



TO: Mayor and Town Council

DATE: July 2, 2019

SUBJECT: Ordinance No. 2019-06, approving a Preliminary Development Plan - Rezoning Request; and, Resolution No. 46-2019, certifying a Final Revised Environmental Impact Report, adopting Findings and a Statement of Overriding Considerations, Mitigation Measures and a Mitigation Monitoring and Reporting Program, and approving Major Subdivision, Final Development Plan, and Tree Removal requests (Magee Preserve - Davidon Homes)

DESCRIPTION

The project proposes to develop approximately 29 acres (7%) of a 410-acre project site with 69 single family homes, seven attached accessory dwelling units, and associated roadways and infrastructure. The remaining 381 acres (93%) of the project site would be preserved as permanent open space and public trails.

The project site is located on the south side of Diablo Road and Blackhawk Road extending approximately two miles east from the intersection of Diablo Road/Green Valley Road/McCauley Road, as illustrated in Figure 1.

Figure 1: Project Location Map



This action would require the Town Council’s approval of Preliminary Development Plan - Rezoning request LEG10-0004, Major Subdivision request SD9291, Final Development Plan request DEV10-0072, and Tree Removal request TR10-0028.

BACKGROUND

The project site is the last undeveloped portion of a former large ranching property, which has been subdivided several times in the past. One of the previous subdivisions created the 250-home Magee Ranch neighborhood located just to the east. In July 2013, after a three-year project and environmental review process, the Danville Town Council certified a Final Environmental Impact Report (EIR) and approved a nearly identical project proposed by SummerHill Homes.

Subsequently, a lawsuit was filed to challenge the project’s approval. The lawsuit alleged that the project was inconsistent with the Town’s General Plan and land use restrictions, and that its 2013 Final EIR inadequately addressed a wide range of impacts. The end result of the litigation (which included a decision by the Superior Court in July 2014 and the Court of Appeal in September 2015) was that the courts upheld the Town’s General Plan and zoning decisions and upheld all aspects of the EIR except the claim that bicycle safety impacts were not adequately addressed. Consequently, the Final Revised EIR includes an extensive evaluation of bicycle safety based on updated traffic counts.

In February 2017, Davidon Homes became the project applicant and proposes to develop the same 69 residential lots on less acreage, dedicating nine more acres as permanent open space. Further, the current proposal would replace, rather than remove, the horse corral on the project site, and incorporate electric vehicle charging facilities on each residential lot.

This project was reviewed by the Danville Planning Commission on May 28, 2019. At that meeting, the Planning Commission approved a resolution recommending that the Town Council certify the Final Revised EIR and approve the development application with a 6-1 vote (Attachment E).

EVALUATION

Conformance with General Plan and Zoning

	Existing	Proposed
General Plan:	Public and Open Space – General Open Space	No change
	Public and Open Space – Agricultural	No change
	Residential - Rural Residential	No change
	Residential - Single Family – Low Density	No change
Zoning:	P-1; Planned Unit District	P-1; Planned Unit District

	Existing	Proposed
	A-2 General Agricultural District	P-1; Planned Unit District
	A-4 Agricultural Preserve District	P-1; Planned Unit District
Land Use:	Cattle grazing/private property: 410 acres	Single family residences; 29 acres Permanent open space/trails: 381 acres

As with the previous SummerHill Homes proposal, the current project does not request any General Plan amendments. The proposed single-family residential use would be consistent with the site’s existing General Plan land use designations (described below) and the Town’s determination of consistency has been upheld by both the Superior Court and Court of Appeal.

- a. Public and Open Space - General Open Space: This land use designation covers approximately 5.9 acres of the project site. The General Plan establishes that the Town’s zoning districts of P-1; Planned Unit Development District and A-4; Agricultural Preserve District are consistent with this land use designation.
- b. Public and Open Space - Agricultural: This land use designation covers approximately 199 acres of the project site. This designation does not have a specific density range; density is established according to the applicable site-specific zoning. The A-2; General Agricultural District is listed as a consistent zoning district when agricultural land is not under Williamson Act Contract. These uses permitted-by-right include the allowance of a minimum lot size of 5-acres, and “a detached single family dwelling on each parcel and the accessory structures and uses normally auxiliary to it.” This portion of the site is currently zoned A-4; Agricultural Preserve District and was previously under the Williamson Act Contract which granted preferential tax treatment in exchange for voluntarily agreeing to use the property only for agricultural purposes. The property owner has since opted out of the contract and no portion of the project site is currently under Williamson Act Contract.
- c. Residential - Rural Residential: This land use designation covers approximately 201 acres of the site. The General Plan specifies that the allowable density for lands with this designation as one unit per five acres. The General Plan also specifies that the zoning districts of P-1; Planned Unit Development District and the A-2; General Agricultural District are consistent with this land use designation.
- d. The Residential - Single Family - Low Density: This land use designation covers an approximately five acre portion of the project site along Diablo Road opposite Fairway Drive. This designation allows a residential development density range of 1-3 units per acre. The General Plan also specifies that the Town’s zoning

districts of P-1; Planned Unit Development District and the R-40, R-20 and R-15; Single Family Residential Districts are consistent with this land use designation.

P-1; Planned Unit District

The Town's P-1; Planned Unit Development Zoning District is the only zoning mechanism available to transfer allowable development on a project site to the least sensitive areas of the site. In this case, the P-1; Planned Unit District would concentrate the proposed homes on the lowest and least-visible 29-acres of the site, allowing the preservation of the remaining 381 acres of visible ridgelines as permanent open space with public trails.

The use of the P-1; Planned Unit District is also consistent with the "Special Concern Area" language for the Magee Ranch property in both the 2010 and 2030 General Plans. Specifically, it calls for protecting "views and vistas from the road," encourages proposals that "transfer the allowable number of homes to the least sensitive and obtrusive parts of the site," and discourages "five-acre 'ranchette' sites ... that would require grading and road construction that could substantially diminish the visual qualities of the area."

Measure S

Passed by Danville voters in 2000, Measure S requires a vote of the people or a 4/5's vote of the Town Council to change the General Plan land use designation of properties with a "General Open Space," "Parks and Recreation," or "Agricultural" land use designation. Measure S does not apply to rezoning nor does it alter any existing General Plan policies that may apply to properties with these General Plan land use designations.

One aspect of the litigation alleged that the Town's approval of the project constituted a general plan amendment, thus triggering the provisions of Measure S. The California Court of Appeal, First District, rejected this argument in 2015, concluding: "In sum, the General Plan's discussion of the Magee Ranch special concern area suggests defendants [Town] are correct and the entire project site, including the areas designated as agricultural open space, may be cluster developed and zoned P-1." This judicial interpretation is binding.

ENVIRONMENTAL REVIEW

As described earlier, the adequacy of the 2013 Final EIR was challenged in court. The California Superior Court and the Court of Appeal rejected all allegations except the claim related to addressing bicycle safety. All other aspects of the 2013 Final EIR were upheld and found to be adequate.

In preparing a Final Revised EIR (FREIR) to address bicycle safety, the Town updated the entire transportation impact analysis given that time has passed since the 2013 FEIR was certified. While not required by the Court, the FREIR includes an updated analysis of Air Quality and Greenhouse Gas, Noise, Energy, and Alternatives studies.

All other environmental chapters of the 2013 Final EIR are incorporated by reference as they are still valid, and their adequacy was upheld by the Courts in all regards.

Transportation Impact Analysis

The updated transportation impact analysis includes an assessment of roadway and intersection operations, access, and bicycle safety (Appendix E of the FREIR). As a high-level summary, the analysis found that:

- Project impacts on intersection levels of service were less than significant *except* for the Diablo Road/Blackhawk Road/Mt. Diablo Scenic intersection, which can be mitigated to a level of insignificance with the installation of a traffic signal;
- Project impacts on bicycle level of service (BLOS) were less than significant.

Diablo Road/Blackhawk Road/Mt. Diablo Scenic

The analysis evaluated potential impacts in four scenarios: *Existing* Conditions, *Existing plus Project* Conditions, *Cumulative* Conditions, and *Cumulative Plus Project* Conditions. It found that project trips added to the Diablo Road/Blackhawk Road/Mt. Diablo Scenic intersection under *Existing plus Project* and *Cumulative plus Project* Conditions would operate at unacceptable levels during the AM peak and School PM peak hours. This would constitute a significant impact based on the established thresholds of significance.

Mitigation Measure 4.3-1 would require the project applicant to install a traffic signal that would mitigate the project's impacts at this intersection, improving traffic flow and reducing delay without acquiring right-of-way. However, the intersection is located wholly within unincorporated Contra Costa County (the "County") and installation of the traffic signal is not within the Town's purview. Consequently, the Draft Revised EIR continued to identify the project's impact as significant and potentially unavoidable because it was unknown at the time whether the County would accept the mitigation.

Since then, on October 15, 2018, the County Public Works Department submitted a letter stating that it agrees Mitigation Measure 4.3-1 should be implemented, that the applicant should install the traffic signal at the intersection, and that "as a precursor to signalization

of the intersection, the developer should conduct a study to determine if a roundabout would be effective at this location.”

In response, an Intersection Control Evaluation (“ICE”) was performed to compare the effectiveness of the existing all-way STOP control, single-lane roundabout and a traffic signal in reducing delay (“ICE” is included as Attachment A of the RFEIR). The analysis showed that the traffic signal would provide the most optimal level of service during all peak periods under all study scenarios with minimal or no impact to right-of-way. Most notably, the traffic signal would:

- Reduce delay by 86% and 92% in the AM commute and School PM peaks, respectively, in the *Existing Condition*.
- Reduce delay by 89% and 96% in the AM commute and School PM peaks, respectively, in the *Existing plus Project Condition*.
- Reduce delay by 88% and 94% in the AM commute and School PM peaks, respectively, in the *Cumulative plus Project Condition*.

The ICE also studied potential secondary traffic effects related to construction of this new intersection and found that the addition of this intersection would not change any of the conclusions of the Traffic Impact Report.

The roundabout alternative was found to operate unacceptably during the AM peak periods under *Cumulative* and *Cumulative plus Project* Conditions, while the traffic signal would operate acceptably under *all* scenarios.

While the County has expressed agreement with Mitigation Measure 4.3-1, neither the intersection nor the traffic signal installation is within the Town’s authority to approve. Therefore, it is recommended that a Statement of Overriding Considerations be adopted for Mitigation Measure 4.3-1 in the event that the County chooses not to allow construction of the signal.

