areas due to the high cost and potential adverse aesthetic and ecological effects of such improvements. The Town supports flood control improvements that strive to retain the natural creek environment rather than those that simply widen and/or deepen channels.

In developing areas, hydraulic studies are typically prepared to determine the extent of drainage improvements required to manage runoff and avoid future flood hazards on-site and downstream. Such studies were used to identify flood control improvements in the Sycamore Valley and are being used to identify developer contributions for drainage improvements in the Alamo Creek watershed on Danville's east side. On most large sites, stormwater retention basins are required, reducing the need for more disruptive improvements to the creek itself.

NOISE

Danville's relatively quiet acoustical environment is an important component of the community's quality of life. Nearly one half of Americans with hearing impairments owe their hearing losses to noise exposure. In addition to being a potential health hazard, noise is a source of annoyance, discomfort, and sleep interference, disrupts communication and relaxation, and may affect behavior, Certain land uses are particularly sensitive to noise, including schools, child care facilities, rest homes, long-term medical facilities, and parks and recreation areas. Residential areas are also considered noise-sensitive, especially during the nighttime hours.

Excessive noise levels in Danville are caused primarily by automobile traffic on the I-680 freeway and major thoroughfares. Noise associated with construction activity can also be a significant noise source in the community. Noise is also associated with everyday activities around Danville's neighborhoods, such as leaf blowing and lawn mowing.

Figure 24 shows noise contours and readings along major thoroughfares in Danville in 2011. **Figure 25** shows projected noise contours and readings along major thoroughfares in Danville in 2030. **Figure 25** indicates that noise levels are anticipated to increase along I-680 as a function of projected increases in traffic volume. The Land Use Compatibility Guidelines for Exterior Noise Levels, prepared by the California Office of Planning and Research, provide generalized direction for locating development in proximity to noise generating activities or sources (see **Figure 26**).

Sound walls presently exist along most sections of the I-680 freeway, mitigating the effects of

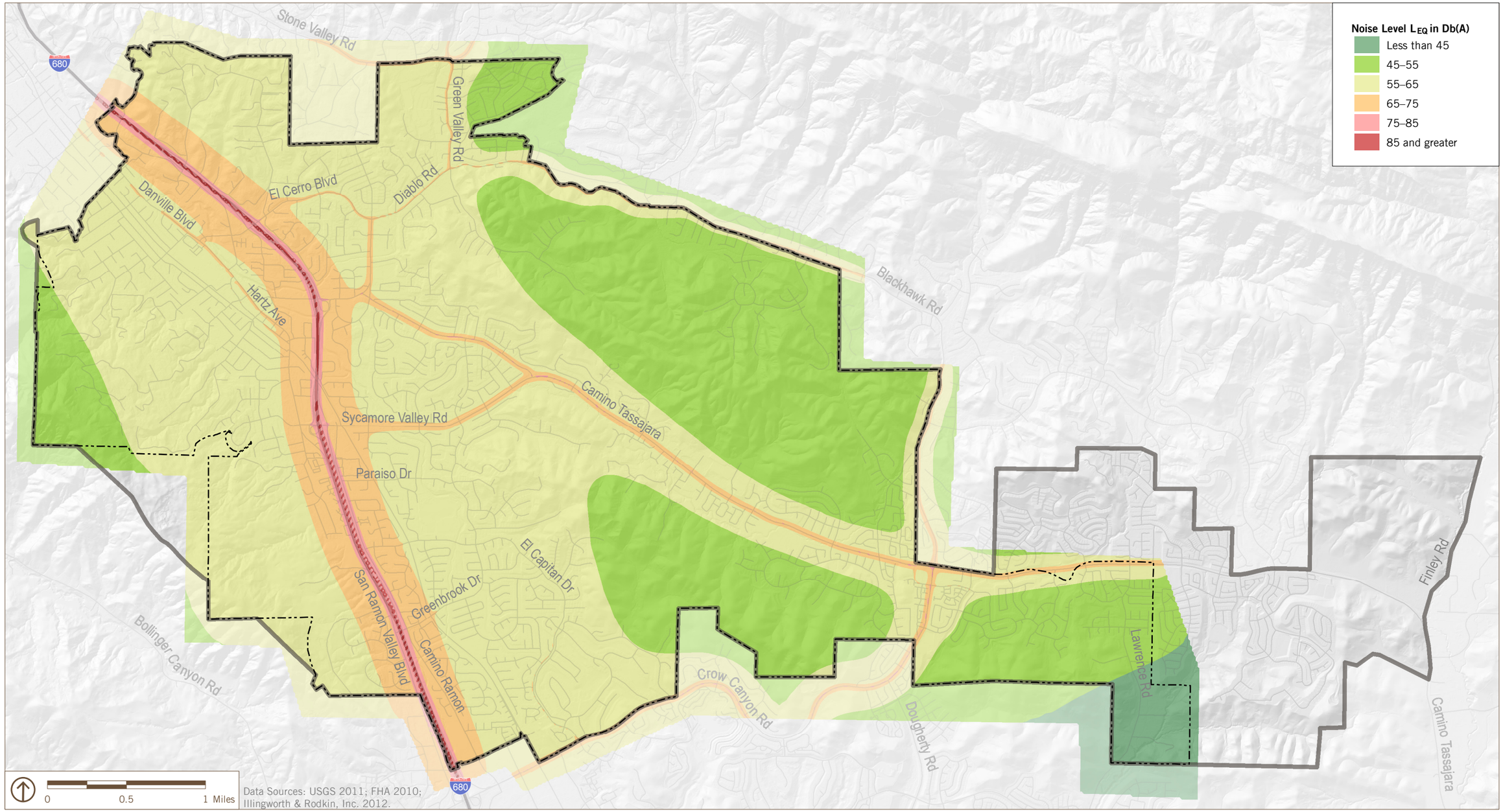
freeway noise for adjacent properties. However, by 2010, increased traffic along the freeway will result in a larger number of properties falling within the 60 dB noise contour. The Town will support additional measures to mitigate future increases in noise levels, such as tree planting and further insulation of residences in noise-prone areas. The Noise Ordinance will be strengthened to address issues such as construction noise and noise from commercial uses near residential areas.

EMERGENCY PREPAREDNESS

Emergency preparedness refers to a variety of activities associated with preparing for, responding to, and recovering from a disaster. An essential part of preparedness involves reducing exposure to hazards before a disaster and minimizing risks to life and property during a disaster. Planning ahead can substantially reduce costs associated with disasters, protect critical community facilities, reduce exposure to liability, and facilitate recovery. Planning is also mandatory to be eligible for certain federal disaster recovery funds.

In 2008, a coalition of 39 cities and special service districts in Contra Costa County embarked on a collaborative hazard mitigation planning process known as the Local Hazard Mitigation Program. The program was intended to pool resources and create a uniform strategy across the County for disaster preparedness. A number of potential disasters were considered, including earthquakes, landslides, wildfires, floods, drought, dam failure, and severe weather. The program included an assessment of these hazards in each jurisdiction, and a series of action strategies. The strategies are presented both for the County as a whole and for the individual partner jurisdictions, including the Town of Danville and the other municipalities, school districts, water districts, and other special districts that participated.

Emergency Prepardness planning activity

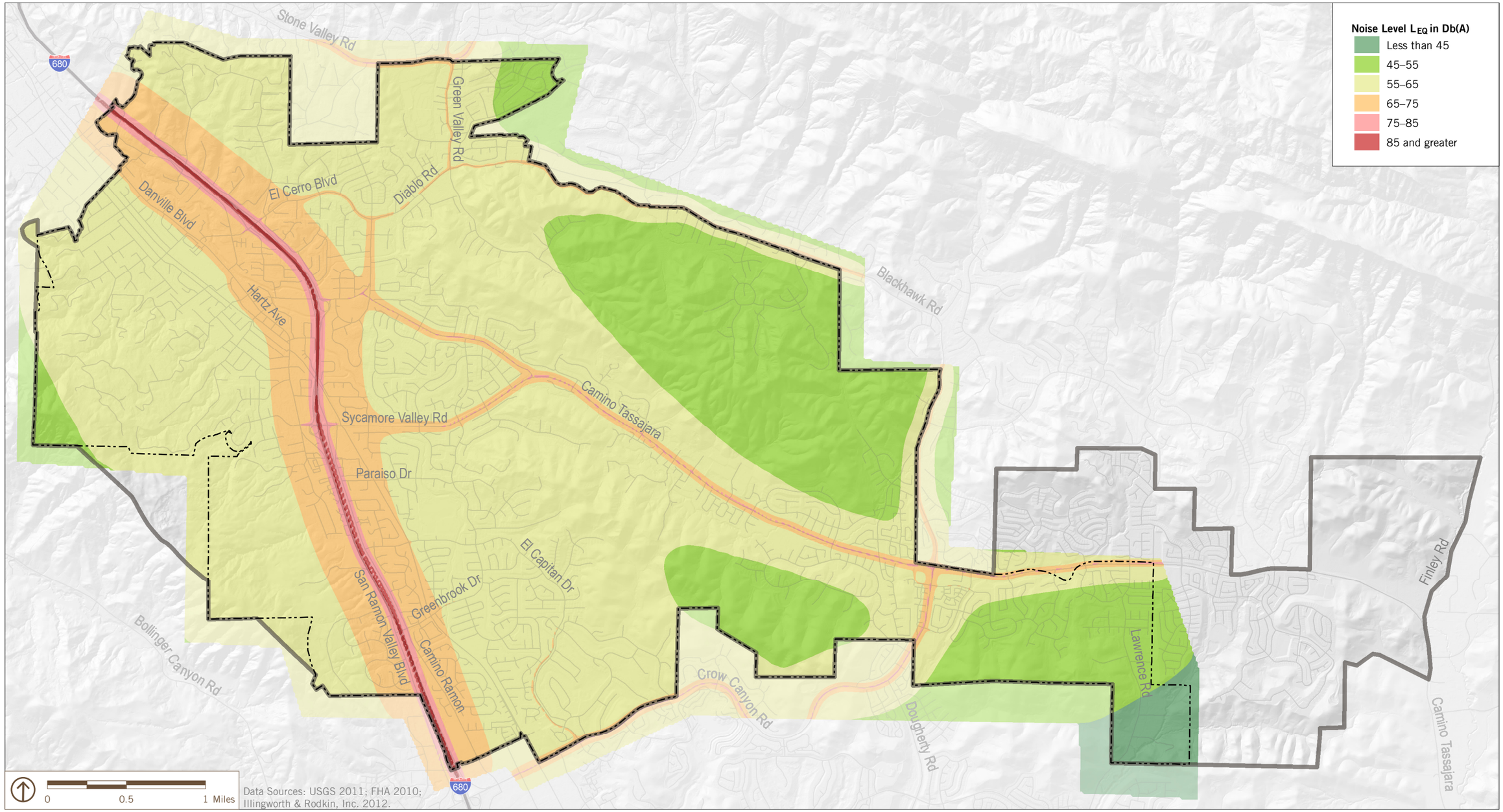


Town Limit

Planning Area Boundary

FIGURE 24

NOISE CONTOURS (2012)



Town Limit

Planning Area Boundary

FIGURE 25

NOISE CONTOURS (2030)

FIGURE 26

LAND USE COMPATIBILITY GUIDELINES FOR EXTERIOR NOISE LEVELS (2012)

TOWN OF DANVILLE

LAND USE CATEGORY	COMMUNITY NOISE EQUIVALENT LEVEL (CNEL)			
	NORMALLY ACCEPTABLE	CONDITIONALLY ACCEPTABLE	NORMALLY UNACCEPTABLE	CLEARLY UNACCEPTABLE
Residential-Low Density, Single Family, Duplex, Mobile Homes	50-60	55-70	70-75	75-85
Residential – Multifamily	50-65	60-70	70-75	75-85
Transient Lodging – Motel, Hotels	50-65	60-70	70-80	80-85
Schools, Libraries, Churches, Hospitals, Nursing Homes	50-70	60-70	70-80	80-85
Auditoriums, Concert Halls, Amphitheaters	Not Applicable	50-70	Not Applicable	C
Sports Arenas, Outdoor Spectator Sports	Not Applicable	50-70	Not Applicable	C
Golf Courses, Riding Stables, Water Recreation, Cemeteries	50-70	Not Applicable	70-80	80-85
Office Buildings, Business Commercial and Professional	50-70	67.5-77.5	75-85	Not Applicable
Industrial, Manufacturing, Utilities, Agricultural	50-75	70-80	75-85	Not Applicable
CNEL = Community Noise Equivalent Level in A-weighted decibels (dBA)				

NORMALLY ACCEPTABLE: Specified land use is satisfactory, based upon assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.

CONDITIONALLY ACCEPTABLE: New construction of development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features have been included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.

NORMALLY UNACCEPTABLE: New construction or development should be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise-insulation features must be included in the design.

CLEARLY UNACCEPTABLE: New construction or development should generally not be undertaken.

Source: California Office of Planning and Research, General Plan Guidelines, October 2003. Town of Danville, 2012.

Danville's Local Hazard Mitigation Plan (LHMP) is an adopted document that supplements and expands on the General Plan's broad policies. Although it not formally part of the General Plan itself, the General Plan has been written to provide a framework for the LHMP initiatives and proposals. Both documents are fully consistent with and support one another.

The overall goals of the LHMP are to save lives and reduce injury, increase the resilience of infrastructure and critical facilities, minimize damage to property, encourage effective mitigation projects, and build the capacity for local governments and the public to prepare, respond, and recover from future disasters. These goals are supplemented by more specific objectives, such as strengthening building code enforcement, lowering the cost of flood insurance premiums, and discouraging development in hazardous areas.

At the local level, the LHMP identifies 28 specific initiatives for Danville. Several of these initiatives relate to Town operations, including upgrading communication systems and radio system frequencies, providing back-up power sources for traffic lights, delivering sandbags, and retrofitting of Town structures (including the Veterans Memorial Building). Other initiatives address fire prevention, including road engineering standards and defensible space requirements. Preparedness training is also an important part of the LHMP, including training for residents and training for Town staff. A few of the LHMP initiatives relate to land use, including applying zoning which reflects hillside development constraints. Flooding-related initiatives include keeping creeks free of obstructions, improving culvert capacity under I-680, and improving aging infrastructure. There are also public education initiatives.

In addition to the LHMP, the Town of Danville has an Emergency Operations Plan (EOP) which is focused on disaster response and recovery. The EOP identifies the roles of Town staff in the event of an emergency, designates an emergency control center, addresses provisions for shelter and emergency supplies, and provides basic protocol for emergency response. It includes guidelines for coordinating with state and federal agencies, and for deploying emergency response personnel. The EOP meets the State requirements defined by the Standard Emergency Management System (SEMS) and the Federal requirements defined by the National Incident Mangement System (NIMS), ensuring eligibility for funding in the event of a disaster.