Bicycle Safety Analysis

In response to the Court of Appeal’s ruling that the 2013 project EIR needed to separately analyze the effects of project impacts on bicycle safety, the Town and its consultants searched for a standardized and nationally recognized methodology that is supported by years of testing and research.

After evaluating different methods, the Town selected the Highway Capacity Manual 2010 (HCM 2010) Bicycle Level of Service (BLOS) methodology. The BLOS is a nationally-used measure of on-road bicyclist comfort level and is cited in the *Contra Costa Transportation Authority's Technical Procedures (2013)* as a standardized methodology that has been developed by a national committee and provides a "rigorous quantitative methodology for defining LOS by roadway segment separately for pedestrians, bicyclists, and transit." Further, the Santa Clara Valley Transportation Authority specifically encourages the use of BLOS methodologies as it measures features "that affect the comfort and safety of bicyclists from the user's perspective" (SCVTA Transportation Impact Analysis Guidelines, Sections 5.2.5 and 9.3, October 2014).

As with intersection LOS analysis, BLOS expresses the on-road bicyclist comfort level using a letter grade (BLOS grades A – F). In simple terms, bicycle advocacy organizations that use this methodology (e.g., RideIllinois.org) describes BLOS grades A, B and C as "comfortable enough" for experienced cyclists; as are grades A and B for a broader range of adults. BLOS scores are derived by weighting several factors related to roadway geometry, traffic and safety conditions. The following are heavily weighted: roadway lane and shoulder widths, vehicle volumes and speeds, percentage of heavy vehicles, pavement condition, and number of travel lanes.

An analysis of BLOS (Attachment B of the Final Revised EIR) was conducted for five roadway segments along Diablo Road/Blackhawk Road:

1. McCauley Road/Green Valley Road to Calle Arroyo
2. Calle Arroyo to Alameda Diablo
3. Alameda Diablo to Avenida Nueva
4. Avenida Nueva to Diablo Creek Place
5. Diablo Creek Place to Magee Ranch Road/Hidden Oak Drive

BLOS conditions were assessed for both weekday and weekend (Saturday) periods under all project scenarios. The results of the BLOS analysis found that the project impacts on BLOS were less than significant with a less than one percent change in BLOS score for both weekday and weekend conditions, as illustrated in the excerpt below:

Table 11: Weekday Peak Hour Segment BLOS – Existing plus Project Conditions

Roadway	From	To	Direction	AM Peak			School PM Peak			PM Peak		
				BLOS Score	BLOS	%Diff.	BLOS Score	BLOS	%Diff.	BLOS Score	BLOS	%Diff.
Diablo Rd	McCauley Rd/ Green Valley Rd	Calle Arroyo	EB	3.75	D	0.00%	3.77	D	0.00%	3.73	D	0.00%
			WB	4.03	D	0.75%	3.97	D	0.25%	3.95	D	0.25%
Diablo Rd	Calle Arroyo	Alameda Diablo	EB	3.37	C	0.30%	3.38	C	0.00%	3.34	C	0.30%
			WB	3.30	C	0.30%	3.28	C	0.00%	3.28	C	0.31%
Diablo Rd	Alameda Diablo	Avenida Nueva	EB	3.59	D	0.00%	3.62	D	0.28%	3.57	D	0.00%
			WB	3.70	D	0.27%	3.68	D	0.00%	3.68	D	0.00%
Diablo Rd/ Blackhawk Rd	Avenida Nueva	Diablo Creek Pl	EB	4.66	E	0.00%	4.68	E	0.21%	4.64	E	0.00%
			WB	4.83	E	0.21%	4.82	E	0.21%	4.81	E	0.00%
Blackhawk Rd ¹	Diablo Creek Pl	Magee Ranch Rd/ Hidden Oak Dr	EB	3.77	D	0.00%	3.81	D	0.00%	3.78	D	0.00%
			WB	3.41	C	0.00%	3.40	C	0.00%	3.40	C	0.00%

Notes: BLOS = Bicycle Level of Service; EB = Eastbound; WB = Westbound

Bold indicates unacceptable operations.

Underline indicates one LOS letter-grade deterioration from "no Project" to "plus Project" Conditions.

%Diff. represents difference in BLOS Score between "no Project" and "plus Project" Conditions.

¹ Analysis performed prior to installation of bicycle lanes along study segment, however BLOS will not deteriorate with new bicycle facilities.

Table 19: Weekend Peak Hour Segment BLOS – Existing and Existing plus Project Conditions

Roadway	From	To	Direction	Existing Conditions		Existing plus Project Conditions		%Diff.
				BLOS Score	BLOS	BLOS Score	BLOS	
Diablo Rd	McCauley Rd/ Green Valley Rd	Calle Arroyo	EB	3.71	D	3.71	D	0.00%
			WB	3.83	D	3.83	D	0.00%
Diablo Rd	Calle Arroyo	Alameda Diablo	EB	3.31	C	3.31	C	0.00%
			WB	3.23	C	3.24	C	0.31%
Diablo Rd	Alameda Diablo	Avenida Nueva	EB	3.55	D	3.55	D	0.00%
			WB	3.64	D	3.64	D	0.00%
Diablo Rd/ Blackhawk Rd	Avenida Nueva	Diablo Creek Pl	EB	4.62	E	4.62	E	0.00%
			WB	4.77	E	4.77	E	0.00%
Blackhawk Rd ¹	Diablo Creek Pl	Magee Ranch Rd/ Hidden Oak Dr	EB	3.75	D	3.75	D	0.00%
			WB	3.37	C	3.38	C	0.30%

Notes: BLOS = Bicycle Level of Service; EB = Eastbound; WB = Westbound

Bold indicates unacceptable operations.

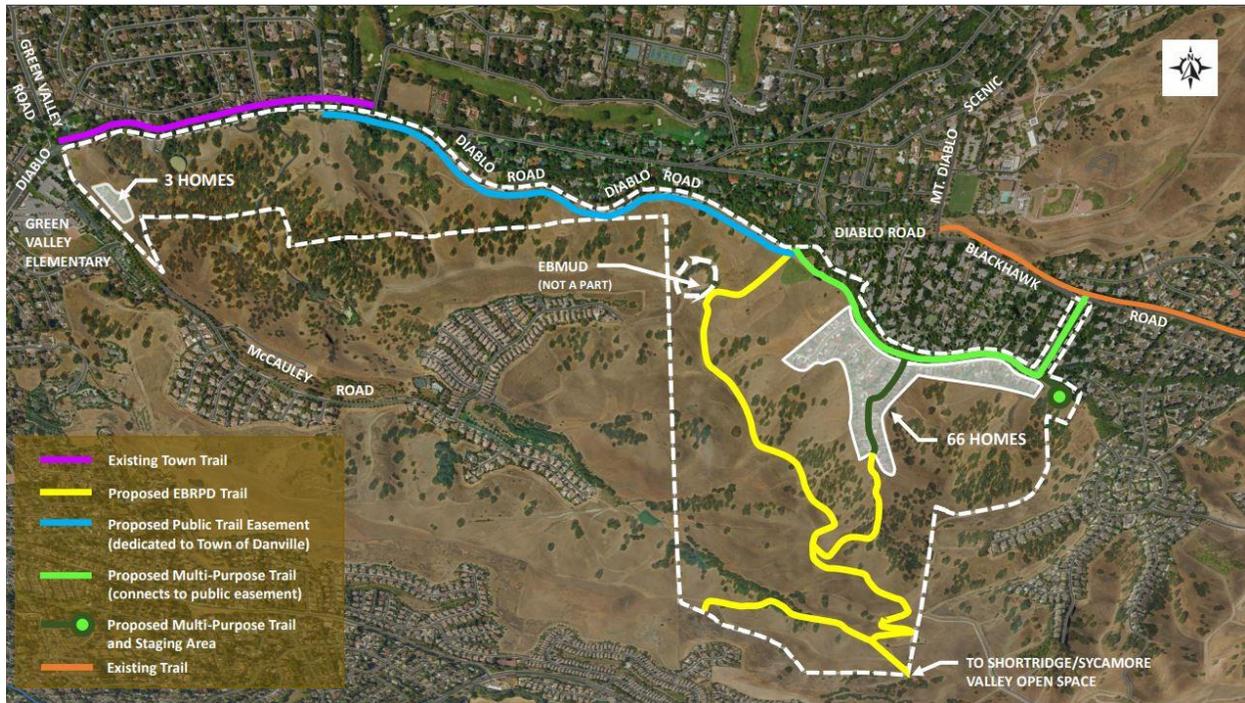
%Diff. represents difference in BLOS Score between "no Project" and "plus Project" Conditions.

¹ Analysis performed prior to installation of bicycle lanes along study segment, however BLOS will not deteriorate with new bicycle facilities.

One of the study segments (Diablo Road/Blackhawk Road - Avenida Nueva to Diablo Creek Place) operates at unacceptable (BLOS "E") under all scenarios. This deficiency is a product of the number of residential driveways that intersect this roadway segment and represents potential points of conflict in the BLOS methodology.

It should be noted that the Project would construct a paved multi-purpose trail that parallels and bypasses this deficient segment, represented as the green trail segment running along the south side of Green Valley Creek, as illustrated in Figure 2 (see also Attachment F – Project Trail Exhibit).

Figure 2: Project Trail Exhibit



Paved Multi-Purpose Trail

As described earlier, the project would build approximately 3,750 linear feet of paved, publicly accessible, multi-purpose trail along the south side of Green Valley Creek through the eastern (main) portion of the proposed project that connects to Blackhawk Road (Figure 2: bright green trail segment). The western leg of this multi-purpose trail would also serve as the project’s Emergency Vehicle Access, terminating at Diablo Road approximately 400 feet west of Avenida Nueva.

At the main project entrance, where the project’s paved multi-purpose trail would terminate, the applicant would be required to construct a crosswalk across Blackhawk Road to connect to an existing paved trail that runs along the north side of Blackhawk Road (Figure 2: orange trail segment).

There are several pedestrian-actuated warning device system options available with various advance markings and signage to clearly warn the motorists of an upcoming pedestrian crossing. As the crossing treatment would be within the jurisdiction of Contra Costa County, the ultimate design and improvement plans will be routed through Contra Costa County for approval. A detailed assessment of crosswalk treatment options would be conducted prior to final design to determine the most appropriate treatment that would serve this specific location.

Public Multi-Purpose Trail Easements

The applicant would also be required to dedicate public trail easements throughout the project site. Some of these would be Pedestrian Access easements dedicated to the East Bay Regional Parks District from Diablo Road to the Sycamore Valley (Figure 2: yellow coded trails).

Another public trail easement would be dedicated to the Town of Danville for a paved multi-purpose trail located along the south side of Diablo Road, extending from a location near the vicinity of Diablo Road/Fairway Drive (Figure 2: blue trail segment) to a location approximately 400 feet west of Avenida Nueva. This public easement would enable the Town to construct a paved multi-purpose trail that connects the existing Diablo Road trail (Barbara Hale trail) (Figure 2: purple trail segment) to the applicant-constructed trail within the subdivision (Figure 2: blue trail segment) and ultimately to the existing trail located along the north side of Blackhawk Road (Figure 2: orange trail segment). Closing this trail gap was envisioned in the first Danville Townwide Trails Master Plan, adopted in 1989.

In anticipation of completing this gap closure project, funds have been collected through the North East Roadway Improvement Association District (NERIAD) and allocated through Measure J (Contra Costa ½-cent Transportation Sales Tax program). In 2018, the Town completed a feasibility study that assessed trail alignment options that would be used in the future to assist with preparation of the ultimate design should the Town be granted the easement.

TRAFFIX

TRAFFIX is a traffic congestion relief program funded by Measure J, the Contra Costa County ½-cent transportation sales tax measure approved by voters in 2004. Now in its tenth year of service, the program provides school bus transportation as a means to reduce traffic congestion throughout the San Ramon Valley. TRAFFIX currently provides service to Monte Vista High School, Los Cerros Middle School and Green Valley Elementary School. It is anticipated that ridership will continue to increase, with the potential addition of a seventh bus to Monte Vista High School based on future demand.

As TRAFFIX would serve students within the future project development, the project applicant has agreed to provide a \$30,000 fund for homeowners within the project development to purchase TRAFFIX bus passes or to use for other school transportation programs.

Public Safety

Concerns have been raised regarding public safety, specifically fire danger and related evacuation routes. This subject was fully addressed in the project's 2013 FEIR, Section 4.11. The evaluation included correspondence with San Ramon Valley Fire Protection District (Fire District) staff, and it concluded that the project would not significantly affect existing response times, require construction or expansion of existing facilities, or otherwise adversely affect the Fire District's abilities to provide fire protection to the surrounding area. As part of the preparation of the current FREIR, Fire District staff as well as the Town's Emergency Services Manager re-affirms the previous conclusion.

The lawsuit filed by SOS-Danville challenging the adequacy of the 2013 FEIR included an allegation that the FEIR did not adequately analyze emergency access and evacuation routes, which are the same allegations that are currently being made. The Superior Court rejected this argument in 2014, finding that the FEIR adequately addressed the issue. SOS-Danville chose not to appeal that issue and may not re-litigate it now.

Hydrology and Water Quality

Additional storm water run-off would be created by the new impervious surfaces which would result from the project. In addition, there are downstream sections of Green Valley Creek which are eroding and currently do not have sufficient capacity to avoid flooding during major storm events. By law, the project is required to not exacerbate these conditions. As a result, the applicant proposes to construct an on-site detention basin which would receive all of the run-off from the development's impervious surfaces, and discharge the water into Green Valley Creek at a rate not to exceed pre-project flow rates. As a result, the project would not worsen downstream drainage impacts.

Tree Removal/Mitigation

Over 300 trees were surveyed within the general area where the development is proposed. There are hundreds of additional trees on the project site that were not surveyed as they have no potential to be impacted by the proposed project. A total of 67 trees are proposed to be removed as part of the project, including 15 trees which are protected trees based on the Town's Tree Preservation Ordinance. Most of the trees to be removed are necessary to accommodate the proposed new access road east of Jillian Way, and to allow for intersection improvements which would require street widening on the south side of Diablo Road at the Diablo Road/McCauley Road/Green Valley Road intersection. The tree removal would be mitigated by the planting of new trees of a size and number equal to the total diameter of Town-protected trees to be removed, and on a 1 to 1 ratio for all other trees.

Architecture/Landscaping

The applicant proposes five different floor plans ranging in size from 3,216 to 4,488 square feet (Attachment I). Plan 1 is single story, and the other four plans are two-story plans. All plans are designed to accommodate a 250-500 +/- square foot attached second dwelling unit "casita" as an option. The architectural plans for the project as approved in 2013 were reviewed by the Town's Design Review Board on four different occasions and were recommended for approval by the Planning Commission and approved by the Town Council; the proposed project conforms to those plans.

The development would include the installation of a significant amount of landscaping throughout the project (Attachment J). Landscaping would be installed along both sides of the proposed new entry drive, as well as the median in the entry drive, and along the creek trail. This landscaping and irrigation would be maintained by the project's Homeowners Association. The developer would also install all front yard landscaping for all of the lots. The landscape plans for the project were reviewed and recommended for approval by the Town's Design Review Board and Planning Commission, and approved by the Town Council; the proposed project substantially conforms to those plans.

GHAD/HOA

The applicant is proposing to form, or annex into, an existing Geologic Hazards Abatement District (GHAD) to provide for the maintenance of geologic and related features associated with this project. A GHAD is an independent agency which serves to provide an ongoing resource for managing geologic hazards within the boundaries of the GHAD. The GHAD would also maintain the storm water detention basin which would be built as part of this project.

A Homeowners Association (HOA) would also be formed as part of the project. The HOA would be responsible for maintaining common landscaping and fences, as well as landscape irrigation.

Scenic and Conservation Easements

The approximately 381-acre portion of the project site that would not be developed, would be required to be dedicated as permanent open space. A scenic easement which would prohibit the development of structures or significant grading, would be dedicated to the Town of Danville. The open space area would be maintained by the project's GHAD. In addition, some or all of the open space would be subject to a conservation easement for the benefit of special-status species, and approximately two miles of trails would be dedicated to the East Bay Regional Parks District for public use.

Inclusionary Housing

Consistent with the Town's Inclusionary Housing Ordinance, 10 percent of the units (seven units) within this project would be required to incorporate second dwelling units. If rented, these second units shall be rented at an affordable rate, as set by the California Department of Housing and Community Development, to be affordable to low income households. All of the proposed floor plans for the project are designed to incorporate an attached 250-500 square foot second dwelling unit.

PUBLIC NOTIFICATION

Public notice of the July 2, 2019 meeting was mailed to property owners within 1,000 feet of the site. A total of 1,154 notices were mailed to surrounding property owners and interested parties. Posting of the meeting agenda serves as notice to the general public.

RECOMMENDATION

Introduce and read by title only Ordinance No. 2019-06, approving Preliminary Development Plan - Rezoning request LEG10-0004, rezoning a 410 acre site from A-4; Agricultural Preserve District, A-2; General Agricultural District, and P-1; Planned Unit Development District to a new P-1; Planned Unit Development District and return for a second reading on July 16, 2019; and certify a Final Revised Environmental Impact Report, adopt Findings and a Statement of Overriding Considerations, Mitigation Measures and a Mitigation Monitoring and Reporting Program, and approve Major Subdivision SD9291, Final Development Plan DEV10-0072, and Tree Removal request TR10-0028 allowing for a 69 unit single family development, subject to the Findings and Conditions of Approval contained within Resolution No. 46-2019.

Prepared by:



David Crompton
Principal Planner

Reviewed by:



Tai J. Williams
Assistant Town Manager

- Attachments: A - Ordinance No. 2019-06
B - Resolution No. 46-2019
 Exhibit 1 - Environmental Impact Report Findings
 Exhibit 2 - Mitigation Monitoring and Reporting Program
C - Public Notification, Notification Map, and Public Notification List
D - Final Revised EIR Master Responses
E - Planning Commission Summary of Actions
F - Project Trail Exhibit
G - Letters Received as of June 27, 2019 at 12:00 noon
H - Vesting Tentative Map Package
I - Architecture Plans
J - Landscape Plans

Final Revised EIR available online: <http://www.danville.ca.gov/DocumentCenter/View/2914/2019-Final-Revised-Environmental-Impact-Report-PDF>

ORDINANCE NO. 2019-06
APPROVING PRELIMINARY DEVELOPMENT PLAN - REZONING
REQUEST LEG10-0004 (MAGEE PRESERVE - DAVIDON HOMES)

The Town Council of the Town of Danville does ordain as follows:

SECTION 1. REZONING

The 410 acre site, located on the south side of Diablo Road and Blackhawk Road extending approximately two miles east from the intersection of Diablo Road/Green Valley Road/McCauley Road, and further identified as APNs: 202-050-071, 073, 078, 079, and 080; 202-100-017, 019, 038, and 040; and 215-040-002, is rezoned from A-4; Agricultural Preserve, A-2; General Agricultural District, and P-1; Planned Unit Development District to a new P-1; Planned Unit Development District (LEG10-0004). Rezoning is based upon approvals granted for Major Subdivision SD9291 (DEV10-0071), Final Development Plan request DEV10-0072, and Tree Removal request TR10-0028 and the findings and conditions of approval contained within Town Council Resolution No. 46-2019. Resolution No. 46-2019 and all attachments thereto, are hereby incorporated by reference.

SECTION 2. ZONING MAP

The zoning map has been amended accordingly.



SECTION 3. PUBLICATION

The City Clerk shall either a) have this ordinance published once within 15 days after adoption in a newspaper of general circulation or b) have a summary of this ordinance published twice in a newspaper of general circulation once five days before its adoption and again within 15 days after adoption.

SECTION 4. EFFECTIVE DATE

This ordinance becomes effective 30 days after its adoption.

The foregoing ordinance was first read and introduced on July 2, 2019, and approved and adopted by the Danville Town Council at a regular meeting on July 16, 2019, by the following vote:

- AYES:**
- NOES:**
- ABSTAINED:**
- ABSENT:**

MAYOR

APPROVED AS TO FORM:

ATTEST:

DocuSigned by:
Robert B. Ewing
895C6C40ADB4BF...

CITY ATTORNEY

CITY CLERK

CLERK'S CERTIFICATE

I, Marie Sunseri, City Clerk of the Town of Danville, hereby certify that the foregoing is a true and accurate copy of Ordinance No. 2019-06 of said Town and that said ordinance was published according to law.