Under the EOP, the Town Manager is designated as the Director of Emergency Services. The Town also has an Emergency Services Manager, and its Police and Fire Department are trained in a range of emergency response procedures. The Town also assists in the formation and training of Community Emergency Response Teams (CERT). The CERT program is designed to provide groups of Danville neighbors with basic disaster response skills. Danville also partners with the City of San Ramon, the San Ramon Valley Fire Protection District, and the San Ramon Valley Unified School District to coordinate disaster response and educate residents on preparedness measures.

B. FORECAST

Given the number of natural and man-made hazards in the San Francisco Bay Area, there is a possibility that the Town will experience deteriorating environmental conditions or catastrophic natural events during the time frame of the General Plan. The important fact about the risks to public health, safety, and property caused by hazards is that they can be significantly reduced by careful planning and emergency preparedness activities. The implementation measures and strategies included later in this Chapter address methods to reduce these risks.

C. GOALS AND POLICIES

Goals and Policies addressing Hazards are organized based on the four Hazard categories covered in the preceding section (geologic, fire, flooding, and noise) and two additional categories addressing: (a) Hazardous Materials and (b) Public Safety and Emergency Preparedness.

GOAL: GEOLOGIC, SEISMIC, LANDSLIDE, AND SOIL EROSION HAZARDS

Goal 24: ***Minimize the risks to lives and property due to earthquakes, landslides, and other geologic activity.***

POLICIES: GEOLOGIC, SEISMIC, LANDSLIDE, AND SOIL EROSION HAZARDS		IMPLEMENTATION MEASURES
24.01	Recognize local seismic risks and incorporate earthquake protection measures in the development review process.	• Development Review
24.02	Prohibit construction of any new facilities serving public safety needs such as fire stations and hospitals in the Alquist-Priolo Earthquake Special Studies Zones.	• CEQA • Development Review
24.03	Require soils and geologic reports for all projects proposed in scenic hillside development areas, as defined by the Town's Scenic Hillside and Major Ridgeline Development Ordinance, and in other areas where the potential for landslides, liquefaction, subsidence, or severe ground shaking exists. Assure that development in these areas mitigates potential landslide hazards and other geologic hazards.	• Hillside/Ridgeline Ordinance • Development Review • Geologic Hazards Abatement Districts
24.04	Require all development on hillside sites to be designed and constructed to minimize cutting and filling of slopes, avoid high risk landslide areas, and fully address environmental and aesthetic concerns.	• Hillside/Ridgeline Ordinance • Grading Ordinance • Development Review • Hillside Development Guidelines

POLICIES: GEOLOGIC, SEISMIC, LANDSLIDE, AND SOIL EROSION HAZARDS		IMPLEMENTATION MEASURES
24.05	Prohibit the division of land in a manner that would create a new parcel that is entirely 30 percent slope or greater, unless the intended use of the new parcel is open space. *The policy above is intended to prohibit lot splits and subdivisions on slopes greater than 30 percent. The policy does not preclude the development of an individual home on an existing legally created lot if that lot is greater than 30 percent slope. The policy also does not preclude the subdivision of sites which contain a mix of areas above and below 30 percent slope, provided all future building sites will be on land that is less than 30 percent slope.*	• Zoning Ordinance • Development Review
24.06	Require that roads and drainage systems constructed in hillside areas are engineered to standards that prevent excessive maintenance and repair costs.	• Public Works Standards • Development Review
24.07	Maintain structural design and engineering standards which ensure that buildings and infrastructure are constructed to minimize damage resulting from expansive soils, erosion, subsidence, and other local geologic conditions.	• Public Works Standards • Development Review • Building Code • Gas Shut-Off Devices Ordinance
24.08	Encourage the retrofitting of existing structures to reduce the potential for damage during a major earthquake, particularly residential soft-story structures and critical public facilities. *A "soft-story" building is a multi-story building with a ground floor that may not sufficiently support the upper floors during a major earthquake. An example would be an apartment building with large "tuck under" carports on the first floor. Such buildings can be made more secure by installation of shearwalls and other types of bracing that address lateral stress.*	• Local Hazard Mitigation Plan

POLICIES: GEOLOGIC, SEISMIC, LANDSLIDE, AND SOIL EROSION HAZARDS		IMPLEMENTATION MEASURES
24.09	Ensure that development approvals do not result in the loss of unique paleontological resources or geological features. *This should be accomplished by consulting with a suitably qualified paleontologist or geologist if it is known, or determined, that fossils, or geological features of high scientific value are, or may be, present on land that will be developed. The Town will require consultation with a paleontologist if vertebrate fossils are uncovered during site excavation.*	• Development Review • CEQA
24.10	Require submittal of a Geotechnical report by a qualified engineering geologist, that specifies the location of active faults, and recommends appropriate setbacks prior to construction of any structure intended for human occupancy within the Alquist-Priolo Fault Zone.	• Development Review • Zoning Ordinance

Landslide

GOAL: FIRE HAZARDS

Goal 25: ***Prevent catastrophic fires and minimize the loss of property and life due to fire hazards in Danville.***

POLICIES: FIRE HAZARDS		IMPLEMENTATION MEASURES
25.01	Require safe roofing and other fire prevention standards for development in high fire hazard areas by maintaining a Fire Safe Roofing Ordinance, in coordination with the San Ramon Valley Fire Protection District.	• Fire Safe Roofing Ordinance • Building Code • Very High Fire Hazard Severity Zones
25.02	Cooperate with the San Ramon Valley Fire Protection District in efforts to reduce fire risks through controlled burning and fuel removal.	• Intergovernmental Coordination • Code Enforcement
25.03	Assure provision of adequate access for fire equipment to all developed and open space areas. *This should include turn-around areas at the end of dead-end public streets, and minimum road widths of 20 feet in high wildfire hazard areas. Consistent with the Local Hazard Mitigation Plan, an additional 10 foot clearance area should be maintained on the shoulders of driveways and road segments more than 50 feet long within high fire hazard areas.*	• Development Review • Public Works Standards
25.04	Maintain a response time of less than five minutes for emergency fire calls, to be met a minimum of 90 percent of the time and/or a fire station within 1.5 miles of all residential and nonresidential development. Where this standard cannot be met, and/or where severe wildland fire hazards exist, require special mitigation measures for fire prevention as necessary.	• CEQA • Development Review • Building Code • Very High Fire Hazard Severity Zones
25.05	Prior to project approval, require written verification from the San Ramon Valley Fire Protection District on the anticipated response time to the project and the distance from existing stations.	• Development Review • Intergovernmental Coordination
25.06	Require the maintenance of "defensible space" (e.g., areas free of highly flammable vegetation) around homes in fire-prone areas. Require the clearing or thinning of fire-prone vegetation within 30 feet of access and evacuation routes, and routes to critical facilities.	• Code Enforcement

GOAL: FLOODING HAZARDS

Goal 26: ***Reduce the potential for flooding and minimize the risks to life and property resulting from flooding that does occur in Danville.***

POLICIES: FLOODING HAZARDS		IMPLEMENTATION MEASURES
26.01	Take appropriate steps in the development review process to protect life and property from flooding and erosion along local creeks.	• Development Review
26.02	Restrict new development in floodways and flood plains in accordance with FEMA requirements.	• Development Review • Zoning Ordinance
26.03	Require that new development result in runoff rates that are within the 100-year flood capacity of the Town flood control system.	• Development Review
26.04	Cooperate with the Contra Costa County Flood Control and Water Conservation District in watershed evaluations and projects intended to reduce flood hazards.	• Flood Plain Management Program • Intergovernmental Coordination
26.05	Work in conjunction with the Contra Costa County Flood Control and Water Conservation District to maintain natural creek settings to the extent possible while providing for adequate drainage capacity.	• Flood Plain Management Program • Intergovernmental Coordination
26.06	Encourage, and where appropriate require, the use of detention basins by developers to reduce peak stormwater runoff during significant rainfall events. No net increase in peak flow runoff should be allowed unless adequate drainage capacity exists or other mitigation measures are provided. Where feasible, support the use of common detention facilities serving more than one development.	• Development Review • Public Works Standards
26.07	Make structural improvements to public storm drains, pipelines, and channels where needed to ensure that these facilities can perform to their design capacity in handling stormwater flows. *Policies 26.06 and 26.07 are supplemented by policies under Goal 21 in the Public Facilities Chapter on infrastructure maintenance.*	• Capital Improvement Program

GOAL: NOISE

Goal 27: ***Protect existing and future residents of Danville from hazards and nuisance associated with excessive levels of noise by maintaining or reducing noise intrusion levels in all areas of the Town to acceptable levels.***

	POLICIES: FLOODING HAZARDS	IMPLEMENTATION MEASURES
27.01	Ensure that new residential development projects meet acceptable noise level guidelines, as shown in **Figure 26**. *If an area currently meets desired noise standards, an increase up to the maximum acceptable noise level should not necessarily be allowed. The potential for a proposed project to have adverse noise impacts should be evaluated based on the potential for adverse community response, regardless of the compatibility guidelines.*	• Noise Ordinance
27.02	Require acoustical studies for major residential and other development projects, as appropriate, and impose noise mitigation measures accordingly.	• Development Review • CEQA
27.03	Protect the noise environment in existing residential areas. Where acceptable noise levels in residential areas (as shown on **Figure 5**—the Land Use Map) would be exceeded or further impacted as a result of new development or transportation improvements, require the use of noise mitigation measures, such as wall barriers, berms, mufflers, sound traps, and baffles to reduce noise intrusion.	• CEQA • Noise Ordinance
27.04	Encourage the location of noise-sensitive land uses away from noise sources or require appropriate noise screening.	• Land Use Map • Zoning Ordinance
27.05	Open space should be used, wherever practical, to provide an adequate spatial separator between noise sources and sensitive land uses.	• Land Use Map • Zoning Ordinance
27.06	Review and update the existing Noise Ordinance to specify and regulate the noise levels for various equipment, activities, and land uses and to clarify enforcement procedures.	• Noise Ordinance
27.07	Protect parks and recreational areas from excessive noise to permit the enjoyment of sports and other leisure time activities.	• Development Review • Noise Ordinance

POLICIES: FLOODING HAZARDS		IMPLEMENTATION MEASURES
27.08	Require noise monitoring as needed to determine changes in noise levels over time, measure the effectiveness of project conditions of approval, and to ensure that appropriate mitigation programs are developed.	• Development Review • Noise Ordinance
27.09	Generally maintain exterior noise levels below 60 Ldn in areas where outdoor use is a major consideration, such as in residential backyards. Where the Town determines that this level cannot be achieved after reasonable mitigation has been applied, higher standards may be permitted at the discretion of the Town Council. In such cases, indoor noise levels should not exceed an Ldn of 45 dB. *Development sites exposed to noise levels exceeding 60 Ldn shall be analyzed following protocols in Appendix Chapter 12, Section 1207 Sound Transmission of the 2010 California Building Code (or the latest revision).*	• Development Review • Noise Ordinance
27.10	Allow selected outdoor concerts and other community events that are sponsored or approved by the Town and take place at appropriate locations and at appropriate times, even though such events may exceed the noise compatibility guidelines for brief durations.	• Noise Ordinance
27.11	Ensure that the design of new development near major noise sources (such as Interstate 680) reduces the potential for future occupants to be exposed to high levels of noise. Development on such properties should incorporate appropriate noise mitigation measures.	• Development Review
27.12	Require the preparation of groundborne vibration studies by qualified professionals in accordance with industry-accepted methodology where heavy construction activities involving significant site grading, underground, or foundation work will occur within 50 feet of residential or other vibration sensitive uses. *Vibration studies may also be required for projects involving significant increases in the operation of heavy vehicles such as trucks and buses. Applicable and feasible vibration reduction measures shall be incorporated into project plans.*	• Development Review
27.13	Utilize noise reduction measures during all phases of construction activity to minimize the exposure of neighboring properties to excessive noise levels. *Construction activities are required to comply with the Town's noise ordinance limitations on hours and days of operations.*	• Development Review • Zoning Ordinance

GOAL: HAZARDOUS MATERIALS

Goal 28: ***Minimize the risk of personal injury and property damage resulting from the production, use, storage, disposal and transportation of hazardous materials.***

POLICIES: FLOODING HAZARDS		IMPLEMENTATION MEASURES
28.01	Promote the reduction, recycling and safe disposal of household hazardous wastes through public education and awareness of available resources.	• Public Education and Outreach
28.02	Require a Phase I Environmental Site Assessment (ESA) when development changes an existing use to a more sensitive use (e.g., commercial use to residential use). If potential hazardous materials concerns are identified, ensure that they are investigated and that sites are cleaned up to residential standards under appropriate regulatory agency oversight prior to development.	• Development Review • CEQA
28.03	Support and implement policies contained in the Contra Costa County Hazardous Waste Business Plan Program that encourage and assist the reduction of hazardous waste from businesses and residences in Danville.	• Intergovernmental Coordination • Public Education and Outreach
28.04	Support and implement policies contained in the Contra Costa County Hazardous Materials Program that provide procedures for hazardous materials incidents response.	• Local Hazard Mitigation Program
28.05	As appropriate, incorporate hazardous building materials abatement provisions into zoning and subdivision decisions and entitlement permits.	• Zoning Ordinance • Development Review
28.06	Maintain and periodically update a Local Hazard Mitigation Plan which guides disaster-related risk reduction activities. Review the plan and amend it regularly to continually explore opportunities for vulnerability reduction.	• Local Hazard Mitigation Program

GOAL: PUBLIC SAFETY

Goal 29: ***Maintain a high level of emergency preparedness in Danville to protect public health and safety in the event of a natural or human caused disaster.***

Goal 30: ***Maintain a high level of community safety and security for Danville residents.***

POLICIES: PUBLIC SAFETY AND EMERGENCY PREPAREDNESS		IMPLEMENTATION MEASURES
29.01	Participate in cooperative regional efforts to prepare for and reduce damage from natural hazards such as wildfires, earthquakes, landslides, and floods.	• Intergovernmental Coordination • Local Hazard Mitigation Plan
29.02	Provide ongoing public education to help Danville residents and businesses be better prepared for disasters. This could include maps of natural hazards and evacuation routes, information on emergency preparedness and procedures, and other related information. *Community Emergency Response Team (CERT) Training provides an opportunity for residents to learn how to mitigate hazards around their homes, such as using fire-resistant roofing, maintaining defensible space, and completing structural retrofits.*	• Local Hazard Mitigation Plan • CERT Training • Gas Shut-Off Devices Ordinance
29.03	Provide for emergency traffic control plans in collaboration with other jurisdictions in the San Ramon Valley. These plans should identify evacuation routes and measures for accommodating traffic in the event of a planned or emergency closure of the I-680 freeway or other major circulation route within the community.	• Emergency Operations Plan
29.04	Strive for improved communications and response capabilities in the event of a disaster, including a resilient Emergency Operations Center and expanded radio transmission capacity.	• Emergency Operations Plan
29.05	Reduce hazards associated with dam failure at Prospect Reservoir by ensuring maintenance by EBMUD and by including a dam failure component in the Town's emergency operations plan.	• Emergency Operations Plan • Intergovernmental Coordination

POLICIES: PUBLIC SAFETY AND EMERGENCY PREPAREDNESS		IMPLEMENTATION MEASURES
30.01	Maintain a police response time of no more than 5 minutes for 90 percent of all emergency (priority one) calls, exclusive of dispatch time and excluding 911 hang-ups. For all other police calls, maintain a maximum 20 minute response time for 90 percent of all such calls, again exclusive of dispatch time.	• Development Review • CEQA
30.02	Participate with other police departments to develop effective cooperative response agreements.	• Intergovernmental Coordination

SUSTAINABILITY

A. SETTING

The concept of "sustainability" is that natural resources should be managed so they are not permanently depleted or lost for future generations. In practical terms, a sustainable approach to planning and development avoids pollution, reduces waste, saves energy and water, reduces dependence on foreign oil, and helps people lead healthier lives. Sustainability underpins many of the goals of the General Plan, including those relating to land use and transportation. By focusing new development on key sites, a larger number of Danville residents will be able to walk, bicycle, or take public transportation to shop, work, or travel around the region. This will not only reduce traffic congestion, it will also help improve air quality.