Dated: _____

City Clerk of the
Town of Danville

RESOLUTION NO. 46-2019

**CERTIFYING A FINAL REVISED ENVIRONMENTAL IMPACT REPORT,
ADOPTING FINDINGS AND A STATEMENT OF OVERRIDING
CONSIDERATIONS, MITIGATION MEASURES AND A MITIGATION
MONITORING AND REPORTING PROGRAM, AND APPROVING
MAJOR SUBDIVISION REQUEST, FINAL DEVELOPMENT
PLAN REQUEST AND TREE REMOVAL REQUEST
(MAGEE PRESERVE - DAVIDON HOMES)**

WHEREAS, DAVIDON HOMES (Applicant) and MAGEE INVESTMENT COMPANY & TEARDROP PARTNERS, L.P (Owners) have requested approval of a Preliminary Development Plan - Rezoning request (LEG10-0004), Major Subdivision request (DEV10-0071), Final Development Plan request (DEV10-0072), and Tree Removal request TR10-0028, on a 410 +/- acre site; and

WHEREAS, the site is located on the south side of Diablo Road and Blackhawk Road extending approximately two miles east from the intersection of Diablo Road/Green Valley Road/McCauley Road; and

WHEREAS, the site is also identified as Assessor's Parcel Numbers 202-050-071, 073, 078, 079, and 080; 202-100-017, 019, 038, and 040; and 215-040-002; and

WHEREAS, collectively, these approvals would: 1) rezone the property from A-4; Agricultural Preserve District, A-2; General Agricultural District, and P-1; Planned Unit Development District to P-1; Planned Unit Development District; 2) approve the subdivision of the 410 +/- acre site to create 69 single family residential lots and associated parcels; 3) authorize a minimum of 10% of the lots created to include an Accessory dwelling unit ("casita"); 4) provide for architectural design and landscape details for the development, and; 5) authorize the removal of 15 Town-protected trees (a total of 67 on and off-site trees would be removed as part of the project); and

WHEREAS, the Town of Danville P-1; Planned Unit Development District Ordinance requires approval of a Preliminary Development Plan - Rezoning request prior to approval of a Final Development Plan request; and

WHEREAS, the Town's Subdivision Ordinance requires approval of a tentative map prior to the recordation of the final map; and

WHEREAS, the Danville Tree Preservation Ordinance requires approval of a Tree Removal permit prior to the removal of Town-protected trees; and

WHEREAS, the development applications would authorize a “project” under the California Environmental Quality Act (CEQA) and the Town of Danville determined that preparation of a Revised Environmental Impact Report (REIR) for the project would be required; and

WHEREAS, a substantially similar development application and a Final Environmental Impact Report were approved by the Danville Town Council in July, 2013; and

WHEREAS, a lawsuit was filed to challenge the project approvals, alleging that the project’s 2013 Final EIR inadequately addressed impacts to traffic, bicycle safety, pedestrian safety, California red-legged frog, emergency access, safe evacuation, flooding, erosion, and siltation. The lawsuit further alleged that the EIR failed to adequately respond to public comments, failed to consider project alternatives that would have eliminated traffic impacts, and should have been recirculated for public comment. Finally, the lawsuit alleged that the project was inconsistent with the Town’s General Plan and with other land use restrictions; and

WHEREAS, the Court of Appeal rejected all allegations except the claim that the EIR did not adequately address impacts to bicycle safety. As to bicycle safety, further CEQA analysis was required before the Town considers approval of the proposed project; and

WHEREAS, on April 19, 2016, the Town Council adopted Resolution No. 39-2016 setting aside and rescinding certification of the EIR and project approval; and

WHEREAS, in February 2017, Davidon Homes became the project applicant; and

WHEREAS, the Town of Danville prepared and circulated a Notice of Preparation (NOP) on August 31, 2017 for a 30-day review period ending on October 2, 2017, soliciting guidance from the public and interested agencies on the scope and content of the EIR; and

WHEREAS, the NOP was sent to the California State Clearinghouse under Clearinghouse Number 2010112042; and

WHEREAS, the Town of Danville subsequently completed a Draft Revised EIR in accordance with CEQA; and

WHEREAS, on August 31, 2018, the Draft Revised EIR was released by the Town of Danville to the public and interested agencies for a 45-day public review period; and

WHEREAS, the public review period ended on October 15, 2018; and

WHEREAS, public comment on the Draft Revised EIR was received by the Planning Commission at the September 25, 2018 hearing; and

WHEREAS, the Town of Danville prepared a Final Revised EIR and released it to the public and interested agencies on May 16, 2019; and

WHEREAS, on May 28, 2019, the Planning Commission held a public hearing on the Final Revised EIR and Project; and

WHEREAS, a staff report was submitted recommending that the Danville Planning Commission recommend the Town Council certify the Final Revised EIR, approve a Statement of Overriding Considerations, adopt mitigation measures and a Mitigation Monitoring and Reporting Program and approve the development applications; and

WHEREAS, at that meeting, the Planning Commission approved Resolution No. 2019-05 recommending the Town Council certify the Final Revised EIR, approve a Statement of Overriding Considerations, adopt mitigation measures and a Mitigation Monitoring and Reporting Program, and approve the development applications; and

WHEREAS, on July 2, 2019, the Town Council held a public hearing on the Final Revised EIR and Project; and

WHEREAS, a staff report was submitted recommending that the Town Council certify the Final Revised EIR, approve a Statement of Overriding Considerations, adopt mitigation measures and a Mitigation Monitoring and Reporting Program and approve the development applications; and

WHEREAS, after the conclusion of the public hearings on the Final Revised EIR and Project, the Town Council determined that the Revised Final EIR has been prepared in compliance with CEQA; and

WHEREAS, the Town Council reviewed and considered the information contained in the Final Revised EIR and the testimony presented at the public hearings prior to making a recommendation on the Project; and

WHEREAS, the Town Council finds that the Final Revised EIR reflects the Town's independent judgment and analysis; and

WHEREAS, the Town Council finds that all feasible mitigation measures were considered and recommended for adoption, and to the extent a measure or alternative was not feasible, that there are specific economic, legal, social, technological, and other considerations explaining why a measure or alternative was not feasible to reduce those impacts to a less than significant level; and

WHEREAS, prior to taking action, the Town Council declares that it has heard and been presented with, reviewed, and considered all of the information and data in the

administrative record, including the Final Revised EIR and other documentation relating to the Project; and

WHEREAS, the Planning Commission also recommended approval of a Statement of Overriding Considerations which evaluates the benefits of the Project against its significant and potentially unavoidable traffic congestion impacts; and

WHEREAS, the required CEQA Findings and Statement of Overriding Considerations are attached to this Resolution as Exhibit 1 and the required Mitigation Monitoring and Reporting Program is attached this Resolution as Exhibit 2; now, therefore, be it

RESOLVED that the Danville Town Council makes the following findings:

Section 1. The Town Council finds that the Final Revised EIR has been prepared in compliance with CEQA, and reflects the independent judgment and analysis of the Town of Danville.

Section 2. The Town Council declares that it has made a reasonable and good faith effort to eliminate or substantially mitigate, through adoption of all feasible mitigation measures, all potentially significant impacts that may result from the Project.

Section 3. The Town Council concurs with the CEQA Findings and Statement of Overriding Considerations in Exhibit 1 to this Resolution and incorporated herein by this reference and finds, that if an environmental impact remains significant and unavoidable, the benefits of the Project outweigh any potential significant and unavoidable environmental impact. The Town Council also herein incorporates the project's Mitigation Monitoring and Reporting Program attached as Exhibit 2 to this Resolution. The Town Council also concurs that there are no additional feasible alternatives or mitigation measures within its powers that would substantially lessen or avoid any significant and unavoidable impacts that may result from the Project.

Section 4. The Town Council certified the Final Revised EIR,

Section 5. The Town Council authorizes a Notice of Determination be filed within five working days of approval of the Project.

And, be it further

RESOLVED, that the Danville Town Council approve Preliminary Development Plan – Rezoning request (LEG10-0004), Major Subdivision request (SD9291 & DEV10-0071), Final Development Plan request (DEV10-0072), and Tree Removal request (TR10-0028) per the conditions contained herein, and makes the following findings in support of these actions:

FINDINGS

PRELIMINARY DEVELOPMENT PLAN - REZONING

1. The rezoning of the site to P-1; Planned Unit Development District is consistent with the Town of Danville 2030 General Plan. The General Plan contains policies that encourage clustering of development on flatter portions of properties to preserve open space and natural features. 2030 General Plan Policies 1.07, 2.05, and 21.02 contain such provisions, with Policies 1.07 and 21.02 specifically identifying PUD or P-1 zoning as implementation measures. In addition, Municipal Code Section 32-63.1b provides that the P-1; Planned Unit Development District is intended to be used for properties identified as Special Concern Areas in the General Plan: the subject property is identified as a special concern area.

2. The project site is identified as a Special Concern Area in the General Plan. The text for the Special Concern Area of the Magee Ranch property (on pages 3-49 and 3-50 of the 2030 General Plan) includes the following relevant direction:
 - The Plan describes Diablo Road in this area as retaining “the character of a country road. The Town strongly supports retention of this character and protection of the views and vistas from the road.”
 - “[P]roposals which transfer the allowable number of homes to the least sensitive and obtrusive parts of the site are encouraged.”
 - “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.

P-1 zoning is the only zoning designation that permits this clustering of potential development, without creation of 5-acre “ranchettes,” which the Special Concern Area language specifically discourages on the property. With clustering, the new residences would not be visible to motorists on Diablo Road. Approximately 381 acres of the project site would be set aside as permanent open space and two miles of trails would be dedicated to create connections to the Sycamore Valley Open Space.

3. The Town further finds that the rezoning for residential development is within the maximum permitted density under the existing General Plan land use designations on the property, which include Single Family-Low Density, Rural Residential, Agricultural and General Open Space.
4. The uses authorized or proposed in the land use district are compatible within the district and to uses authorized in adjacent districts. The proposed infill housing is an efficient development pattern consistent with surrounding residential subdivisions and will add to existing infrastructure that services the adjacent single family residential uses.

FINAL DEVELOPMENT PLAN - MAJOR SUBDIVISION

1. The proposed subdivision is in substantial conformance with the goals and policies of the 2010 General Plan, including the requirements of Measure S. The Town's 2030 General Plan recognizes the site as an important site that merits specific direction for its development. As such, the site is designated as one of 11 Special Concern Areas within the General Plan. The Special Concern Area language includes the following provisions, which are addressed through the proposed project:
 - The Plan describes Diablo Road in this area as retaining "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 project residences would be clustered at the lowest, flattest areas of the project site, where they would not be visible to motorists on Diablo Road.
 - The Plan provides that "[P]roposals which transfer the allowable number of homes to the least sensitive and obtrusive parts of the site are encouraged." The clustering of homes would comply with this directive.
 - The Plan provides that "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.” The project, through the use of P-1 zoning to cluster the permitted development, would avoid creation of “ranchette” sites, would limit grading and road construction and substantially preserve the visual quality of the area. The clustering of the project would also permanently preserve 381 acres, or approximately 93% of the site as open space, which would include trail connections to the Sycamore Valley Open Space, provision of easements necessary to create a bicycle/pedestrian trail parallel to Diablo Road, and preservation of wildlife corridors through the site.

2. The design of the proposed subdivision is in conformance with the P-1; Planned Unit Development District since the subject P-1; Planned Unit Development District is customized to the subject Development Plan. The P-1; Planned Unit Development District is an appropriate zoning designation for infill projects and lands designated as Special Concern Areas in the General Plan. Additional detailed findings regarding P-1 zoning consistency can be found under Preliminary Development Plan – Rezoning above.
3. The design of the subdivision and the type of associated improvements will not likely cause serious public health problems, because water and sanitary facilities services will be available to the new parcels.
4. The site of the subdivision is physically suitable for the proposed density of development. The proposed development of 69 lots on the 410 +/- acre site falls within the allowable maximum density range of up to 78 units, consistent with the site’s Danville 2030 General Plan land use designations of Residential – Single Family – Low Density, Rural Residential, Agricultural and General Open Space.

With respect to density on the portions of the site designated as “Agricultural” in the 2030 General Plan, the General Plan provides the following:

“Because properties with this designation are bound by Williamson Act contract to remain in agricultural uses, 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 the contract expiration.”

The portions of the site designated as Agricultural are no longer bound by Williamson Act contract. In such situations, the Town’s practice (and that of Contra Costa County, prior to the Town's incorporation in 1982) was to zone lands to A-4 (20 acre minimum) upon execution of a Williamson Act contract,

regardless of the size or prior zoning of the property. The purpose of this A-4 zoning designation is to show that the property is under a Williamson Act contract. For example, the Town rezoned the "Borel" property (APN 218-090-031) from P-1 to A-4 upon execution of a Williamson Act contract, despite the entire parcel being only 17 acres. Under the A-4 zoning designation one home per 20 acres is allowed.

Upon expiration of a Williamson Act contract, the General Plan dictates that the Town apply the "underlying" zoning, which has been the zoning in effect prior to entering into the contract. This reflects the intent to place the property in the position it held prior to entering into the contract, neither increasing nor decreasing the property's development potential. This practice was previously applied by the Town with respect to Assessors Parcels 202-100-017, -018, and -019 on the subject property. In February 1986, the Town approved a Williamson Act contract for these parcels and at the same time adopted an ordinance rezoning them from A-2 to A-4. In March 1988, after discovery that the contract had never been properly executed, the property owner requested, and the Town approved, an ordinance rezoning the property back to the prior designation of A-2.

The property owner in this case did not apply to rezone the property after the Williamson Act contract expired. However, in determining potential density for purposes of this application, the Town used the underlying zoning of A-2 (with the corresponding maximum development density of one unit per five acres) as provided for in the General Plan and consistent with prior applications, including the Elworthy Ranch project approved by the Town in 2008 under the approval granted for Preliminary Development Plan - Rezoning request PUD 2005-02.

5. The design of the proposed subdivision and improvements are not likely to cause substantial environmental damage or subsequently injure fish or wildlife or their habitat. The Revised Environmental Impact Report prepared for the project found that, with implementation of recommended mitigation measures, the project would have no significant negative impacts on the wildlife on site, including California Red Legged Frogs, wetlands, trees and plant life.
6. The design of the proposed subdivision and proposed improvements will not conflict with easements, acquired by the public at large, for access through or use of property within the proposed subdivision. There are currently no existing public easements for access through or use of the subdivision. Through project conditions of approval, the subdivision will offer new easements for public access.

7. The project will not cause on-site flooding or add to existing downstream flooding as detailed in the Hydraulic Report prepared for the project by ENGEO, Inc. and as concurred with by the Contra Costa County Flood Control and Water Conservation District.

TREE REMOVAL PERMIT

The project as proposed would preserve 272 trees out of the 321 surveyed trees and many other trees located throughout the site, and remove 49 trees. Of the 49 trees to be removed, seven are designated as protected trees under the Town's Tree Preservation Ordinance. In addition, to construct roadway improvements at and near the intersection of Diablo Road/Green Valley Road/McCauley Road, the project would remove 18 trees, including eight protected trees.

The findings below address only the 15 trees designated as protected under the Town's Tree Preservation Ordinance. The EIR for the project analyzes the potential environmental impacts of removing all trees, whether or not they are designated as protected.

1. Necessity. The primary reason for removal of the 67 trees, including 15 Town-protected trees, is that preservation of those trees would be inconsistent with the proposed residential development of the property, including the creation of a new roadway to access the main project area, including a new creek crossing, to be located east of Jillian Way, and the widening of the Diablo Road/Green Valley Road/McCauley Road intersection to the south to improve the function of that intersection.
2. Erosion/surface water flow. Removal of the 15 Town-protected trees and 67 total trees would not cause significant soil erosion or cause a significant diversion or increase in the flow of surface water.
3. Visual effects. With respect to other trees in the area, the project site contains a significant number of additional trees, including Town-protected Oak trees, that would not be removed for the project. In addition, the project proponent will be required to replace all Town-protected trees to be removed with approved species "of a cumulative number and diameter necessary to equal the diameter of the tree(s) which are approved for removal" in accordance with the Town's Tree Preservation Ordinance. Tree replacement will be conducted in accordance with the Town's requirements, including planting a mixture of small and large box trees to meet the cumulative diameter number of the removed trees. The project proponent will also be required to replace all non-ordinance-size trees (i.e., trees less than 10 inches in diameter for single-trunk trees or less than 20 inches in diameter for multi-trunk trees) at a replacement-to-removal ratio of 1:1.

Removal of the 67 trees, including 15 Town-protected trees, would not significantly affect off-site shade or adversely affect privacy between properties due to the site's topography, the other trees that would remain, and the locations of the trees in relation to other properties.

CONDITIONS OF APPROVAL

Conditions of approval with an asterisk (*) in the left-hand column are standard project conditions of approval.

Conditions of approval typed in *italicized text* are mitigation measures derived from the Environmental Impact Report prepared for the project.

Unless otherwise specified, the following conditions shall be complied with prior to recordation of the final map for the project or the issuance of grading permits or building permits (as determined appropriate by the Planning Division). Each item is subject to review and approval by the Planning Division unless otherwise specified.

A. **GENERAL**

1. This approval is for Preliminary Development Plan - Rezoning request (LEG10-0004), Major Subdivision request (DEV10-0071), Final Development Plan request (DEV10-0072), and Tree Removal request TR10-0028 which would collectively serve to: 1) rezone the property from A-4; Agricultural Preserve District, A-2; General Agricultural District, and P-1; Planned Unit Development District to P-1; Planned Unit Development District; 2) approve the subdivision of the 410 +/- acre site to create 69 single family residential lots and associated parcels; 3) authorize 10% of the lots created to include a accessory dwelling unit ("casita"); 4) provide for architectural design and landscape details for the development, and; 5) authorize the removal of 15 Town-protected trees (a total of 67 trees would be removed as part of the project); and

Development shall be substantially as shown on the project drawings as follows, except as may be modified by conditions contained herein;

- a. Planned Unit Development Site Summary Sheet labeled "Subdivision 9291 - Magee Preserve," as prepared by Ruggeri-Jensen-Azar, consisting of one sheet, dated July 24, 2017.
- b. Vesting Tentative Map labeled "Subdivision 9291 - Magee Preserve," including Site Plans, Grading Plans, Utility Plans, and

Storm Water Treatment Plans, as prepared by Ruggeri-Jensen-Azar, consisting of 13 sheets, dated January 22, 2019.

- c. Architectural Plans labeled "Magee Preserve," consisting of floor plans, elevations, roof plans, and details as prepared by Dahlin Group Architecture and Planning consisting of 39 sheets and dated January 16, 2018.
- d. Conceptual Landscape Site Plan labeled "Magee Preserve," as prepared by Ripley Landscape Architecture Land Planning, consisting of six sheets, dated November 6, 2017.
- e. Environmental Impact Report dated November, 2013, as prepared by Denise Duffy and Associates, Draft Revised Environmental Impact Report as prepared by Denise Duffy & Associates dated August, 2018, and Final Revised Environmental Impact Report as prepared by Denise Duffy & Associates dated May 2019.
- f. Preliminary Stormwater Management Plan as prepared by Ruggeri-Jensen-Azar, dated April 19, 2013.

- * 2. All Town and other related fees that the property may be subject to shall be paid by the applicant. These fees shall be based on the current fee schedule in effect at the time the relevant permits are secured, and shall be paid as listed below:

The following fees are due at final map approval for the above-mentioned project:

- a. Map Check Fee (71 parcels)\$ 7,130.00
- b. Improvement Plan Check Fee3% of cost estimate
- c. Engineering Inspection Fee5% of cost estimate
- d. Grading Plan Check, Permit & InspectionTBD
- e. Base Map Revision Fee (71 parcels).....\$ 6,674.00
- f. Excavation Mitigation Fee (Green Valley) ...\$ 87,950.00

The following fees are due at building permit issuance for the above-mentioned project:

- a. Child Care Facilities Fee..... \$ 335/lot
- b. Storm Water Pollution Program Fee \$ 56/lot
- c. Finish Grading Inspection Fee \$ 84/lot

- d. SCC Regional Fee \$ 1,404/lot
 - e. Residential TIP Fee \$ 2,000/lot
 - f. Tri-Valley Transportation Fee \$4,457.63/lot
3. Prior to the recordation of the final map, the applicant shall reimburse the Town for notifying surrounding residents of the public hearing. The fee shall be \$4,985.00 (\$105 + 1,176 notices X \$0.83 per notice X 5 mailings).
4. Prior to any grading or other construction activities, the applicant shall develop a construction mitigation plan in close coordination with the Town of Danville staff to assure that construction activities are scheduled to minimize noise disturbance. The following conditions shall be incorporated into the building contractor specifications:
- a. Muffle and maintain all equipment used on site. All internal combustion engine driven equipment shall be fitted with mufflers, which are in good condition. Good mufflers shall result in non-impact tools generating a maximum noise level of 80 dB when measured at a distance of 50 feet.
 - b. Utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
 - c. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
 - d. Prohibit unnecessary idling of internal combustion engines.
 - e. Prohibit audible construction workers’ radios on adjoining properties.
 - f. Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday.
 - g. Do not allow machinery to be cleaned or serviced past 6:00 p.m. or prior to 7:00 a.m. Monday through Friday.
 - h. Limit the allowable hours for the delivery of materials or equipment to the site and truck traffic coming to and from the site

for any purpose to Monday through Friday between 7:00 a.m. and 6:00 p.m.