Most of Danville was developed during a time when the automobile was the dominant form of transportation, fossil fuels were inexpensive, and roads were uncongested. As a result, the current development pattern in the Town is oriented toward low density housing and households with two or more cars. This character is not expected to change in the next 20 years. However, there are many steps that can be taken to make established neighborhoods more sustainable, particularly by reducing home energy and water consumption. Moreover, future development is likely to be designed differently than most existing development, with a greater emphasis on energy and water conservation.

The State of California has set goals of reducing statewide greenhouse gas emissions to 1990 levels by 2020, and 80 percent of 1990 levels by 2050. The Town has prepared a Sustainability Action Plan to present Danville's strategy for working toward these targets.

The following sections highlight some of the ways Danville will grow more sustainably in the coming years, including a discussion of greenhouse gas emission strategies. The narrative also includes a discussion of air quality issues in Danville.

GREEN BUILDING

"Green building" is a term used to describe buildings which incorporate recycled materials and advanced energy and water conservation systems. Such buildings are designed and operated to minimize impacts on the environment, and enhance the health and well-being of occupants. Typical green building strategies include the use of light-colored materials to reduce heat build-up, motion activated light switches to save energy, graywater recycling systems, and solar panels. Green buildings are also designed to avoid indoor air quality problems, minimize exposure to toxic materials, and encourage pedestrian and bicycle access.

In 2008, the California Building Standards Commission (CBSC) amended the State's building code standards to incorporate green building principles. The new code incorporates higher energy efficiency standards, along with new moisture control, indoor air quality, water conservation, and waste reduction measures. Additional guidelines for green building were prepared by the CBSC as part of the 2011 Code Update, and some of these guidelines may be incorporated by the Town of Danville in the future.

Benchmarks for defining green buildings have also been established by various organizations, including the US Green Building Council (USGBC) and Build it Green. The USGBC has developed the Leadership in Energy and Environmental Design (LEED) rating system to indicate the degree to which buildings and neighborhoods achieve environmental goals. Build it Green has developed a "green point" checklist for residential projects.

LOW IMPACT DEVELOPMENT

Low Impact Development (LID) refers to construction methods that reduce stormwater runoff. Allowing rainwater to percolate into the soil rather than flowing to storm drains provides many benefits, including reduced flood hazards, groundwater recharge, and filtration of pollutants. LID standards are an important part of the Town's stormwater management program, described in

the first part of this Chapter (see Page 6-5).

SOLID WASTE AND RECYCLING

Waste reduction and recycling reduces goods consumption and disposal, thereby conserving natural resources and extending landfill capacity. This provides the added benefit of reducing greenhouse gas emissions (in particular, methane) from landfills. The 2010 General Plan established a goal of diverting 50 percent of Danville's waste from landfills to comply with State law (AB 939). The Town has reached that goal and has embarked on additional programs to reach a 75 percent diversion rate. The Central Contra Costa Solid Waste Authority (CCCSWA) and the Town of Danville collaborate on e-waste and household hazardous waste recycling, bulk waste collection events, medical waste recycling, food scrap recycling, composting demonstration projects, and a range of educational and outreach initiatives. Waste reduction programs also have been implemented in Danville's schools, reducing waste while educating students about the benefits of recycling and composting.

WATER CONSERVATION

California's water supply is subject to increasing demand by a growing population and constrained supply due to periodic drought. Conservation has been an integral part of the state's water management strategy for almost four decades. The Town of Danville has worked with East Bay Municipal Utility District (EBMUD) to implement programs to reduce water waste, encourage drought-tolerant landscaping, encourage the use of low-flow plumbing fixtures, and promote public education. The Town also participates in the San Ramon Valley Recycled Water Program (SRVRWP), a multi-phase project to reduce the use of domestic water for irrigating parks, golf courses, greenbelts, roadsides, and other landscaped areas.

ENERGY EFFICIENCY AND CONSERVATION

Energy efficiency and conservation programs provide tangible measures to reduce fossil fuel consumption, improve air quality, reduce greenhouse gas emissions, and reduce heating and cooling costs. Electric and gas service in Danville is provided by Pacific Gas and Electric Company (PG&E). During the past decade, PG&E has generated a growing share of the region's electricity from renewable, non-polluting energy sources. The utility continues to pursue alternatives to fossil fuels, such as solar and wind power.

Although energy supply and demand is a national issue, there is much that can be done at the local level. For example, Danville residents can become more self-reliant in the future by increasing their use of solar energy. Climate conditions in the Town are favorable to the use of photovoltaic systems, particularly for small scale applications such as water heating and swimming pools. More substantial reductions in energy usage can be achieved through retrofitting of existing homes for increased energy efficiency, which could include changes to windows, insulation, appliances, lighting, furnaces, and heating and cooling systems. The Town works with PG&E to encourage such measures, and to support energy audits which indicate ways to improve energy efficiency.

The Town of Danville also conducts plan checking as part of the building permit process. Plans for new or altered buildings are reviewed to ensure that they comply with State energy efficiency standards and CalGreen standards. The standards ensure that windows, doors, lighting, and other building components are designed to minimize energy waste (see also the Implementation section of this Chapter for additional discussion).

PUBLIC HEALTH AND WELLNESS

The design of a community can influence public health in many ways. For example, by making walking or bicycling a safe and practical alternative to driving, the Town can encourage physical fitness. "Bike to School" events and bike "expos" and rides such as those co-sponsored with Street Smarts can further raise awareness of the benefits of bicycling and reduce dependence on cars for short trips. By

Tai Chi at Tao House, Eugene O'Neill National Historic Site. Photo courtesy of Kyle Mix.

encouraging farmers markets and access to fresh foods and vegetables, the Town can support healthy eating and reduce food transportation costs.

Collectively, such steps can help address rising rates of obesity, asthma, diabetes, and other health issues. The Town also promotes public health through integrated pest management (i.e., non-toxic gardening and landscaping), household hazardous waste collection, and other measures to lessen the use and improper disposal of toxics. Designing for public health is an important part of creating a sustainable community.

AIR QUALITY

Clean air has historically been an important component of the quality living environment in Danville. Local air quality problems are principally caused by automobiles, in combination with local atmospheric conditions that occasionally limit the movement of air. The mountainous terrain on the west side of the San Ramon Valley blocks much of the marine air flow that characterizes the climate of the East Bay Plain. As an inland, protected valley, the area has a higher frequency of calm conditions when compared to the rest of the Bay Area.

During the daytime, there are two predominant air flow patterns: an up valley, northerly flow and a westerly flow across the lower elevations of the Coast Range. Winds from both of these directions carry pollutants to Danville from upwind urbanized areas. Calm winter evenings can bring surface based inversions, while summer heat can bring high levels of ozone and smog.

Both the U.S. Environmental Protection Agency and the California Air Resources Board (CARB) have established measurable air quality standards for common pollutants. There are specific adverse health effects associated with exceeding the standards for each pollutant. In general, the state standards are more stringent than the federal standards. Among the pollutants of greatest concern are carbon monoxide, ozone, suspended particulate matter, sulfur dioxide, nitrogen dioxide, lead, and a variety of toxic air contaminants.

The CARB divides the state into air basins that

share similar meteorological and topographical features. Danville is located within the San Francisco Bay Area Air Basin (Basin). This Basin includes San Mateo, Santa Clara, Alameda, Contra Costa Napa, and Marin counties. State and federal air quality management programs in the Bay Area are administered by the Bay Area Air Quality Management District (BAAQMD). Among the BAAQMD's responsibilities are adopting and enforcing air pollution regulations, issuing and enforcing permits for stationary air pollution sources, monitoring air quality, and conducting public education campaigns such as "Spare the Air."

The BAAQMD operates a network of air quality monitoring sites in the region, although none are located in Danville. The closest air monitoring station is located in Concord at 2975 Treat Boulevard, located approximately 14 miles away from the town. While the site is not located within the San Ramon Valley, the data provides a reasonable characterization of Danville's air quality. Additional monitoring stations are located in Oakland, Hayward, and Livermore, each about 20 miles away.

During the most recent available period of data (i.e., 2009 to 2011), the federal 8-hour standard for ozone was exceeded five times and the state 8-hour standard for ozone was exceeded 14 times. During this same period, the federal standard for particulate matter (PM10) (i.e., 65 micrograms per cubic meter over 24 hours) was never exceeded and the state standard was exceeded once. The federal standard for fine particulate matter (PM2.5) was exceeded four times. All other state and federal standards were met for the 2009 to 2011 period.

The state and federal Clean Air Acts require that the Air Resources Board designate those air basins that do not meet air quality standards as "nonattainment areas." Because of the differences between the state and federal standards, the designation of nonattainment areas is different under the state and federal legislation. Under California law, the San Francisco Bay Area Air Basin is designated a nonattainment area for ozone, Particulate Matter, and Fine Particulate Matter. Under state law, areas are designated as nonattainment for a pollutant if air quality data shows that a state standard for the pollutant was violated at least once during the previous three calendar years. Under federal law, the San Francisco Bay Area Air Basin is designated a marginal nonattainment area for ozone (based on the federal 8-hour standard) and a non-attainment area for fine particulates.

The BAAQMD is required to develop plans demonstrating the steps local governments will take to achieve state and federal standards. The Clean Air Plan that was adopted in 2010 expanded the strategies that will be taken to address pollution in the future. These strategies generally address ozone and carbon monoxide (CO) rather than particulate matter due to the difficulty of controlling the main sources of particulates (dust and smoke). The common goal of ozone and CO strategies is to reduce automobile emissions. The BAAQMD has developed a list of transportation control measures (TCMs) aimed at achieving this goal. These are described in the Implementation section of this Chapter. The 2010 Clean Air Plan complements TCMs with land use measures that are intended to reduce vehicle miles traveled.

In 2011, BAAQMD updated its guidelines to evaluate air quality impacts from development projects. The guidelines strive to reduce the exposure of sensitive receptors such as housing and schools to substantial pollution sources, including freeways. BAAQMD recommends the designation of an approximate buffer zone on either side of freeways in which special air quality studies are required for new development, along with air pollution control measures (such as filtration systems) which reduce health hazards. This buffer area is shown on **Figure 23**.

GREENHOUSE GAS EMISSIONS

Overview

Greenhouse gases, or GHGs, are atmospheric gases that absorb and emit infrared radiation. They include carbon dioxide, methane, nitrous oxide, and other compounds.

In June 2005, California established GHG

emissions reduction targets through Executive Order S-3-05. In 2006, Assembly Bill (AB) 32, known as the California Global Warming Solutions Act, was adopted to further the goals of this Executive Order. The legislation sets a cap on statewide GHG emissions and establishes the regulatory framework to achieve corresponding reductions in statewide emissions levels. AB 32 charges the California Air Resources Board (CARB) with implementation of the act.

Greenhouse gases may originate from direct and indirect sources. Direct sources include stationary sources such as power plants and buildings, and mobile sources such as cars, trucks, and airplanes. Another direct source is associated with daily activities such as residential heating, painting, varnishing, and dry cleaning. Indirect sources include electricity consumption and water treatment. Although there are no power plants or water treatment plants in Danville, the Town contributes to the demand for these utilities, and thus accounts for a portion of their emissions.

In 2008, Senate Bill (SB) 375 was adopted to further reduce GHG emissions from automobiles and light trucks by requiring CARB to provide GHG emission reduction targets from the automobile and light truck sector. SB 375 directed CARB to calculate statewide emissions reduction targets and to assign regional emissions reduction targets to each metropolitan planning organization (MPO) in the State. The MPO for Danville is the Metropolitan Transportation Commission (MTC).

Greenhouse Gas Emissions in Danville

The Danville Sustainability Action Plan, adopted concurrently with the General Plan, includes an estimate of existing (2008) greenhouse gas emissions in Danville, as well as the source of these emissions. **Figure 27** indicates the existing sources of greenhouse gases in the Town. Transportation is the primary source, accounting for almost half of the roughly 351,000 metric tons of CO2 equivalent gas emissions generated in Danville in 2008. Other sources include residential and non-residential energy consumption, solid waste disposal, and water/wastewater transportation.

GREENHOUSE GASES AT A GLANCE

The principal greenhouse gases of concern are:

- *Carbon dioxide (CO2)*, which is primarily generated by fossil fuel combustion in stationary and mobile sources. The vast majority of CO2 emissions come from the combustion of fossil fuels such as petroleum, coal and natural gas.
- *Methane (CH4)*, the primary component of natural gas, which is used for space and water heating, steam production and power generation. Modern landfills, agricultural operations, coal mines, and oil and natural gas operations are the primary sources of methane emissions.
- *Nitrous oxide (N2O)*, which is produced by both natural and human related sources. Natural sources of nitrous oxide are bacteria in the soil and oceans. The majority of nitrous oxide produced by human activity is a result of agriculture, including nitrogen fertilizers and animal waste, which promote nitrous oxide production from naturally-occurring bacteria. Industrial processes and internal combustion engines also produce nitrous oxide.
- *Hydrofluorocarbons (HFCs)*, which are typically used as foam-blown insulation and as refrigerants for both stationary refrigeration and mobile air conditioning.
- Other compounds have the potential to contribute to the greenhouse effect. These compounds include *ozone, Perfluorocarbons (PFCs), Sulfur hexafluoride (SF6) 1,1,1—trichloroethane, hydrochlorofluorocarbons,* and *chlorofluorocarbons.*

B. FORECAST

The Town will make continued strides toward becoming more environmentally sustainable in the future, in part through the implementation of policies in the General Plan and the Danville Sustainability Action Plan. Land use and transportation decisions will be carefully coordinated. Capital investments will make walking and bicycling safer and more convenient, thereby reducing vehicle miles traveled. A variety of energy and water conservation measures will reduce natural resource consumption and the greenhouse gases associated with transporting these resources.

As part of the Sustainability Action Plan, the Town prepared projections of future greenhouse gas emissions levels with and without reduction strategies. As noted above, activities in Danville generated about 351,690 metric tons of CO2 (MTCO2) equivalent gases in 2008. Continuing "business as usual" would result in a 6 percent rise in emissions (to 373,630 MTCO2) by 2020 and a 19 percent rise (to 420,440 MTCO2) by 2035. As a result of state and federal emission reduction requirements, the Town will be able to meet (and exceed) the 15 percent reduction threshold by 2020, as established by the California Air Resources Board Scoping Plan.

Beyond 2020, computer models indicate the town's greenhouse gas emission levels may begin rising again. This will make it more challenging to reach the targets set by the State of California in 2006 to reduce emissions 80 percent from 1990 levels by 2050. Local measures may be needed to supplement the state and federal measures that will result in reductions during the next decade.

Please consult the Danville Sustainability Action Plan for more information on greenhouse gas emission forecasts and reduction measures.

FIGURE 27

DANVILLE 2008 GREENHOUSE GAS EMISSIONS SUMMARY

	GHG EMISSIONS MTCO2/Year[1]	PERCENT OF TOTAL
Transportation[2]	158,620	45%
Residential Energy[3]	119,120	34%
Non-Residential Energy[3]	23,810	7%
Solid Waste Disposal[4]	24,220	7%
Water/Wastewater[5]	7,380	2%
Other Emissions[6]	18,440	5%
Total Communitywide GHG Emissions	351,590	100%

Notes:

(1) Emissions rounded to nearest ten.
(2) Based on Vehicle Miles Traveled (Fehr and Peers, 2012).
(3) Natural gas and purchased energy provided by PG&E.
(4) US EPA WARM Model, based on waste disposal data obtained from CalRecycle.
(5) LGOP Version 1.1 based on water and wastewater use in Danville.
(6) Estimate of stationary equipment use for agriculture, lawn/garden, light commercial, and construction.

C. GOALS AND POLICIES

GOAL: SUSTAINABILITY

Goal 31: ***Conserve non-renewable resources through solid waste reduction, water conservation, and energy efficiency programs.***

Goal 32: ***Encourage building and construction practices that minimize environmental impacts and natural resource consumption.***

POLICIES: SUSTAINABILITY		IMPLEMENTATION MEASURES
31.01	Promote the efficient use of water by encouraging drought-tolerant landscaping, plumbing fixtures and irrigation systems designed for water efficiency, and other building and landscape systems designed to reduce potable water use and water waste. *The Town has already adopted sustainable landscaping standards intended to reduce water consumption and promote native ("bay-friendly") plantings.*	• Building Code • Development Review • Water-Conserving Landscaping Ordinance
31.02	Support the use of reclaimed water ("gray water") for landscape irrigation on medians, in parks, and in other landscaped areas. *The San Ramon Valley Recycled Water Program began delivering reclaimed water to Danville and San Ramon in 2007. The project has been designed to provide a drought-resistant recycled water supply for irrigation in the San Ramon Valley. In addition, the Town requires dual plumbing systems to enable the use of recycled water for irrigation in designated recycled water areas.*	• Building Code • Intergovernmental Coordination
31.03	Promote composting, recycling, and other programs that reduce the amount of household solid waste requiring disposal in landfills. *The Town is exploring ways to increase the amount of solid waste that is diverted from landfills, including increased opportunities for "e-waste" recycling, green waste collection, and kitchen waste recycling.*	• Solid Waste Management Program • Public Education and Outreach • Sustainability Action Plan

POLICIES: SUSTAINABILITY		IMPLEMENTATION MEASURES
31.04	Expand participation in recycling programs by the commercial sector, including Danville offices, restaurants, retail stores, and other businesses. *Legislation that would require more heightened commercial recycling was under consideration at the State level at the time of adoption of the 2030 Plan. If approved, the Town would adopt the ordinances necessary to carry out this mandate. The Town may consider other incentives or requirements to increase the landfill diversion rate among local businesses.*	• Solid Waste Management Program • Public Education and Outreach • Sustainable Business Program • Sustainability Action Plan
31.05	Reduce the amount of construction and demolition (C&D) debris being disposed in landfills through mandatory C&D recycling requirements.	• Construction and Demolition Debris Recycling Ordinance
31.06	Require new and rehabilitated multifamily developments to provide on-site shared collection bins for recyclable and compostable waste.	• Development Review
31.07	Advocate for increased energy conservation by Danville residents and businesses, including basic conservation practices (such as shutting off lights and using lower wattage bulbs), weatherization of existing homes and businesses, and the use of more energy efficient appliances.	• Public Education and Outreach
31.08	Support education and outreach campaigns which inform residents about the value and benefits of energy and water conservation, and which increase awareness of environmental and conservation issues. *This could also include programs which acknowledge and publicize the energy efficiency efforts of local retail businesses and other local employers.*	• Public Education and Outreach • Sustainability Action Plan
31.09	Ensure that the Town of Danville serves as a conservation role model for residents and businesses in its day-to-day operations. The Town will pursue energy efficiency in its operations, initiate energy retrofitting of its buildings, encourage the use of recycled or reusable goods in its purchasing practices and implement other conservation practices that may be followed by Danville residents.	• Standard Operating Procedures • Environmentally Friendly Purchasing • Sustainability Action Plan

POLICIES: SUSTAINABILITY		IMPLEMENTATION MEASURES
31.10	Work with PG&E to replace streetlights and parking lot lights with more energy efficient alternatives as such alternatives become available and as funding allows.	• Public Works Standards
31.11	Attract and retain businesses that incorporate sustainable practices into their operations and that produce goods or services that contribute to sustainability.	• Economic Development Programs • Sustainable Business Program
31.12	Collaborate with Contra Costa County, special agencies such as the Central Contra Costa Solid Waste Authority, and other Bay Area jurisdictions to address sustainability and conservation issues, recognizing the efficiencies that can be achieved by pooling resources and addressing environmental issues on a larger scale.	• Intergovernmental Coordination
31.13	Support community gardening, farmers markets, home gardening, and other measures that encourage consumption of locally grown produce and healthy foods.	• Standard Operating Procedures • Zoning Ordinance
32.01	Support the use of green building methods in new construction and rehabilitation projects, including both Town of Danville projects and private projects undertaken by homeowners. *"Green buildings" are structures which are designed to achieve more efficient use of natural resources than conventional buildings. The extra efficiency is achieved through siting, design, construction, operation, and maintenance methods. Such buildings typically reduce energy and water consumption, incorporate measures to reduce waste and pollution, and promote the health and safety of occupants.*	• California Green Code • Development Review • Sustainability Action Plan

POLICIES: SUSTAINABILITY		IMPLEMENTATION MEASURES
32.02	Consider incentives for projects that incorporate green building methods beyond those required by the building code. *Such incentives could include reduced permit costs for LEED-certified projects, or projects which achieve a particular green point rating score. In addition, the Town regularly updates the Building Code in response to new State requirements related to conservation and green building methods.* *(See also P. 6-38 for a discussion of LEED and green point rating systems).*	• California Green Code • Development Review • Building Code
32.03	Encourage the use of recycled-content construction materials in major rehabilitation projects and in new construction.	• California Green Code • Development Review
32.04	Encourage site planning and subdivision design methods which reduce heating and cooling costs. *This can be achieved through features such as shade trees, the orientation of buildings to maximize solar access, and the use of "cool roofs" (roofs designed to reduce heat transfer to interior spaces), and roof designs which support solar panels.*	• Design Guidelines • Development Review • Title 24
32.05	Protect solar access rights in a manner that is consistent with state law, and encourage the use of solar energy systems in new construction and major remodeling projects. *Since 1978, local governments in California have been prohibited from adopting ordinances which unreasonably restrict the installation of solar energy systems. State law further protects owners of existing solar collectors from shading caused by trees on adjacent properties, and gives local government the authority to protect solar access through zoning and solar access easements. Danville will explore a variety of approaches to encourage the use of solar energy systems in future construction and major remodeling projects.*	• Development Review • Zoning Ordinance • Title 24

POLICIES: SUSTAINABILITY		IMPLEMENTATION MEASURES
32.06	Encourage the use of permeable pavement for parking lots, driveways, walkways and other paved surfaces as a way to absorb stormwater, recharge the aquifer, and reduce urban runoff. *The term "low impact development" (LID) is used to describe measures which retain rain water on a development site, rather than allowing it to run off into storm drains or creeks. In addition to permeable pavement, other LID practices include the use of rain barrels or cisterns, vegetated rooftops, rain gardens, and retention ponds.*	• Public Works Standards
32.07	Promote tree planting as a way to create shade, reduce surface and ambient temperatures, and reduce the energy required for cooling.	• Development Review • Standard Operating Procedures
32.08	Provide information and technical assistance to commercial and residential property owners regarding green building programs and benefits.	• Public Education and Outreach
32.09	Identify and remove regulatory or procedural barriers to implementing sustainable development and green building practices, including building codes, design guidelines, and zoning regulations.	• Standard Operating Procedures

GOAL: GREENHOUSE GAS REDUCTION/ AIR QUALITY

Goal 33: ***Reduce greenhouse gas (GHG) emissions in the Town of Danville in a manner that is consistent with state law and regional initiatives.***

Goal 34: ***Reduce local air pollution in an effort to limit health hazards, maintain a quality living environment, and achieve regional air quality improvements.***

POLICIES: GREENHOUSE GAS REDUCTION/ AIR QUALITY		IMPLEMENTATION MEASURES
33.01	Make land use and transportation decisions which promote walking and bicycling, and help to sustain public transportation. *The intent of this policy is to reduce vehicle emissions by making it more feasible to walk, bike, or use public transportation. This can be achieved by strategically investing in transportation improvements, and by designing new development to be more pedestrian-friendly.* *(See also Chapter 4 of the General Plan for policies to support complete streets; policies to promote public transportation service to/ within Danville; policies to support carpooling, vanpooling, and other trip reduction programs; and policies to improve conditions for bicyclists and pedestrians.)*	• Development Review • Capital Improvement Program • Intergovernmental Coordination • Sustainability Action Plan • Land Use Map • TRAFFIX
33.02	Encourage reductions in the number of residents commuting in and out of Danville by car. This can be achieved in part by providing a better balance between jobs and housing, and providing housing which is responsive to the types of jobs that exist in Danville. *(See also Policy 1.14 on home occupations and Policy 14.05 on telecommuting and other trip reduction strategies.)*	• Economic Development Programs • Housing Element
33.03	Support programs by local employers which encourage employees to carpool, use public transportation, telecommute, or pursue other alternatives to driving alone to work.	• Trip Reduction Strategies • Sustainable Business Program • Sustainability Action Plan

POLICIES: GREENHOUSE GAS REDUCTION/ AIR QUALITY		IMPLEMENTATION MEASURES
33.04	During the development review process, impose appropriate mitigation measures on new development to reduce greenhouse gas emissions. *In June 2010, the Bay Area Air Quality Management District adopted thresholds for identifying significant air quality and greenhouse gas impacts, along with guidelines for evaluating the impacts of new development on climate change. Mitigation measures can help reduce emission levels by reducing vehicle trips and energy use.*	• Development Review • CEQA • Sustainability Action Plan
33.05	Ensure compliance with state and federal standards for wood-burning fireplaces and stoves in new or remodeled homes. Consider incentives for homeowners to replace or retrofit existing fireplaces and stoves with low emission alternatives.	• Building Code • Development Review
33.06	Encourage the use of cleaner burning fuels and low-emission vehicles. *This could include providing infrastructure for "plug-in" vehicles in new development, adding hydrogen fuel pumps at selected gas stations, and a gradual switch to hybrid, electric, or alternative fuel vehicles for the Town's vehicle fleet.*	• Sustainability Action Plan
33.07	Work with the San Ramon Valley Unified School District to encourage carpooling, walking, and bicycling to schools.	• Street Smarts • TRAFFIX
33.08	Encourage the development of telecommunications infrastructure which facilitates telecommuting and home occupations.	• Intergovernmental Coordination • Capital Improvement Program
33.09	Encourage local use of renewable energy sources, such as solar power. *(See also Policy 32.04 and 32.05 on solar access.)*	• Sustainability Action Plan • Development Review • Building Code

POLICIES: GREENHOUSE GAS REDUCTION/ AIR QUALITY		IMPLEMENTATION MEASURES
33.10	Promote the use of low-emissions equipment and appliances. *An example would be using electric leaf-blowers rather than gas-powered blowers, or replacing older water pumps with variable speed, more efficient pumps.*	• Sustainability Action Plan • Standard Operating Procedures
33.11	Work with PG&E to publicize the benefits of residential energy efficiency and to maximize the use of their technical assistance and financial incentive programs. *The Town encourages residents to receive energy audits, conduct home weatherization projects, and implement other measures to reduce residential energy use.*	• Sustainability Action Plan • Public Education and Outreach
33.12	Support public education on emissions reduction, alternative modes of transportation, and the steps that residents and businesses can take to promote sustainability. *(See also Policy 31.08 on energy conservation education.)*	• Public Education and Outreach • TRAFFIX • Sustainability Action Plan
33.13	Periodically review the Town's progress toward meeting its greenhouse gas (GHG) reduction targets.	• Sustainability Action Plan
34.01	Support regional, state, and federal efforts to reduce air pollution.	• Intergovernmental Coordination
34.02	Consider air pollution impacts during the local development review process. Development should be located and regulated to minimize the emission of direct and indirect air contaminants.	• Development Review • CEQA • BAAQMD Air Quality Management Measures
34.03	Implement appropriate controls and "best practice" requirements on construction and grading activities to minimize airborne dust and other particulate matter. *Typical controls would include requirements to cover stockpiled soil, avoid grading on windy days, and cover trucks that are hauling dirt and debris.*	• CEQA • Development Review • BAAQMD Air Quality Management Measures

	POLICIES: GREENHOUSE GAS REDUCTION/ AIR QUALITY	IMPLEMENTATION MEASURES
34.04	Consistent with CEQA and the measures necessary to mitigate General Plan impacts, require site-specific air quality studies for future development under the Plan that includes sensitive receptors (such as schools, hospitals, daycare centers, or retirement homes) located within a designated buffer area along Interstate 680. *The extent of the buffer area is shown on Figure 24. The General Plan EIR may be consulted for further information on the precise buffer width at a given location. The purpose of the air quality analyses is to determine the potential level of exposure to toxic air contaminants and fine particulate matter for new development, following procedures outlined by the BAAQMD. If a site-specific analysis reveals the potential for significant exposure, additional measures shall be employed to reduce the risk to below accepted thresholds.*	• BAAQMD Air Quality Management Measures • Development Review • CEQA
34.05	Ensure that future non-residential developments are evaluated through the CEQA process and/or the BAAQMD permit process to ensure that they do not result in a significant health risk. *For the purposes of this policy, a significant health risk is defined as a cancer risk greater than 10 in one million, an acute or chronic hazard with a Hazard Index Rating greater than 1.0, or annual $PM_{2.5}$ exposures greater than 0.3 $\mu g/m^3$.*	• Sustainability Action Plan • Public Education and Outreach
34.06	Consistent with CEQA and the measures necessary to mitigate General Plan impacts, require indoor air filtration systems to reduce particulate concentrations to acceptable levels for projects where there would be a significant cancer risk exposure as defined by BAAQMD. *Project sponsors will be required to submit performance specifications and design details to demonstrate that lifetime residential exposures would result in less-than-significant cancer risks (less than 10 in one million chances).*	• BAAQMD Air Quality Management Measures • Development Review • CEQA
34.07	Require new restaurants located in mixed use developments, or adjacent to residential developments to install kitchen exhaust vents with filtration systems, re-route vents away from residential development, and/or to use other accepted methods of odor control, in accordance with local building and fire codes.	• BAAQMD Air Quality Management Measures • Development Review • CEQA

(See also Chapter 4 for additional policies on trip reduction, transportation demand management, public transit, and pedestrian and bicycle travel.)