- i. Do not allow any outdoor construction or construction-related activities at the project site on weekends and holidays. Indoor construction activities may be allowed based on review/approval of the Town.
 - j. Allowable construction hours shall be posted clearly on a sign at each construction site.
 - k. Designate a Disturbance Coordinator for each of the clustered development sites for the duration of the Phase 1 (site work) and for each home site during the Phase 2 (home building) construction. Because each home would be constructed individually and would have its own building permit, a Disturbance Coordinator should be designated during the construction of each home. The requirement for a Disturbance Coordinator for each home site should be incorporated in the CCRs of the development, such that responsibility of the Property Owners' Association and/or home builder to designate this Disturbance Coordinator for each lot for the duration of construction until full site buildout. The Disturbance Coordinator shall conduct the following: receive and act on complaints about construction disturbances during infrastructure installation, landslide repair, road building, residential construction, and other construction activities; determine the cause(s) and implement remedial measures as necessary to alleviate significant problems; clearly post his/her name and phone number(s) on a sign at each clustered development and home building site; and, notify area residents of construction activities, schedules, and impacts.
- * 5. Prior to the issuance of grading or building permits, the applicant shall submit written documentation that all requirements of the San Ramon Valley Fire Protection District and the San Ramon Valley Unified School District have been, or will be, met to the satisfaction of these respective agencies.
- * 6. The applicant shall submit to the Town of Danville fees required to file a Notice of Determination for this project as required by AB 3185. The fee shall be \$2,995.50. In addition, the applicant shall pay a \$50.00 administrative fee. Both checks shall be made payable to the Contra Costa

County Clerk and shall be submitted to the Town within five days of project approval.

7. *If during the course of project construction, archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 20 feet of the find until a qualified professional archaeologist can evaluate it. Work shall not recommence until the project archaeologist has submitted documentation to the Town indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.*
8. *Pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, no further excavation or disturbance shall be conducted on the site or any nearby area reasonably suspected to overlie adjacent remains. The Contra Costa County Coroner shall be notified and make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-enter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.*
9. *If during the course of project construction, paleontological resources are accidentally discovered during construction, work shall be halted within 20 feet of the find until a qualified professional paleontologist can evaluate it. Work shall not recommence until the project paleontologist has submitted documentation to the Town indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.*
- * 10. Prior to any construction work on the site, including grading, the applicant shall install a minimum 3'x3' sign at the project entry which specifies the allowable construction work days and hours, and lists the name and contact person for the overall project manager and all contractors and sub-contractors working on the job.
- * 11. The applicant shall provide security fencing as determined necessary and, to the satisfaction of the City Engineer and/or the Chief Building Official, around the construction site during construction of the project.

- * 12. If the applicant intends to construct the project in phases, then the first submittal for building permits shall be accompanied by an overall phasing plan. This plan shall address: off-site improvements to be installed in conjunction with each phase; erosion control for undeveloped portions of the site; timing of delivery of emergency vehicle access connections; and phasing of project grading. No structure shall be occupied until construction activity in the adjoining area is complete and the area is safe, accessible, provided with all reasonably expected services and amenities, and appropriately separated from remaining additional construction activity. The phasing plan shall be subject to the review and approval of the City Engineer and Chief of Planning.

- * 13. The applicant shall submit a written Compliance Report, signed by the applicant, detailing how the conditions of approval for this project have been complied with as part of the initial submittal for the final map, plan check, and/or building permit review process (whichever occurs first). This report shall list each condition of approval followed by a description of what the applicant has provided as evidence of compliance with that condition. The report is subject to review and approval by the City Engineer and/or Chief of Planning and/or Chief Building Official, and may be rejected by the Town if it is not comprehensive with respect to the applicable conditions of approval.

- * 14. Planning Division sign-off is required prior to final Building Inspection sign-off.

- 15. Although the project would not exceed the BAAQMD significance thresholds, the project shall be subject to the following BAAQMD Best Management Practices:
 - a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.
 - b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
 - c. All visible mud and dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

- d. All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
 - e. All roads, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
 - f. A publicly visible sign shall be posted with the telephone number of the person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
 - g. All off-road construction equipment shall have at least Tier 2 engines with Level 3 verified retrofits for diesel emissions.
16. *The applicant shall pay a school impact fee pursuant to the criteria set forth within California Government Code Section 65995. Prior to the issuance of building permits, the applicant shall pay required school mitigation fees, subject to the review and approval of the Town of Danville and San Ramon Valley Unified School District. The fees set forth in Government Code Section 65996 constitute the exclusive means of both "considering" and "mitigating" school facilities impacts of projects [Government Code Section 65996(a)]. They are "deemed to provide full and complete school facilities mitigation" [Government Code Section 65996(b)].*
17. Prior to the issuance of grading permits, the applicant shall retain a specialist to assess rodent control impacts anticipated to be associated with grading activity and installation of subdivision improvements. As deemed necessary, following the Planning Division's review of the specialist's assessment, the applicant shall develop and implement a rodent control plan to reduce impacts to surrounding properties to the extent reasonably possible for the time periods of heavy construction activity. The report shall include a schedule for regular rodent inspections and mitigation in conjunction with the developer and the Town based on the development schedule for the project. This report shall be subject to review and approval by the Planning Division.
18. The applicant shall be responsible for washing the exterior of abutting residences, and cleaning pools, patios, etc. at the completion of mass grading activities. The residences to receive cleaning, the extent of the cleaning efforts to be performed and the timing (and frequency) of such cleaning shall be subject to review and approval by the Planning Division.

- 19. *In order to minimize potential human health hazards associated with the historical use of hazardous materials on portions of the project site, the project proponent shall retain a trained professional to prepare a Site Management Plan to maintain the safety of construction workers and assure proper management of any contaminated soils on the site in accordance with federal, state and local regulatory requirements. This plan shall be subject to review and approval by Contra Costa County Health Services, and evidence of approval provided to the Town of Danville, prior to the issuance of any grading permit, demonstrating that all necessary remedial actions have been completed pursuant to the approved Site Management Plan. At a minimum, the Site Management Plan shall include 1) the collection and chemical analysis of soil samples from the former UST location and 2) excavation and soils characterization to confirm that sufficient soils removal has occurred for OCPs and elevated 4, 4-DDE at location SB-3, and 3) proper removal and disposal of all hazardous materials on the site, including contaminated soils, chemical containers observed in the storage shed, and herbicides spray bottles at an approved disposal facility.*

B. SITE PLANNING

- 1. *All buildings shall be designed so that reflective surfaces are limited, and exterior lighting is down-lit and illuminates the intended area only. Building applications for new structures shall include an exterior lighting plan subject to approval by the Town of Danville that includes the following requirements: 1) exterior lighting shall be directional; 2) the source of directional lighting shall not be directly visible; and 3) vegetative screening shall be installed, where appropriate.*
- * 2. The location of any pad mounted electrical transformers shall be subject to review and approval by the Planning Division prior to installation. To the extent feasible, such transformers shall not be located between any street and the front of any building.
- * 3. Any on-site wells and septic systems shall be destroyed in accordance with Contra Costa County Health Services Department - Environmental Health Division regulations. Environmental Health Division permit and inspections for this work shall be obtained. Wells used for irrigation or cattle may be retained subject to approval of the Contra Costa County Health Services Department - Environmental Health Division.
- 4. Zoning standards and land uses for the development shall be as follows:

Primary Frontyard Setbacks:	20' Minimum
Secondary Front Yard Setbacks:	15' Minimum

Rearyard Setbacks:	20' Minimum
Sideyard Setbacks:	5' Minimum
Aggregate Sideyard Setback:	15' Minimum

All other development standards, allowed uses and conditional uses shall be as listed under the Town's R-10; Single Family Residential District Ordinance.

5. As part of the subject P-1; Planned Unit Development District, the remaining approximately 381 acre undeveloped portion of the site shall be preserved as permanent open space, and shall be designated as such on the final map for the project. In addition, the applicant shall dedicate to the Town of Danville a Scenic Easement covering the undeveloped portions of the project site. The scenic easement shall preclude any future development on the portions of the project site not approved for development as part of this project. The public trail easement area to be located along Diablo Road shall be excluded from the scenic easement.

6. In conformance with the *Townwide Trails Master Plan* dated January 1989 and the Town's adopted *Parks, Recreation, and Arts Strategic Plan* dated July, 2017, the applicant shall dedicate a public trail easement to the Town covering the trail from the main entry at Blackhawk Road near Jillian Way, south along Street "A", west along the north side of Street "B" (south side of Green Valley Creek), then northwest over the proposed emergency vehicle access (EVA) roadway, and finally west over the existing agricultural/fire trail along the south side of Diablo Road. The easement shall terminate at the point west of the Diablo Road and Alameda Diablo intersection. The easement shall be a floating easement covering the entirety of the affected parcels, as determined appropriate by the Town. Excess easement areas will be relinquished by the Town after completion of the trail.

7. The applicant shall construct a public trail from Blackhawk Road near Street "A" to a point where the EVA connects to Diablo Road, as part of the subdivision improvements. The trail design standard shall be that of a "Paved Trail" as described in the *Townwide Trails Master Plan* dated January 1989 and the Town's adopted *Parks, Recreation, and Arts Strategic Plan* dated July, 2017. The trail shall be separate and distinct from any internal sidewalks within the subdivision. Signage, trash/recycling receptacles, doggy-bag dispensers, entry gates, and benches shall be provided as required by the Town according to current design standards. Maintenance of the trail improvements shall be provided by the project

Homeowner's Association and/or the GHAD. The Town will have the responsibility for the future construction of the extension of the public trail from the EVA west along the south side of Diablo Road, as part of a future Capital Improvement Project. The exact design/alignment of the trail and construction timing will be determined by the Town at a future date.

8. The applicant shall dedicate a pedestrian access easement to the East Bay Regional Park District (EBRPD) which links Diablo Road with Sycamore Valley to the south. The easement shall be a minimum width of 25' wide and shall generally follow the existing fire trails as shown on plans referenced under condition of approval A.1.a. above. The exact alignment of the trail shall be subject to review and approval by the Town and the EBRPD prior to recordation of the final map.
9. The existing Green Valley Creek culverts along the developments frontage with Diablo Road require the following improvement measures to assure a properly functioning drainage course:
 - a. At Clydesdale Drive there exists a double 10'-wide by 6'-high reinforced concrete box culvert. The applicant shall remove the ranch-constructed cattle gate (corrugated sheet metal) that currently obstructs flows through one of the two adjacent culverts.
 - b. At Alameda Diablo there exists a 12'-diameter corrugated steel structural plate culvert. The applicant shall pay \$100,000 toward the future repair of this facility.
 - c. At the creek crossing located approximately 150 yards west of Avenida Nueva there exists a 12'-wide by 10'-high reinforced concrete box culvert. The applicant shall remove the ranch-constructed cattle gate (corrugated sheet metal) that currently obstructs flows.