IMPLEMENTATION STRATEGY

The goals and policies in the Resources and Hazards Element will be implemented with a variety of techniques.

The key implementation measures are listed below. General implementation strategies, applicable to more than one of the major topic areas covered by this Chapter, are listed first. These are followed by strategies specifically aimed at Resources, strategies specifically aimed at Hazards and, finally, strategies specifically aimed at Sustainability and Greenhouse Gas Emissions.

For ease of reference, the measures in each section are listed in alphabetical order. Recommended changes to the strategies are described at the end of each section where appropriate.

A. STRATEGIES APPLYING TO MORE THAN ONE SUB-CHAPTER

Building Code

The Town's Building Code requires that new construction be designed and built in a manner which protects public safety. The code addresses protection from many of the hazards described in this Chapter, including fire, flooding, noise, and earthquake-related ground shaking. Through the state's Building Energy Efficiency Standards, it also requires energy conservation. The Building Code is periodically amended to reflect changing state laws promoting energy and water conservation and other environmental concerns.

(See also the "Sustainability" Implementation measures [section D] for a discussion of the California Green Code.)

California Environmental Quality Act (CEQA)

One of the primary purposes of CEQA is to inform the decision-making process in order to improve project design and mitigate potential environmental impacts. During the initial study phase of environmental review, projects are evaluated for their potential impacts on significant natural habitat areas, archaeological sites, water features, topographic features, mineral resources, and agricultural areas. Projects are also evaluated for their vulnerability to (and impact on) hazards such as earthquakes, wildfire, flooding, and noise. Air quality and greenhouse gas impacts also are considered during this process. Environmental review identifies mitigation measures for significant adverse impacts on these features. The Town has adopted CEQA guidelines that direct staff and property owners in the evaluation of proposed projects and mitigation of potential impacts.

Proposed Revisions or Actions:
The Town should update its guidelines to ensure that they reflect recent revisions to CEQA and the Bay Area Air Quality Management District Guidelines. Specific revisions may be needed to address new state and regional regulations relating to toxic air contaminants and greenhouse gasses.

Development Review

The Town's development review process provides a number of opportunities to ensure that proposed projects adequately protect natural resources, permanently protect open space, address potential hazards, and support the Town's sustainability and greenhouse gas reduction goals. Early in the process it is essential to influence project design in a manner which reflects the presence of resources and hazards on a site. Development review may also result in the imposition of special requirements that reduce exposure to hazards or protect environmental features. Proposed revisions to the process are identified in earlier Chapters of the General Plan.

Grading Ordinance

The Grading Ordinance provides specific criteria and methods for grading and road construction in hillside areas. It also requires covering stockpiled soils to avoid dust and air quality impacts. The Ordinance focuses upon appropriate hillside

grading and construction techniques to avoid mass grading and creation of large flat pad building areas in favor of stepped unit foundations and other such measures. The Ordinance also allows the use of flexible street standards in hillside areas to minimize visual and environmental impacts. It implements several General Plan policies, particularly those relating to public safety, erosion, and environmental quality. Proposed revisions to the Ordinance are identified in Chapter 3.

Intergovernmental Coordination

Many of the policies in this Chapter will require collaborative efforts between the Town of Danville and other jurisdictions. For example, water quality and stormwater management programs are administered at the regional level, under the oversight of special district, county, and regional agencies. Similarly, hazard mitigation, flood control, dam failure, and vegetation management programs can be more efficiently achieved through coordination with local and regional special agencies, and other jurisdictions. Existing collaborative efforts with the San Ramon Valley Fire Protection District, the Contra Costa County Office of Emergency Services, the San Ramon Valley Emergency Preparedness Citizens Corps Council, the East Bay Regional Communication Systems Authority, the Contra Costa County Flood Control and Water Conservation District, Caltrans, and other agencies should continue. Such partnerships have been an essential part of the Town's emergency preparedness programs.

Proposed Revisions or Actions:
Ongoing coordination with other jurisdictions in the Tri-Valley area is recommended to preserve and acquire open space, improve the long-term viability of agriculture in the Tassajara Valley, improve air and water quality, and protect the region's environmental resources. In addition, coordination will be needed to implement the Local Hazard Mitigation Plan, the Municipal Resources Permit (for stormwater), and the transportation initiatives that underpin greenhouse gas reduction strategies.

Land Use Map

The Land Use Map (**Figure 5**) shows about 3,800 acres within Danville, nearly a third of the Town's entire land area, in the General Open Space and Agricultural land use designations. The designations shown on the Land Use Map were determined, in part, by considering the location of environmentally sensitive areas and the potentially hazardous conditions that affect land use. The Land Use Map also guides future growth to areas where it will have a lesser impact on natural resources.

The Land Use Map will also be used to carry out some of the noise and air quality policies in the Plan. To the extent feasible, it separates noise-sensitive uses from major noise sources and encourages a development pattern that reduces auto dependency.

Public Works And Engineering Design Standards

The Town's standards for road construction and infrastructure design ensure adequate emergency vehicle access to new development areas, reduce excessive maintenance costs, help ensure the protection of natural resources such as hillsides and creeks, and minimize hazards such as flooding and landslides within new development areas. Public Works standards can also contribute to sustainability goals. For example, the use of permeable paving and on-site stormwater containment facilities can help improve water quality. Similarly, energy-efficient streetlights can reduce energy costs, and the provision of sidewalks and bike lanes can make walking and bicycling a more viable alternative to driving. Proposed changes to these standards are contained in the Planning and Development Chapter and the Public Facilities Chapter.

Scenic Hillside And Major Ridgeline Development Ordinance

The Scenic Hillside and Major Ridgeline Development Ordinance (strengthened by

amendments twice since its adoption in 1984) implements goals pertaining to resources and hazards. By placing strict limits on the development of hillsides and ridges, the Ordinance discourages development on steep or unstable slopes, promotes soil conservation, maintains plant and animal habitat in hillside areas, and preserves Danville's scenic hillsides as permanent open space.

Zoning Ordinance

The Zoning Ordinance includes the Scenic Hillside and Major Ridgeline regulations (discussed in the prior section), tree preservation regulations, flood damage prevention regulations, agricultural land conservation regulations, and the Zoning Map. The Zoning Map reflects environmental hazards and constraints in the Town, such as steep slopes and flood plains. More hazardous areas are zoned for less intense uses, agriculture, or open space. Areas that are close to transit and services are zoned for more intense uses, such as multifamily housing and mixed use development. Zoning also encourages sustainability and green business practices by permitting home occupations, allowing mixed uses, and permitting agriculture and other activities that may reduce transportation-related emissions. Recommended changes to the Zoning Ordinance are listed in the Planning and Development Chapter.

Diablo Road Bridge Creek bank repair

B. NATURAL RESOURCES

Creek Protection Program

Additional measures to conserve the town's creeks should be pursued. Such measures could include additional coordination with the County regarding the design of flood control projects, requirements for easement dedication or setbacks along creeks, design guidelines for creekfront properties, neighborhood creek "clean-ups," development of creek trails where feasible, and applications for creek restoration grants.

Hillside Development Guidelines

As a part of the development review process, proposed hillside development is subject to Hillside Development Guidelines (and the Scenic Hillside and Major Ridgeline Development Ordinance, discussed in the previous section). The Guidelines serve to protect native vegetation and discourage grading, thereby preserving natural habitat and scenic qualities. The guidelines are periodically reviewed to ensure that they provide appropriate direction to future grading and development projects.

Park and Open Space Dedication and Acquisition

The Town requires dedication of open space within major new development sites. In addition, the Town has worked collaboratively with the East Bay Regional Park District to expand Las Trampas Ridge Regional Wilderness Park and establish permanent open space reserves on Short Ridge and in the Sherburne Hills. These efforts should continue in the future.

Planned Unit Development Zoning

The Planned Unit Development (PUD) zoning approach permits conservation of environmentally sensitive areas through density clustering. This approach has been used throughout Danville to preserve hillside and ridgeline areas as permanent open space.

Regional Water Quality Control Board – S.F. Bay Municipal Regional Permit (MRP)

The MRP is a multi-faceted watershed management program that is implemented at the regional, county, and local levels. The purpose of the program is to meet federal clean water requirements by regulating stormwater runoff and storm drainage systems. Its components include monitoring, illicit discharge elimination, development and construction controls, public education, municipal operations, industrial and commercial site controls, trash load reduction, and control of a variety of specific contaminants. Local implementation activities include enforcement of Danville's Stormwater Management and Discharge Control Ordinance (discussed below). Street sweeping and storm drain cleaning are particularly important program elements.

Stormwater Management and Discharge Control Ordinance

Chapter 20 of the Town of Danville's Municipal Code is its Stormwater Management and Discharge Control Ordinance. The Ordinance is intended to minimize non-stormwater discharges to streams, minimize increases in nonpoint source pollution caused by urban runoff, control the discharge of stormwater from spills and dumping, and reduce runoff rates and volumes to reduce public safety hazards. All development applications that meet specified thresholds (e.g., for certain types of projects resulting in more than 10,000 square feet of new or replacement impervious surface area) are required to have a stormwater control plan, including an operations and maintenance plan. The Ordinance requires stormwater facilities to be designed in accordance with the C.3 Guidebook, thereby minimizing maintenance requirements and reducing the risk of failure. Best management practices and standards also are included, with an emphasis on reducing litter, keeping paved surfaces clean, and monitoring construction activities. The Ordinance also includes provisions for inspection and enforcement.

Street Tree Planting Program

Street tree planting is one of several programs aimed at enhancing environmental quality and neighborhood aesthetics in Danville. As a part of its maintenance activities, the Town installs and maintains landscaping on public properties. The Town should continue to evaluate and select the tree species appropriate for various planting situations and should continue to implement the tree planting recommendations of the Downtown Beautification Guidelines. Within development areas, the Town should continue to provide guidance to developers regarding the selection of appropriate street trees.

Tree Preservation Ordinance

The intent of the Tree Preservation Ordinance is to promote the preservation of mature native species trees within the Town. Additional information on the Ordinance is contained in the Planning and Development Chapter.

C. HAZARDS

Cert Training

The Community Emergency Response Team (CERT) Program is a national program that educates people about disaster preparedness. Participants are trained in basic disaster response skills, such as fire safety, light search and rescue, team organization, and disaster medical operations. Using the training learned in the classroom and during exercises, CERT members can assist others

in their neighborhood or workplace following an earthquake, fire, or other natural disaster. CERT members also are encouraged to support emergency response agencies by taking a more active role in emergency preparedness projects in their communities.

Code Enforcement

Code enforcement is important to reducing the risk of catastrophic wildfires. The San Ramon Valley Fire Protection District (SRVFPD) has adopted standards for Exterior Hazard Abatement. Residents are annually informed of these standards, which are intended to address overgrowth of grasses, weeds, shrubbery or trees. SRVFPD has a field inspection program and may assess fees or place liens on non-compliant properties.

Emergency Operations Plan

The Town has adopted an Emergency Operations Plan that specifies roles and responsibilities of Town officials in the event of a disaster. The Plan includes provisions for facilitating traffic control and direction when emergency or planned closure of the I-680 freeway or other major arterials within the community occur. The Emergency Operations Plan should be periodically reviewed and updated so that it remains current.

Fire Safe Roofing Ordinance

The Fire Safe Roofing Ordinance stipulates under what conditions fire safe roofing materials must be used on new roofs and re-roofing projects.

Flood Plain Management

Flood plain management seeks to reduce the possibility of damage from flooding along Danville's creeks, and to establish regulations for development within flood prone areas which minimize the potential for future damage. The Town coordinates these efforts with the Federal Emergency Management Agency and the Contra Costa County Flood Control and Water Conservation District. Hydraulic studies may be required within new development areas to ensure that downstream flood hazards are mitigated by proposed development.

Gas Shut-Off Devices Ordinance

In 2007, the Town adopted the Gas Shut-Off Devices Ordinance requiring qualifying residential and commercial projects to utilize either a seismic gas shut-off device or an excess flow gas shut-off device to mitigate potential gas leaks following an earthquake. The Town supplements the mandatory portion of this program with dissemination of information to property owners that may be considering voluntarily installing a shut-off device.

Geologic Hazard Abatement Districts

In 1980, state planning law was amended to permit the creation of Geologic Hazard Abatement Districts (GHAD) to finance construction and maintenance of facilities to control landslides and other geologic hazards. As a separate entity under state law, these districts have the ability to assume liability for their own areas, thereby functioning as an insurance policy for public or privately owned lands. The Town has adopted an ordinance enabling the use of these districts. One such district, serving the Magee Ranch development, has been established to date.