The above stated improvements shall be performed to the satisfaction of the Engineering Division and shall be done prior to acceptance of the subdivision improvements.

10. The developer shall provide a gravel parking area to accommodate motor vehicles in the area on the east side of the project's main entry drive, south of the bridge. The developer shall complete additional study of this area with the intent on providing up to eight parking spaces. The final design

of this area shall be subject to review and approval by the Town's Design Review Board prior to recordation of the final map.

C. LANDSCAPING

- * 1. Final landscape and irrigation plans shall be submitted for review and approval by the Planning Division and the Design Review Board. The plan shall include common names of all plant materials and shall indicate the size that various plant materials will achieve within a five-year period of time.
- * 2. All plant material shall be served by an automatic underground irrigation system and maintained in a healthy growing condition.
- * 3. All trees shall be a minimum of 15-gallon container size. All trees shall be properly staked. All remaining shrubs used in the project, which are not used as ground cover, shall be a minimum of five gallons in size. A minimum of 25% of the true shrubs planted in the project shall be 10 or 15-gallon container size shrubs.
- * 4. All landscaped areas not covered by shrubs and trees shall be planted with live ground cover or covered with mulch. All proposed ground cover shall be placed so that it fills in within two years.
- * 5. If site construction activity occurs in the direct vicinity of the on-site and off-site protected trees which are not approved for removal, a security deposit in the amount of the assessed value of the tree(s) (calculated pursuant to the Town's Tree Protection Ordinance) shall be posted with the Town prior to the issuance of a grading permit to maximize the probability that the affected trees will be retained in good health. The applicant shall be required to secure an appraisal of the condition and value of all such potentially affected trees. The appraisal shall be done in accordance with the current edition of the "Guide for Establishing Values of Trees and Other Plants," by the Council of Tree and Landscape Appraisers under the auspices of the International Society of Arboriculture. The appraisal shall be performed by a Certified Arborist, and shall be subject to review and approval by the Chief of Planning. A tree preservation agreement shall be prepared and shall be submitted for review and approval by the Planning Division that outlines the intended and allowed use of funds posted as a tree preservation security deposit. That portion of the security deposit still held by the Town two full growing seasons after project completion shall be returned upon

verification that the trees covered by the deposit are as healthy as can be provided for under the terms of the approved tree preservation agreement.

- * 6. A minimum of two street trees per lot (three for corner lots) shall be incorporated into the final landscape and irrigation plan for the project.
- 7. The proposed open wire fencing shall include a rigid and durable top bar to prevent the fence from sagging. All applicant-installed fencing shall be subject to review and approval by the Planning Division and the Design Review Board as part of a Final Fencing Location, Design and Construction Details submittal.
- 8. The project's homeowner's association shall be responsible for the maintenance of all landscaping within the public right-of-way along Blackhawk Road at the main project entry.
- 9. The project's stormwater detention facility shall be fenced and gated to prevent public access into it. The fence design shall be subject to review and approval by the Town's Design Review Board prior to recordation of the final map.

D. ARCHITECTURE

- 1. Final architectural elevations, details and revisions shall be submitted for review and approval by the Design Review Board prior to issuance of building permits for the project. Six full size sets of construction drawings for the project shall be submitted to the Planning Division for design review concurrent or prior to, the applicant initiating the Building Division plan check process.
- 2. All ducts, meters, air conditioning and/or any other mechanical equipment whether on the structure or on the ground shall be effectively screened from view with landscaping or materials architecturally compatible with the main structures.
- * 3. The street numbers for each building in the project shall be posted so as to be easily seen from the street at all times, day and night by emergency service personnel. If the street numbers are under four inches in height, they shall be illuminated consistent with the Uniform Building Code.

- * 4. Samples of final materials and the proposed color palette shall be submitted for review and approval by the Design Review Board prior to the issuance of building permits for the project.
- 5. If project entry signage for the development is desired, a Sign Review permit shall be submitted to the Town for consideration under a separate application.
- * 6. The location, design and number of gang mailbox structures serving the project shall be subject to review and approval by the Design Review Board and the local Postmaster.
- 7. The development of Lots 1, 67, 68, and 69 of this subdivision shall be limited to single story homes only.

E. BIOLOGICAL

- 1. *The project proponent shall implement the following measures during construction activities in or along East Branch Green Valley Creek to avoid take of individual CRLF:*
 - a. *Prior to the start of construction, the project proponent shall retain a qualified biologist to train all construction personnel regarding habitat sensitivity, identification of special status species, and required practices.*
 - b. *Prior to the start of construction, the project proponent shall retain a qualified biologist to conduct pre-construction surveys to ensure that CRLF are absent from the construction area. If CRLF are present, a qualified biologist possessing all necessary permits shall relocate them or they shall be allowed to move out of the construction area on their own.*
 - c. *Immediately following the pre-construction surveys and a determination that CRLF are not present in the construction zone, the construction zone shall be cleared and silt fencing erected and maintained around construction zones to prevent CRLF from moving into these areas.*
 - d. *The project proponent shall retain a qualified biological monitor to be present onsite during times of construction within the riparian habitat of East Branch Green Valley Creek to ensure no CRLF are harmed, injured, or killed during project buildout.*
- 2. *The project would impact approximately 0.3 acres of moderate-quality riparian habitat resulting from construction of the vehicular bridges across East Branch Green Valley Creek. The project shall replace the lost value of this impact by*

restoring the impacted riparian habitat at a minimum 1:1 replacement-to-loss ratio. (Final mitigation amounts will be based on actual impacts to be determined during the design phase.) This shall be accomplished by restoring riparian habitat at the four following locations:

- a. The existing wet crossing and asphalt near the panhandle (i.e., where the new bridge is to be constructed) shall be removed. The silt and sediment buildup behind and adjacent to the wet crossing and asphalt shall also be removed and the creek bed shall be lowered to restore the natural flow of this portion of the creek.*
 - b. The existing crossing from San Andreas Drive shall be removed and the creek restored in this area.*
 - c. The two existing cattle grates on Magee West near the existing culverts shall be removed. One of these is causing sediment build up and adversely impacting the creek. The natural flow of this channel shall be restored back to its original condition prior to the original installation of the grates.*
 - d. The riparian corridor along the East Branch of Green Valley Creek will be enhanced with suitable planting and placement of riparian vegetation along the proposed trail on Magee East. Approximately 2 acres along East Branch Green Valley Creek between the creek and the trail is available to accommodate the minimum 0.3 acres of riparian enhancement plantings. The enhancement area shall be planted with native species appropriate for the corridor.*
- 3. The project would impact approximately 0.5 acres of jurisdictional waters that are of a degraded quality and marginal value for the CRLF. The project shall replace the lost functions and value of this impact to aquatic habitats at a minimum of 1:1 replacement-to-loss acreage ratio. The final mitigation amounts will be based on actual impacts to be determined during the design phase. Habitat replacement via creation of and/or enhancements to existing waters shall occur onsite. Onsite lands proposed to be preserved as open space are within the same watershed as the offsite detention basin known to support breeding CRLF and are expected to fully accommodate creation of and/or enhancements to aquatic habitats that would be of substantially higher value to CRLF than the impacted waters. Compensation for impacts to jurisdictional waters to benefit the CRLF will include all of the aforementioned components discussed under "Compensation: riparian restoration," along with improving the wetland character of the onsite stock pond and enhancing the associated riparian habitat between the stock pond and the detention basin. (Refer also to mitigation measures 4.4-13 and 4.4-14 below for impacts to jurisdictional waters.)*

4. *The project proposes to preserve approximately 381 acres of the project site as open space. Areas to be preserved would be placed under a conservation easement or deed restriction to prohibit construction and preserve conservation value. The project proposes to create a geologic hazard abatement district (GHAD) to provide suitable funding for management and long-term maintenance of the site. Upland habitats shall be managed via a long-term management plan to maintain the quality of the habitat for the movement and dispersal of CRLF. Prior to construction, the project proponent shall retain a qualified biologist to prepare an open space management plan for the explicit purpose of managing and monitoring the proposed open space area. This plan shall be submitted to the Town of Danville for review and approval prior to issuance of grading permits. At a minimum this plan shall include the following components:*
 - a. *Identify the location of the restoration efforts for replacing jurisdictional waters and riparian habitats. The replacement ratio for both habitats will be at a minimum of a 1:1 ratio.*
 - b. *Identify the approaches to be used, including the extent that the onsite stock pond be expanded, reconfiguring of the pond bottom and increase in depth, and providing evidence that sufficient water budget exist for any proposed enhancement.*
 - c. *Identify a suitable planting regime for restoring wetland and riparian habitats.*
 - d. *Identify success criteria for monitoring both the wetland and riparian habitats that are consistent with similar habitats regionally.*
 - e. *Monitor restored wetland habitats for at least five years and restored riparian habitats for 10 years.*
 - f. *Define and identify the GHAD maintenance and management activities to manage the open space habitats to meet the stated goals of support habitat characteristics suitable for the CRLF. This would include suitable fencing so as to control access, limited cattle grazing or other procedures to manage grass height and forage production at levels that benefit the CRLF, and removal of trash.*
 - g. *Define the financial mechanism for the GHAD to manage the open space into perpetuity.*
5. *Prior to the start of construction, the project proponent shall retain a qualified biologist to train construction personnel regarding habitat sensitivity, identification of special status species, and required practices.*