Local Hazard Mitigation Plan (LHMP)

In 2008-2011, Danville prepared an LHMP in collaboration with Contra Costa County and more than 30 other jurisdictions. The purpose of the LHMP is to reduce or eliminate long-term risks to human life, property, and the environment from natural hazards, particularly earthquakes, flooding, and wildfires. The Plan also makes Danville eligible for FEMA disaster relief funds in the event of a natural disaster. The LHMP includes hazard maps and data, and specific strategies to mitigate or respond to future natural disasters in Danville. Public education and outreach is an important component of the Plan.

Noise Ordinance

The Town adopted a Noise Ordinance in 1987 to discourage excessive levels of noise and associated nuisances.

Proposed Revisions or Actions:
The existing Noise Ordinance should be reviewed and updated to specify the acceptable noise levels for various equipment, activities, and land uses and to clarify enforcement procedures.

Figure 26 establishes standards for determining the compatibility of various land uses with different levels of ambient noise. **Figure 26**, in conjunction with the policies under Goal 27, should be considered when developing the updated Noise Ordinance.

Very High Fire Hazard Severity Zones

In 2008, the Town declared certain areas in Danville as Very High Fire Hazard Severity Zones. Buildings on properties within the boundaries of these areas must comply with specified building requirements designed to increase their resistance to flames or burning embers from a vegetation fire.

D. SUSTAINABILITY

Danville has been a leader in promoting green and sustainable practices since its incorporation. The Town has a long track record of promoting energy and water conservation, reducing waste, encouraging recycling and composting, and supporting greener development practices. The following implementation measures are among the "toolbox" of strategies that will be used to continue this tradition in the future.

Bay Area Air Quality Management District (BAAQMD) Air Quality Management Measures

The Town of Danville has taken a number of steps to limit the potential adverse impacts of development on air quality and greenhouse gas emissions. For example, the Town supports the Bay Area Air Quality Management District's (BAAQMD) winter ozone program and ensures compliance with state and federal standards for wood-burning fireplaces in new homes.

Most air quality strategies are referred to as transportation control measures (TCMs) and are aimed at reducing motor vehicle emissions. The Town is implementing local and countywide plans to create new bicycle lanes and promote bicycle use. It has developed a park and ride lot adjacent to the I-680 freeway to promote carpooling, vanpooling, shuttles, and public transit use. It is undertaking capital improvements in Downtown Danville to support pedestrian travel, and continues to implement its Neighborhood Traffic Management Program to control traffic on residential streets. Use of public transit and improved provision of transit service is also supported, as are innovative programs such as TRAFFIX (discussed later in this section). The Town has also supported voluntary employer-based ridesharing and trip reduction programs and has encouraged employers and developers to provide amenities that reduce the necessity of single passenger auto travel.

Proposed Revisions or Actions:
State and federal air quality plans for the San Francisco Bay Area identify numerous strategies for reducing motor vehicle emissions. Danville will continue to implement those strategies that are applicable, given local land use and transportation conditions. The Town will continue to improve bicycle access and facilities, promote pedestrian travel and traffic calming, and support employer-based vanpool and carpool programs. The General Plan allows mixed use development (including housing) in parts of Downtown Danville as a means of encouraging walking, making public transit more viable, and reducing auto dependency.

In conformance with BAAQMD guidelines, the Town will also designate an air quality buffer zone on either side of the travel lanes of I-680. Additional air quality analysis and pollution control measures (such as filtration systems) may be required within this buffer zone to minimize exposure to toxic air contaminants, carbon monoxide, particulates, and other health risks.

California Green Code

The California Green Building Standards Code (CalGreen) is the portion of the California Building Standards Code that addresses green construction. It includes mandatory and voluntary measures to reduce water and energy conservation, improve environmental quality, and promote material conservation and resource efficiency. Local governments may adopt more stringent rules than those contained in CalGreen, or may choose to take some of CalGreen's voluntary provisions and make them mandatory.

Capital Improvement Program

The Town of Danville can work toward its sustainability and greenhouse gas reduction objectives by strategically investing in particular types of capital improvements. For example, sidewalks and bicycle lanes can facilitate pedestrian travel, while retrofits to older public buildings can reduce energy costs or enable alternative energy sources to be put in place. Capital improvements can also facilitate growth in those areas where it will have the least impact on the environment.

Construction and Demolition (C&D) Debris Recycling Ordinance

The Town of Danville's C&D recycling ordinance requires that the following types of projects divert 50 percent of their job debris from the landfill:

(a) total construction costs that are $50,000 or more.

(b) construction or renovation of 1,000 square feet or more, including roofing projects.

(c) demolition-only projects (greater than or equal to 300 square feet).

The ordinance requires submittal of a Waste Management Plan as part of the application, and compliance documentation once the project is completed. All C&D waste must be taken to a certified C&D recovery facility.

Veterans Memorial Building and Senior Center

Design Guidelines

The Town has adopted design guidelines for various types of development (e.g., residential, heritage resources, hillside, etc.) and specific geographic areas (such as Downtown). Collectively, these guidelines promote high-quality architecture, respect for the natural landscape and vegetation, and the compatibility of new projects with existing structures and surrounding properties.

Proposed Revisions or Actions:
The Town's design guidelines should be reviewed to ensure that they support sustainable development and green building principles. This could include allowances for "cool" roofs, permeable pavement, shade trees along sidewalks, solar access for new homes, and similar provisions.

Economic Development Programs

The Town supports the efforts of the Bay Area Green Business Program, the Danville Area Chamber of Commerce, the Discover Danville Association, the Tri-Valley Convention and Visitors Bureau, and others to create "green" jobs and encourage sustainable business practices in the Danville area.

Environmentally Friendly Purchasing

As part of the climate action planning process, the Town of Danville has adopted an Environmental Purchasing Policy. The policy ensures that the Town will consider using recycled materials and energy-efficient equipment when feasible. This could include the purchase of energy-star appliances in future public facilities, or alternative fuel vehicles as the Town's vehicle fleet is replaced. The policy also indicates a preference for service providers and vendors that follow "climate friendly practices" such as the use of non-toxic cleansers or pesticide-free landscaping.

Housing Element

The Housing Element supports sustainability goals by promoting a diverse mix of housing types in Danville, including affordable units for lower income households. Many of the jobs that exist in Danville are retail and service jobs that do not provide the income needed to afford housing in the community. Providing a range of housing choices can help workers live closer to their jobs, thereby reducing commuting and the emissions associated with driving.

Public Education And Outreach

Education and outreach is a critical part of many of the sustainability measures in the General Plan, from energy conservation to recycling. The Town has created a "Living Green" link on its website and provides information to residents about ways to conserve energy, reduce water use, minimize landfilled waste, and consider alternatives to driving. The Town also works with PG&E to provide information about energy conservation and efficiency programs and incentives. It works with the Central Contra Costa Solid Waste Authority to improve awareness of local recycling and composting services, and to increase the Town's solid waste diversion rate. The Town also provides information to residents and contractors about green building.

Partnerships with the San Ramon Valley Unified School District are a particularly important part of the education and outreach strategies. Many of Danville's schools have "green" task forces and committees, promoting awareness of climate change issues among students while promoting conservation practices on the campuses. Volunteer organizations such as "Sustainable Danville Area" also play an important role in educating and informing residents of sustainability and green business practices.

Solid Waste Management Program

In compliance with California Assembly Bill 939 (the "Integrated Waste Management Act"), the Town has taken a number of specific steps to reduce the amount of solid waste requiring landfill disposal. These steps include curbside recycling, support for residential composting, and a priority on the use of recycled materials. Such measures

should continue in the future. The Town partners with the Contra Costa Solid Waste Authority to increase opportunities for e-waste recycling, hazardous waste recycling, food waste recycling, and other programs to reduce landfill waste.

Proposed Revision or Actions:
As part of its planning process, the Town identified possible improvements to its solid waste management program. These include enhanced recycling at multifamily projects, additional recycling efforts by local businesses, and adoption of a "deconstruction" program to salvage materials from demolition and remodeling projects. The Town will also consider the use of rubberized asphalt concrete or recycled pavement for future road improvement projects.

Standard Operating Procedures

In 2008, the Town committed to a range of operating procedures intended to lower public sector greenhouse gas emissions and reduce resource consumption. Typical measures include periodic energy audits of Town facilities (and retrofitting of older facilities to reduce energy waste), energy efficiency protocols for building custodial and cleaning services, energy efficiency policies for employees, use of LED traffic lights, retrofitting of plumbing fixtures in Town facilities with "low-flow" devices, and a requirement that all new Town buildings meet LEED Silver standards or better. The procedures also include consideration of photo-voltaic systems on Town buildings, and promoting community gardens and sustainable agriculture. Several of the implementation measures listed elsewhere in this Chapter address these initiatives.

Proposed Revisions or Actions:
The Town should continue implementing energy saving steps for its facilities and operations, including energy audits of Town facilities, setting goals for reducing Town energy costs and water bills, and establishing a fuel conservation program for the Town's vehicle fleet.

Sustainability Action Plan (Proposed Action)

The Sustainability Action Plan (SAP) identifies local strategies for meeting greenhouse gas (GHG) reduction targets. A growing number of local governments are adopting SAPs to reduce emissions associated with specific sources of GHG, such as energy use, transportation, buildings, municipal operations, and solid waste disposal. The SAP provides a way to quantify the benefits of different strategies, and monitor progress as the strategies are carried out. The SAP should be consulted for additional details on the measures to be implemented and their relative benefits.

Sustainable Business Program

The Town's Sustainable Business Program recognizes local businesses working to adopt sustainable practices to strengthen the economy, the community, and the environment. To be recognized as a Town of Danville "green" business, a company must adopt at least 25 recommended practices from the Danville Area Sustainable Business checklist relating to energy and water conservation, waste reduction, and pollution control. As part of the Bay Area Green Business Program, the Town itself also has taken the "Green Business Pledge," which is a commitment to conserve energy, materials, and resources. In this regard, the Town strives to be a model for the business community and other companies doing business in Danville.

Title 24

California Code of Regulations Title 24 governs the design and construction of all buildings and associated facilities and equipment in California. While "Title 24" is commonly associated with energy conservation standards and accessibility, it is actually much broader and applies to all aspects of building construction. Part 6 of Title 24 include the State's standards for energy, including requirements for calculations to demonstrate energy efficiency. The standards are periodically

updated in response to changes in construction technology and best practices.

TRAFFIX

TRAFFIX is a congestion relief program funded by Measure J (the half-cent sales tax) intended to reduce traffic caused by parents driving their children to and from school. The program is administered through a joint powers agreement between Danville and other participating jurisdictions. Service began in 2009 with a small fleet of new clean-fuel buses with state-of-the-art safety features. As a ridership incentive, the program offers school bus service at less than half the cost of traditional school bus programs.

Trip Reduction Strategies

The Town has implemented a number of programs to reduce single-passenger vehicle use and to encourage residents to carpool, vanpool, use transit, bicycle, or walk. These programs are important to reduce the number of vehicle miles traveled (VMT). Reducing VMT not only provides air quality benefits, it also helps alleviate congestion. Trip reduction strategies are further addressed in Chapter 4 of the General Plan.

Water Conserving Landscape Ordinance

The Town adopted a Water Conserving Landscape Ordinance in 1991 to reduce water waste and promote drought-tolerant and native landscaping. The ordinance was replaced by the State's "model" ordinance in 2010 as a result of the Water Conservation in Landscaping Act of 2006 (AB 1881).

Proposed Revisions or Actions:
In 2012, EBMUD adopted a new Water Conservation Ordinance to comply with the State of California's Model Ordinance,v The Town will continue to work with EBMUD to adopt regulations that reflect local water conservation policies and best practices.

GLOSSARY OF TERMS

ACRONYMS

ABAG	Association of Bay Area Governments
BAAQMD	Bay Area Air Quality Management District
BART	Bay Area Rapid Transit
CALTRANS	California Department of Transportation
CCCTA	Central Contra Costa Transit Agency (County Connection)
CCTA	Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
CIP	Capital Improvement Program
DB	Decibel
DRB	Design Review Board
EBMUD	East Bay Municipal Utility District
EBRPD	East Bay Regional Park District
EIR	Environmental Impact Report
GPA	General Plan Amendment
HRC	Heritage Resource Commission
LAFCO	Local Agency Formation Commission
LOS	Level of Service
MTC	Metropolitan Transportation Commission
PUD	Planned Unit Development
RWQCB	Regional Water Quality Control Board
SCC	Southern Contra Costa (Fee Area)
SOI	Sphere of Influence
SRVFPD	San Ramon Valley Fire Protection District
SWAT	Southwest Area Transportation (Committee)
TCM	Transportation Control Measure
TDM	Transportation Demand Management
TSM	Transportation Systems Management
TVTC	Tri-Valley Transportation Council
V/C	Volume-to-Capacity Ratio

TERMS

ACRES (NET)
The portion of a site that is available with no constraints to be built upon. The following generally are not included in the net acreage of a site: lands which are undevelopable due to geologic, topographic, and natural factors (e.g., creeks, flood plains, etc.). If the project requires land subdivision, very steep slopes may also be excluded.

ACTION PLAN
An Action Plan sets multimodal service objectives for traffic conditions on key inter-jurisdictional transportation facilities. Each Action Plan establishes a process for the review of environmental documents and General Plan amendments, and represents a jurisdictionally initiated plan for managing traffic imports through regional cooperation.

AFFORDABLE HOUSING
Housing capable of being purchased or rented by a household with extremely low, very low, low, or moderate income, based on a household's ability to make the monthly payments necessary to obtain housing. Housing is considered affordable when a household pays less than 30 percent of its gross monthly income for rental housing including utilities and pays less than 35 percent of its gross monthly income for for-sale housing.

ALAMO CREEK SETTLEMENT AGREEMENT
A legal, binding agreement reached between the Alamo Creek developers, Contra Costa County, and the Town of Danville establishing a special methodology for measuring traffic for development in the Tassajara Valley through the Year 2010.

ALQUIST-PRIOLO ACT, SEISMIC HAZARD ZONE (ALSO CALLED "SPECIAL STUDY ZONE")
A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain development.

ANNEX
To incorporate a land area into an existing district or municipality, with a resulting change in the boundaries of the annexing jurisdiction.

ARTERIAL, MAJOR
Streets that provide intra-city and some intercity mobility as efficiently and safely as possible. Generally, arterial streets also provide limited access to adjacent land uses. Major arterial streets generally provide multiple lanes of travel in each direction and turn lanes at most intersections. Major intersections are typically controlled by signals, and at many locations turning movements are restricted by medians.

ARTERIAL, MINOR
Streets that provide intra-city mobility and access as efficiently and safely as possible and to provide access to adjacent land uses. Minor arterials typically provide one lane of travel in each direction with turn lanes at major intersections. Many intersections are controlled by traffic signals, but stop sign control is also common, normally with stops on the minor cross-streets only.

ASSESSMENT DISTRICT
A procedure to pay for capital improvements wherein bonds are sold and obligation for payment is shared by property owners within the district.

ASSOCIATION OF BAY AREA GOVERNMENTS (ABAG)
A voluntary consortium of cities and counties in nine Bay Area Counties formed to cooperate on common planning issues and solve common development problems.

BAY AREA AIR QUALITY MANAGEMENT DISTRICT (BAAQMD)
Regional agency responsible for air quality planning in the Bay Area, monitoring air pollution levels, and setting and enforcing limits for stationary air pollution sources.

BUFFER/BUFFERING/BUFFER ZONE
An area of land, vegetation, fencing, or screening separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

BUILT OUT
Built out is generally considered to be the condition where the theoretical maximum build out of all land addressed by a General Plan has occurred.

CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)
A State law requiring State and local agencies to review proposed activities with consideration for environmental protection, and requiring the preparation of an Environmental Impact Report if the potential for a significant adverse impact exists.

CAPITAL IMPROVEMENT PROGRAM
A capital improvement program is a multi-year budgeting plan that programs capital facilities for construction or acquisition.

COLLECTOR STREET
A street that is intended to provide both mobility and access to adjoining land uses. These roadways move vehicular, pedestrian, and bicycle traffic within and between areas of the Town. As their name implies, collector streets are intended to collect traffic from local streets and channel it to the arterial street system. In Danville, collectors are classified as Major or Minor. The former carry higher volumes of traffic than the latter.

CONDOMINIUM
A structure of two or more units, the interior spaces of which are individually owned; the balance of the property (both land and building) is owned in common by the owners of the individual units.

CONSISTENCY
Free from variation or contradiction. State law requires that General Plans be internally consistent and consistent with implementation measures such as zoning.

CONTRA COSTA TRANSPORTATION AUTHORITY (CCTA)
Contra Costa County's transportation sales tax agency formed to oversee the design and construction of the transportation projects included in the Measure C-1988 and Measure J- 2004 Expenditure Plans. The agency's policy-making body is a Board is made up of elected officials from the 18 cities and the county.

CORRIDOR
Any major transportation route, including freeways, expressways, arterials, or transit lines; may also be used to describe land uses along these routes.

CREEK/STREAM
A creek or stream, as defined by California Code of Regulations, is a body of water that flows at least periodically or intermittently through a bed or channel having banks, and that supports fish or other aquatic wildlife. This includes water courses having a surface or subsurface flow that supports, or has supported, riparian vegetation.

DEDICATION
The mechanism used to turn over private land for public use by an owner or developer. Dedications for roads, parks, school sites, or other public uses, and the dedication of encumbrances on private property, such as a scenic easement, often are made conditions for approval of a development.

DEDICATION (IN-LIEU OF)
Cash payments which may be required of an owner or developer as a substitute for a dedication of land or actual on-site physical improvements, usually calculated in dollars per lot, and referred to as in-lieu fees or in-lieu contributions.

DENSITY (RESIDENTIAL)
The number of permanent primary residential dwelling units per net acre of land. Densities specified in the General Plan are expressed in units per net acre. Allowable density often serves as the major distinction between residential districts.

DENSITY BONUS
The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum allowed by zoning, usually in exchange for the provision or preservation of an amenity at the same site or another location and/or in exchange for providing affordable housing or housing to seniors or to the handicapped.

DESIGN GUIDELINES
Provisions guiding the design of buildings which are not mandatory but which may be used by Staff, the Design Review Board (DRB), the Planning Commission, and the Town Council in reaching decisions regarding approval of projects.

DESIGN REVIEW
A process used to administer regulations and guidelines for the exterior design of structures and associated site design and landscaping which ensure that such structures and developments are suitable, harmonious, and in keeping with the general appearance, historic character, and/or style of the surrounding area.

DETENTION BASIN/FACILITY
The temporary storage of stormwater overflow, usually in a pond.

DEVELOPMENT
The physical extension and/or construction of urban land uses. Development activities include, but are not limited to, subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; grading; and clearing of natural vegetative cover for non-agricultural purposes.

DEVELOPMENT PLAN
The development plan review process is utilized to promote quality architectural design, good site relationships, attractive landscaping, and other aesthetic considerations of development in the Town. Development plans are processed for new office, commercial, and industrial projects and for multifamily residential developments and scenic hillside and major ridgeline developments. This review is also utilized for single family residential developments utilizing the Planned Unit Development process.

DEVELOPMENT REVIEW PROCESS
The Town's process for reviewing and taking action to approve or deny any private or public request for development within the Town. The Development Review Process in Danville typically includes the review by Town staff for consistency of a development request with adopted Town goals, policies, ordinances and guidelines, the consultation with other concerned agencies, review by the Town's Design Review Board, and review by the Town's Planning Commission and/or Heritage Resource Commission.

DOUGHERTY VALLEY SETTLEMENT AGREEMENT
A legal, binding agreement reached between the Dougherty Valley developers, Contra Costa County, the City of San Ramon, and the Town of Danville establishing a series of performance standards, fees, and other mitigation measures in conjunction with the approval by Contra Costa County of a general plan amendment allowing development in the Dougherty Valley.

DOWNTOWN
As defined in this General Plan, Downtown refers to the portion of Danville identified by the "Downtown" Land Use designation on Figure 6.

DUETS
A detached building designed for occupation as the residence of two families living independently of each other, with each family living area defined by separate fee title ownership.

DUPLEX
A detached building under single ownership which is designed for occupation as the residence of two families living independently of each other.

DWELLING UNIT
A building or portion of a building designed as the residence of one family.

EASEMENT
The right to use property owned by another for specific purposes, such as access to another piece of property, conveyance of stormwater, transmission of gas or electricity or other utilities, or conservation of natural features.

ENVIRONMENTAL IMPACT REPORT (EIR)
An informational document which provides public agencies and the public in general with detailed information about the effects a proposed project is likely to have on the environment, ways in which these effects may be minimized, and alternatives to the proposed project.

ENVIRONMENTAL REVIEW
Process through which a jurisdiction evaluates a project for its potential impacts on the environment; used to determine whether an EIR is required.

EROSION
The wearing away of the soil mantle by running water, wind, or geologic forces.

FAIR SHARE
The equitable assignment of a regional need, such as affordable housing, to the individual local governments within that region.

FEASIBLE
Capable of being done, executed, or managed successfully.

FLOOD, 100-YEAR
The magnitude of a flood expected to occur on the average of once every 100 years, based on historical data. The 100-year flood has a 1/100, or one percent, chance of occurring in any given year. The area impacted by runoff from this event is known as the 100-year flood plain.

FLOOD CONTROL
Any of a number of structural or non-structural measures designed to divert or contain floodwaters and prevent flooding.

FREEWAY
A high-speed, high-capacity, limited-access transportation facility serving regional and countywide travel. Freeways generally are used for long trips between major land use generators. Major streets cross at a separate grade level.

GENERAL PLAN
A compendium of local policies regarding long-term development, in the form of maps and accompanying text. The General Plan is a legal document required of each local agency by the State of California Government Code Section 65301 and adopted by the City Council or Town, or Board of Supervisors.

GENERAL PLAN AMENDMENT STUDY (GPA STUDY)
A study of the benefits, liabilities, probable effects, and mitigation measures that would be required in the event the General Plan were amended for a particular site or subarea. A GPA Study is typically prepared following the submittal of a formal request to the Town Council for authorization to prepare a GPA Study. A GPA Study may be initiated by the Town.

GOALS
Goals are broad statements of direction leading toward a desired end state or vision.

GRADING ORDINANCE
Locally adopted ordinance that regulates grading activities and ensures that erosion, aesthetic, and drainage considerations are taken into account when grading is permitted.

GROWTH MANAGEMENT ELEMENT
General Plan element required of all Contra Costa County jurisdictions under Measure C – 1988;

identifies performance standards for roads and essential public services, and contains policies which ensure that development pays its way and mitigates its impacts.

HABITAT
The place or type of site where a plant or animal naturally or normally lives and grows.

HISTORIC; HISTORICAL
A historic building or site is one that is noteworthy for its significance in local, state, or national history or culture, its architecture or design, or its works of art, memorabilia, or artifacts.

HISTORIC PRESERVATION
The preservation of historically significant structures and neighborhoods, often with local government guidance or assistance.

HORIZON YEAR
The final year of the period addressed by the General Plan, in this case Year 2030.

HOUSEHOLD
All those persons—related or unrelated—who occupy a single housing unit.

HOUSING ELEMENT
The state-mandated portion of the General Plan that addresses housing needs in the community and the policies and programs to meet these needs. The Element appears under separate cover and is subject to Housing and Community Development Department review and certification.

INTEGRATED WASTE MANAGEMENT ACT (1989)
State legislation enacted in response to the need for diverting materials from landfills to preserve decreasing landfill capacity and natural resources. AB 939 mandates a reduction of waste being disposed requiring jurisdictions to meet diversion goals of 25% by 1995 and 50% by the year 2000. AB 939 also established an integrated framework for program implementation, solid waste planning, and solid waste facility and landfill compliance.

IMPACT
The effect of any direct, man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.

IMPLEMENTATION
An action, procedure, program or technique that involves the carrying out of policies.

INTERGOVERNMENTAL COORDINATION
The process of working together harmoniously with other effected, interested, or responsible public organizations, agencies, or special districts in an attempt to address any of the groups concerns and to further mutual goals.

IN-LIEU FEE
See dedication, in-lieu of

INCENTIVE
A reward or bonus offered by a City or Town to encourage the private sector to take an action that would be less likely otherwise.

INCLUSIONARY HOUSING
Housing that is built as a result of local regulations that require a minimum percentage of all units in developments exceeding a certain size to be affordable to very low, low or moderate income households.

INFILL
Development of individual vacant lots or left-over vacant properties within areas that are already developed.

INFRASTRUCTURE
Capital facilities (usually publicly owned) which provide for transportation and utility services. Infrastructure includes streets, highways, water lines, and storm and sanitary sewer lines.

LAND USE MAP
A map illustrating, in general terms, the permitted land uses within various geographic areas of the Town. (41) Figure out if this should universally be in "caps".

LAND USE PERMIT
A permit that allows the use of land or occupancy of a structure for a particular purpose subject to limitations or conditions of approval determined through the development review process.

LANDSCAPE/LANDSCAPING
Planting—including trees, shrubs, and ground covers—suitably designed, selected, installed, and maintained as to enhance a site or roadway permanently.

LANDSLIDE
The downslope movement of rock, soil, and debris; usually induced by heavy rain or seismic activity.

LEVEL OF SERVICE (TRANSPORTATION)
Level of Service (LOS) is a qualitative measurement of the degree of congestion of a roadway. LOS is described by a letter scale from A to F. "A" represents the best service and "F" represents the worst service. Definitions are as follows:

Level of Service A Indicates a relatively free flow of traffic, with little or no limitation on vehicle movement or speed.

Level of Service B Describes a steady flow of traffic, with only slight delays in vehicle movement and speed. All queues clear in a single signal cycle.

Level of Service C Denotes a reasonably steady, high-volume flow of traffic, with some limitations on movement and speed, and occasional backups on critical approaches.

Level of Service D Denotes the level where traffic nears an unstable flow. Intersections still function, but short queues develop and cars may have to wait through one cycle during short peaks.

Level of Service E Describes traffic characterized by slow movement and frequent (although momentary) stoppages. This type of congestion is considered severe, but is not uncommon in cities at peak traffic hours, with frequent stopping, long-standing queues, and blocked intersections.

Level of Service F Describes unsatisfactory stop-and-go traffic characterized by "traffic jams" and stoppages of long duration. Vehicles at signalized intersections usually have to wait through one or more signal changes, and "upstream" intersections may be blocked by the long queues.

LOCAL AGENCY FORMATION COMMISSION (LAFCO)
A commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and merger of districts with cities. Each county's LAFCO is empowered to approve, disapprove, or conditionally approve such proposals.

LOCAL STREET
Primarily low-speed roadways that provide direct access to land uses and channel traffic to collector streets. Local streets serve residential and commercial uses, as well as parks and recreation spaces. Local streets accommodate one traffic lane in each direction and typically are provided in narrower rights-of-way than the larger volume streets. Local streets include both through streets, loop streets, cul-de-sacs, alleyways, and other smaller access roads.

MAJOR RIDGELINE
The crest of a range of hills which is prominently visible from a substantial land area in or around

the Town of Danville or from major vehicular corridors. Major Ridgeline areas within the Town are subject to special development restrictions (as specified within the Town's Scenic Hillside and Major Ridgeline Development Ordinance), and are graphically depicted on Figure 9 of the Danville 2010 General Plan.

MAJOR SUBDIVISION
Division of land into five or more parcels.

MARKET-RATE HOUSING
Housing which is offered for rent or sale at fair market value without any consideration of standards for determining affordability.

MEASURE "C" – 1988
Voter-approved initiative in Contra Costa County establishing a half-cent sales tax, the proceeds of which are used to develop and improve transportation facilities in the County. Local jurisdictions must develop and comply with Growth Management Element in their General Plans to be eligible for Measure "C" return-to-source funds.

MEASURE "J" – 2004
Voter-approved initiative in Contra Costa County that extended the Measure C-1988 half-cent sales tax for an additional 25 years (beginning on April 1, 2009 through 2034) and adopted a new expenditure plan of projects and programs to be implemented. Local jurisdictions must develop and comply with Growth Management Element in their General Plans to be eligible for Measure "J" return-to-source funds.

METROPOLITAN TRANSPORTATION COMMISSION (MTC)
The regional transportation agency for the Bay Area; responsible for long-range transportation and mass transit planning, road funding, traffic and transportation models, and traffic projections.

MINIMIZE
To reduce or lessen, but not necessarily to eliminate.

MINIMUM DENSITY REQUIREMENTS
Land use regulations which allow development only if the proposed density will be greater than a specific number of units per acre.

MINOR SUBDIVISION
Division of land into four parcels or less.

MITIGATED NEGATIVE DECLARATION OF ENVIRONMENTAL SIGNIFICANCE
A determination that a project could have significant environmental impacts, but that these impacts can be reduced to less than significant levels if the project is modified to include specific mitigation measures.

MITIGATION
To ameliorate, alleviate, or avoid to the extent reasonably feasible. According to CEQA, mitigation includes: (a) not taking a certain action or parts of an action; (b) limiting the degree or magnitude of an action; (c) repairing, rehabilitating, or restoring the environment affected; (d) preserving and maintaining operations during the life of an action; and (e) replacing or providing substitute resources.

MIXED USE
Properties on which various uses, such as office, commercial, institutional, and residential, are combined in a single building or on a single site in an integrated development project with significant functional interrelationships and a coherent physical design. A "single site" may include contiguous properties.

MOBILITY
The ability to move freely and easily from place to place.

NOISE
A sound of any kind, especially one which is loud, unwanted, or disagreeable.

NOISE CONTOUR
A line indicated on a map that connects points of

equal noise level exposure.

NOISE ORDINANCE
Locally adopted legislation that regulates noise-producing activities such as leaf blowing, commercial operations, and special events.

OPEN SPACE
Any parcel or area of land or water which is essentially unimproved and devoted to an open space use for the purposes of (a) the preservation of natural resources, including visual resources; (b) the managed production of resources; (c) outdoor recreation; or (d) public health and safety.

PASSIVE OPEN SPACE
Open space that is set aside for the purpose of resource conservation, protection of public safety, or visual enjoyment rather than active recreation.

PATIO HOME
A detached single family unit typically situated on a reduced size lot, which orients outdoor activity within rear or side yard patio areas for better utilization of the site for outdoor living space.

PEDESTRIAN-ORIENTED
Form of development characterized by sidewalks, zero front and side yard setbacks, buildings of varied architectural styles, street-facing window displays, an absence of front yard parking, and benches and other amenities that make the street environment inviting for pedestrians.

PEAK HOUR/PEAK PERIOD
For any given roadway, the daily (or twice daily) period during which the highest number of trips occur during a single hour in the day, usually occurring in the morning and evening commute periods.

PERFORMANCE STANDARDS (NON-TRANSPORTATION FACILITIES)
Standards for levels of service relating to municipal functions such as police, fire, and library service. These standards are incorporated into the General Plan Growth Management Element. For the purposes of the Growth Management Element, performance standards for non-transportation facilities are an objective measurement of the ability to provide a particular service to the community, either by the Town or by a Special District or Utility.

PLANNED UNIT DEVELOPMENT (PUD) ZONING
A development approach which allows flexible development standards which are created and implemented on a project-by-project and site-by-site basis, based on the opportunities and constraints of a specific project and site. This development approach may allow for the retention of a greater portion of the land as open space and create more flexible project designs than would not otherwise be permitted by conventional zoning.

PLANNING AREA
The term "Planning Area" is used in two ways in this General Plan. At the Townwide level, it describes the total area addressed by the General Plan, including all land within the Town limits and potentially annexable areas. The term is also used to describe subareas within the Town which are identifiable based on natural and manmade boundaries such as creeks or roadways, and shared features or neighborhood traits.

POLICY
A specific statement or principle of guiding actions which implies clear commitment and which the Town will follow to achieve its goals.

POLLUTANTS
Any introduced gas, liquid, or solid that makes a resource unfit for specific purposes.

PROGRAMS
Specific actions that the Town, either alone or in coordination with other entities, will try to undertake to implement the plan.

PUBLIC-PRIVATE PARTNERSHIP

A merging of public and private resources to achieve an end result or product that would be difficult to achieve through public or private activity alone. May refer to the delivery of services, such as child care, or to the construction of buildings, such as cultural facilities.

RECREATION, PASSIVE AND ACTIVE

Passive recreation refers to activities such as hiking, fishing, and walking which require minimal facilities and improvements. Active recreation refer to activities such as pool swimming, soccer, basketball, and tennis, which require specific facilities and/or regularly-maintained lawn, field, or court areas.

REDEVELOPMENT

A tool authorized by the California Health and Safety Code for eliminating physical and economic blight and an aide to realizing general plan objectives for more beneficial uses of land. Under State law, the growth in property taxes collected within a designated redevelopment project area may be assigned to a Redevelopment Agency to fund activities related to blight removal.

REGIONAL WATER QUALITY CONTROL BOARD (RWQCB)

The regional agency responsible for implementing state and federal Clean Water Acts. Defines beneficial use of Bay waters, sets and enforces water quality and discharge standards, and formulates plans and strategies to improve water quality.

RETENTION BASIN OR POND/DETENTION BASIN OR FACILITIES

Typically an earthen basin designed to hold back storm water run-off from entering downstream drainage facilities during storms. Retention/detention basins are designed to release storm water run-off slowly, decreasing the flow of the storm water peak run-off during a storm event.

REZONING

An amendment to the map and/or text of a zoning ordinance to effect a change in the nature, density, or intensity of uses allowed in a zoning district and/or on a designated parcel or land area.

RIGHT-OF-WAY (ROW)

The strip of land over which certain transportation and public facilities are built, including roads, railroads, and utility lines.

RIPARIAN CORRIDOR/RIPARIAN HABITAT

The wooded area along the banks of a stream or creek; pertaining to areas adjacent to streams that support natural vegetation and wildlife.

ROUTES OF REGIONAL SIGNIFICANCE

Routes of regional significance are defined as roads which may: (1) Connect two or more "regions" of the County; (2) Cross county boundaries; (3) Carry a significant amount of traffic; or, (4) Provide access to a regional highway or transit facility. Regional routes are designated by the Contra Costa Transportation Authority's Regional subcommittees and are ultimately approved by the CCTA. These roads are subject to the Multimodal Traffic Service Objectives and actions to achieve those objectives included in the Action Plans for Routes of Regional Significance.

SCENIC HILLSIDE/SCENIC HILLSIDE AREA

Elevated land formations within the Town with unique visual character. Scenic Hillside Areas within the Town are subject to special development restrictions (as specified within the Town's Scenic Hillside and Major Ridgeline Development Ordinance), and are graphically depicted on Figure 9 of the Danville 2010 General Plan.

SCENIC ROUTE OR SCENIC CORRIDOR

A highway, road, or drive that, in addition to its transportation function, provides opportunities for the enjoyment of scenic resources, views, and access to areas of exceptional beauty or historical interest.

SEMI-RURAL

An area having both rural and urban characteristics.

SENIOR HOUSING
Typically one- and two-bedroom apartments or condominiums designed to meet the needs of persons 62 years of age and older or, and restricted to occupancy by persons 62 years or older.

SENSITIVE RECEPTOR
Used in noise analyses to describe any land use that is susceptible to the effects of loud noise, including hospitals, nursing homes, schools, child care facilities, and residential areas.

SETBACK
The horizontal distance between the property line or natural feature and a structure or area of development.

SHALL
That which is obligatory or necessary.

SHOULD
Signifies a directive to be honored in the absence of significant countervailing considerations.

SINGLE FAMILY
A dwelling unit intended for occupancy by one family which may be independent from any other structure or which may share common walls with an adjoining structure.

SINGLE FAMILY ATTACHED
A dwelling unit occupied or intended for occupancy by only one household that is structurally connected with at least one other such dwelling unit. Most commonly used to refer to townhomes, duplexes, and cluster homes.

SINGLE FAMILY DETACHED
A dwelling unit occupied or intended for occupancy by one household that is structurally independent from any other such dwelling unit.

SINGLE-OCCUPANT VEHICLE
A private automobile containing a driver and no passengers.

SOLAR ACCESS
The provision of direct sunlight to an area specified for solar energy collection.

SOURCE REDUCTION AND RECYCLING ELEMENT
Locally adopted plan required by the State which describes how the jurisdiction will reduce its solid waste disposal by 25 percent by 1995 and 50 percent by 2000; prepared in accordance with regulations established by the California Integrated Waste Management Board.

SOUTHWEST TRANSPORTATION COMMITTEE (SWAT)
SWAT is a regional sub-committee of the CCTA that addresses transportation issues in southwestern Contra Costa County. SWAT membership is comprised of representatives from Danville, San Ramon, Lafayette, Orinda, and Moraga, and Contra Costa County.

SPECIAL CONCERN AREA
Specific geographic areas in the Town which, because of unique issues and the potential for change in the future, are the focus of detailed discussion and area-specific policies within the General Plan.

SPECIAL STUDY ZONE
See Alquist-Priolo Act

SPECIFIC PLAN
A regulatory document used to implement the general plan in a specific geographic area. A specific plan contains more detailed development standards than the general plan and includes provisions for transportation, infrastructure, and financing for the area that it covers.

SPHERE OF INFLUENCE
A boundary established by LAFCO that encompasses all land in the Town limits plus land in the unincorporated area which could ultimately become part of the Town through annexation.

STANDARDS
(a) A rule or measure establishing a level of quality or quantity that must be complied with or satisfied. The State Government Code (Section 65302) requires that general plans spell out objectives, principles, "standards," and proposals. (b) Requirements in a zoning ordinance that govern building and development as distinguished from use restrictions; for example, site-design regulations such as lot area, height limit, frontage, and landscaping.

STORM DRAIN
A device used to capture stormwater runoff, usually from streets or other non-permeable surfaces, and transport it via pipes to ditches, creeks, channels, and other drainage courses.

STORMWATER POLLUTION CONTROL PROGRAM
A multi-faceted locally-implemented program mandated by the state and federal clean water acts to improve the quality of urban runoff. The program includes public education and information, design and monitoring requirements and other measures which ensure that runoff from streets, parking lots, and other urban areas does not adversely affect surface waters, and that potential water pollutants are disposed of properly.

STREET FURNITURE
Those features associated with a street that are intended to enhance the street s physical character and use by pedestrians, such as benches, trash receptacles, kiosks, lights, and newspaper racks.

STREET TREES
Trees planted in the public right-of-way that are intended to enhance the visual quality of a street, provide shade, absorb pollutants and noise, and provide habitat for urban wildlife.

SUBDIVISION
The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. "Subdivision" includes a condominium project as defined in Section 1350 of the California Civil Code and a community apartment project as defined in Section 11004 of the Business and Professions Code.

SUBSIDENCE
The sudden sinking or gradual downward settling and compaction of soil and other surface material with little or no horizontal motion. Subsidence may be caused by a variety of human and natural activities, including earthquakes.

SUSTAINABLE
Using resources in a present manner that does not compromise the choices and quality of life of future generations.

TOWNHOUSE; TOWNHOME
A one-family dwelling in a building group in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more common and fire-resistant walls. Townhouses usually have separate utilities; however, in some condominium situations, common areas are serviced by utilities purchased by a homeowners association on behalf of all townhouse members of the association.

TELECOMMUTING
Using computers, telephones, modems, fax machines, and other telecommunications devices to connect to a workplace from a remote location (such as home) rather than physically being in that workplace.

THROUGH-TRAFFIC
Traffic with both origins and destinations outside a particular area of reference, such as a city or neighborhood.

TITLE 24
Regulations adopted in 1977 by the California Energy Commission; contains prescriptive standards for wall, ceiling, and floor insulation,

vapor barriers, glazing, infiltration, climate control systems, and water heating equipment.

TRAFFIC CALMING

Refers to roadway design features that are permanent, physical changes to streets intended to slow traffic and/or reduce volumes.

TRANSPORTATION SYSTEMS MANAGEMENT (TSM)

Term used to describe a variety of measures which influence driver behavior or encourage more efficient use of transportation infrastructure. May include physical changes such as signal timing and carpool lanes, and programmatic measures, such as company vanpools, transit vouchers, and carpool matching programs.

TRI-VALLEY TRANSPORTATION COUNCIL (TVTC)

The Tri-Valley Transportation Council (TVTC) serves as a clearinghouse for sub-regional transportation issues. The TVTC has membership representation from Alameda and Contra Costa Counties and the cities of Danville, Dublin, Livermore, Pleasanton, and San Ramon. Its primary activities are to agree on methodologies for modeling traffic, prepare a subregional transportation plan, collect sub-regional transportation development fees for traffic mitigation, and periodically update and implement a strategic expenditure plan.

TRI-VALLEY REGION

Region comprised of the communities of Danville, San Ramon, Dublin, Pleasanton, and Livermore, as well as the adjoining unincorporated areas within Contra Costa and Alameda Counties. The three valleys are the San Ramon, Livermore, and Amador Valleys.

TRI-VALLEY REGIONAL PLANNING STRATEGY

A collaborative planning study completed in 1996 by the Town of Danville, the cities of San Ramon, Dublin, Pleasanton, and Livermore, and the counties of Alameda and Contra Costa, in conjunction with the Association of Bay Area Governments. The study includes policies and programs addressing land use, transportation, housing, economic, open space, and natural resource issues which cross jurisdictional lines in the Tri-Valley area.

TRIP

A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one "production end," (origin), and one "attraction end" (destination).

UNDERUTILIZED PARCEL OR SITE

Land which is not being used to its full potential and which could potentially be redeveloped with a more economically productive use.

URBAN GROWTH BOUNDARY

A boundary delineating the ultimate extent of a jurisdiction's development area, thereby defining the area within which development entitlement requests may be considered. Land "outside" the UGB is intended to remain in open space, agricultural, or rural residential use; land "inside" the UGB may also remain in open space or may be developed, depending on site-specific conditions and general plan designations.

URBAN LIMIT LINE

A boundary line adopted by Contra Costa County in response to a voter initiative limiting the ultimate urbanized area of the County to more than 35 percent of its total land area. The Urban Limit Line is established through the County General Plan. Land outside the line is generally designated for open space, agricultural, or rural residential uses.

URBAN SERVICES

Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urbanized or urbanizing area.

USE
The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged in accordance with the Town's zoning ordinance and General Plan land use designations.

VACANT
Used to describe housing or commercial buildings which are not occupied, or land which is not being put to use.

VARIANCE
A permit that allows deviation from the strict application of zoning district development standards (e.g., minimum setbacks, height restrictions and parking restrictions). The variance permit process is designed to permit minor adjustments to the zoning regulations when there are special or extraordinary circumstances applying to a parcel of land or a building that prevent the property from being used to the extent intended by zoning.

VOLUME/CAPACITY RATIO (V/C)
V/C ratio is a quantitative estimate of the ratio of traffic volume on a street segment divided by its capacity. The V/C ratio can be calculated for either present or future conditions. V/C ratios can be translated into level of service (LOS) standards. At a V/C ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity.

WETLAND
Wetlands, as defined by the Army Corps of Engineers, are those areas that are inundated or saturated by surface or ground water at a frequency and duration sufficient to support, and that under normal circumstances do support, a prevalence of vegetation typically adapted for life in saturated soil conditions.

WILLIAMSON ACT
Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and slow its conversion to urban uses. Landowners are offered reduced property tax assessments if they agree to not develop their land for ten years. The lowered assessments are based on the agricultural use of the land rather than its market value.

ZERO LOT LINE
A detached single family unit distinguished by the location of one exterior wall on a side property line.

ZONING
The division of a city or town by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

ZONING MAP
Map which depicts the division of the Town into districts or "zones" in which different uses are allowed and different building and lot size restrictions apply.

ZONING ORDINANCE
A set of land use regulations enacted by the Town to create districts which permit certain land uses and prohibit others. Land uses in each district are regulated according to type, density, height, and the coverage of buildings.