6. *Prior to the start of construction within the East Branch Green Valley Creek riparian area, the project proponent shall retain a qualified biologist to conduct pre-construction surveys to ensure that western pond turtles are absent from the construction area. If western pond turtles are present, a qualified biologist possessing all necessary permits shall be retained to relocate them.*
7. *If western pond turtles are found to be absent from the construction zone, immediately following the pre-construction surveys the project proponent shall clear the construction zone and install/maintain silt fencing around the construction zone to prevent western pond turtles from entering these areas.*
8. *During construction within the East Branch Green Valley Creek riparian area, the project proponent shall retain a biological monitor to be present onsite during times of construction to ensure that turtles are not harmed, injured, or killed.*
9. *To the maximum extent practicable, the project proponent shall remove trees during the non-breeding season (September 1 through January 31). If it is not possible to avoid tree removal and associated disturbances during the breeding season (February 1 through August 31), the project proponent shall retain a qualified biologist to conduct a pre-construction survey for tree-nesting raptors and other tree- or ground-nesting migratory birds in all trees or other areas of potential nesting habitat within the construction footprint and 250 feet of the footprint, if such disturbance would occur during the breeding season. This survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). If nesting raptors or migratory birds are detected on the site during the survey, a suitable construction-free buffer shall be established around all active nests. The precise dimension of the buffer (a minimum of 150 feet up to a maximum of 250 feet) shall be determined at that time and may vary depending on location and species. Buffers shall remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. Pre-construction surveys during the non-breeding season are not necessary, as the birds are expected to abandon their roosts during construction activities.*
10. *In order to avoid impacts to active burrowing owl nests, the project proponent shall retain a qualified biologist to conduct pre-construction surveys for burrowing owls within the construction footprint and within 250 feet of the footprint no more than 30 days prior to the onset of ground disturbance. These surveys shall be conducted in a manner consistent with the CDFG's burrowing owl survey methods (CDFG 2012b). If pre-construction surveys determine that burrowing owls occupy the site during the non-breeding season (September 1*

through January 31), then a passive relocation effort (e.g., blocking burrows with one-way doors and leaving them in place for a minimum of three days) may be used to ensure that the owls are not harmed or injured during construction. Once it has been determined that owls have vacated the site, the burrows can be collapsed, and ground disturbance can proceed. If burrowing owls are detected within the construction footprint or immediately adjacent lands (i.e., within 250 feet of the footprint) during the breeding season (February 1 through August 31), a construction-free buffer of 250 feet shall be established around all active owl nests. The buffer area should be enclosed with temporary fencing, and construction equipment and workers may not enter the enclosed setback areas. Buffers must remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. After the breeding season, passive relocation of any remaining owls may take place as described above.

11. *Pre-construction surveys conducted for burrowing owls shall also be used to determine the presence or absence of badgers in the development footprint. If an active badger den is identified during pre-construction surveys within or immediately adjacent to the construction envelope, the project contractor shall establish a construction-free buffer around the den of up to 300 feet or a distance specified by the resource agencies (i.e., CDFG). Because badgers are known to use multiple burrows in a breeding burrow complex, the project contractor shall retain a biological monitor during construction activities to ensure the buffer is adequate to avoid direct impacts to individuals or nest abandonment. The monitor shall be present onsite until it is determined that young are of an independent age and construction activities would not harm individual badgers. Once it has been determined that badgers have vacated the site, the burrows can be collapsed or excavated, and ground disturbance can proceed.*

12. *The project proponent shall replace wetland and riparian habitat at a 1:1 replacement-to-loss ratio. It is expected that all compensation measures can be accommodated within the 381 acres of the site proposed as open space. Prior to issuance of a grading permit, the project proponent shall retain a qualified biologist to prepare an onsite habitat mitigation and monitoring plan (HMMP) that includes both an aquatic habitat restoration plan and a riparian habitat restoration plan. The HMMP would specifically address the wetland and riparian habitats and is separate from the Open Space Management Plan identified in Mitigation 4.4-4, although there may be some overlap. The HMMP shall include the following components, at a minimum:*
 - a. *Define the location of all restoration/creation activities;*

 - b. *Provide evidence of a suitable water budget to support any created wetland and riparian habitats;*

- c. *Identify the species, amount, and location of plants to be installed;*
 - d. *Identify the time of year for planting and method for supplemental watering during the establishment period;*
 - e. *Identify the monitoring period, which should be not less than 5 years for wetland restoration and not less than 10 years for riparian restoration, defines success criteria that will be required for the wetland restoration to be deemed a success;*
 - f. *Identify adaptive management procedures that include (but are not limited to) measures to address colonization by invasive species, unexpected lack of water, excessive foraging of installed wetland plants by native wildlife, and similar;*
 - g. *Define management and maintenance activities (weeding of invasives, providing for supplemental water, repairing of water delivery systems) of the proposed GHAD; and*
 - h. *Provide for assurance in funding the monitoring and ensuring that the created wetland and riparian habitats fall within lands to be preserved and managed into perpetuity. Confirm that the proposed GHAD will meet these responsibilities.*
13. *The project proponent shall comply with all state and federal regulations related to construction work that will impact aquatic habitats occurring on the site. Prior to construction, the project proponent shall obtain a Section 404 Clean Water Act permit from the USACE, Section 401 Water Quality Certification from the RWQCB, and/or Section 1600 Streambed Alteration Agreement from the CDFG, and submit proof of such documentation to the Town of Danville.*
14. *Prior to issuance of a grading permit, a tree preservation plan shall be prepared for all trees to be retained that identifies all protection and mitigation measures to be taken and includes the tree preservation guidelines by HortScience in their tree report(s). These measures shall remain in place for the duration of construction activities at the project site.*
15. *Upon completion of construction, the project proponent shall replace all ordinance-size trees to be removed with approved species "of a cumulative number and diameter necessary to equal the diameter of the tree(s) which are approved for removal" in accordance with the Town's tree ordinance. Tree removal shall be conducted in accordance with the Town's requirements, including planting a mixture of small and large box trees to meet the cumulative*

diameter number of the removed trees. The project proponent shall replace all non-ordinance-size trees (i.e., trees less than 10 inches in diameter for single-trunk trees or less than 20 inches in diameter for multi-trunk trees) at a replacement-to-removal ratio of 1:1. To the maximum extent practicable, all native trees that are removed shall be replaced with like species. All non-native trees that are removed shall be replaced with species that are known to occur naturally within similar habitats in the region.

- 16. *Prior to construction, the project proponent must retain a qualified arborist to develop a monitoring plan for replacement trees (outside the riparian habitat) and submit it to the Town of Danville during the permit process. The basic components of the monitoring plan shall include final success criteria, specific performance criteria, monitoring methods, data analysis, monitoring schedule, contingency/remedial measures, and reporting requirements.*
- 17. *For tree removal necessitated by the improvements to the Diablo Road/Green Valley Road intersection, the project shall implement Conditions of Approval 14-16 above, as applicable.*

F. GRADING

- * 1. Any grading on adjacent properties will require prior written approval of those property owners affected.
- * 2. At least one week prior to commencement of grading, the applicant shall post the site and mail to the owners of property within 300 feet of the exterior boundary of the project site, to the homeowner associations of nearby residential projects and to the Town of Danville Development Services Department, a notice that construction work will commence. The notice shall include a list of contact persons with name, title, phone number and area of responsibility. The person responsible for maintaining the list shall be included. The list shall be kept current at all times and shall consist of persons with authority to initiate corrective action in their area of responsibility. The names of individuals responsible for dust, noise and litter control shall be expressly identified in the notice.
- * 3. Development shall be completed in compliance with a detailed soils report and the construction grading plans prepared for this project. The engineering recommendations outlined in the project specific soils report shall be incorporated into the design of this project. The report shall include specific recommendations for foundation design of the proposed buildings and shall be subject to review and approval by the Town’s Engineering and Planning Divisions.

- * 4. Where soils or geologic conditions encountered in grading operations are different from that anticipated in the soil report, a revised soils report shall be submitted for review and approval by the City Engineer. It shall be accompanied by an engineering and geological opinion as to the safety of the site from settlement and seismic activity.
- 5. *In order to avoid water quality impacts, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods. The SWPPP shall incorporate best management practices consistent with the requirements of the National Pollution Discharge Elimination System (NPDES) Municipal Stormwater permit (No. CAS612008). The project proponent shall obtain a NPDES General Construction Permit and prepare the SWPPP in accordance with all legal requirements, prior to the issuance of a grading permit. Additional requirements for erosion control are detailed in mitigation measure 4.6-1 in 4.6 Geotechnical and Geologic Hazards.*
- * 6. All new development shall be consistent with modern design for resistance to seismic forces. All new development shall be in accordance with the Uniform Building Code and Town of Danville Ordinances.
- * 7. All cut and fill areas shall be appropriately designed to minimize the effects of ground shaking and settlement.
- * 8. Stockpiles of debris, soil, sand or other materials that can be blown by the wind shall be covered.
- * 9. If toxic or contaminated soil is encountered during construction, all construction activity in that area shall cease until the appropriate action is determined and implemented. The concentrations, extent of the contamination and mitigation shall be determined by the Contra Costa County Health Department. Suitable disposal and/or treatment of any contaminated soil shall meet all federal, state and local regulations. If deemed appropriate by the Health Department, the applicant shall make provisions for immediate containment of the materials.
- 10. Runoff from any contaminated soil shall not be allowed to enter any drainage facility, inlet or creek.
- 11. In order to minimize potential impacts from landslides, final project design plans shall incorporate the recommendations in the preliminary geotechnical report, which includes the following corrective measures:

- a. Landslide avoidance;
- b. Construction of catchment areas between landslides and proposed improvements;
- c. Partial landslide debris removal and buttressing with engineered fill; and
- d. Complete landslide debris removal and replacement as engineered fill.

The table below sets forth the required mitigation measures by landslide area (shown in Figure 4.6-2 of the Draft EIR).

Landslide	Mitigation
1	Partial landslide removal and buttressing with engineered fill
2	Construction of catchment areas between landslides and proposed improvements
3	Partial landslide removal and buttressing with engineered fill
4	Construction of catchment areas between landslides and proposed improvements
5	Complete landslide removal and replacement as engineered fill
6	Complete landslide removal and replacement as engineered fill
7	Complete landslide removal and replacement as engineered fill
8-16	Landslide avoidance

Detailed 40-scale corrective grading plans for the entire project will be prepared when project grading plans have been finalized. Final plans showing the identified recommendations shall be submitted to the Town of Danville for review and approval prior to issuance of a building permit.

- 12. In order to minimize potential impacts from expansive soils, final project design shall incorporate the recommendations in the preliminary

geotechnical report (see Appendix E of the Draft EIR) that include special measures for mitigating adverse impacts from expansive soils, as follows:

- a. Conditioning the expansive soils to higher moisture content during site preparation and grading.
- b. Supporting the houses on structural slab foundations designed to withstand potential movements of expansive soils.
- c. Pre-soaking the near-surface expansive soils prior to concrete placement for the slab foundations.
- d. Conditioning the expansive subgrade soils in exterior concrete flatwork area to higher moisture content prior to the placement of base rock or concrete (if the flatwork is supported directly on the subgrade).
- e. Providing surface drainage away from the house foundations and draining the rainwater collected on the roof through pipes connecting to the adjacent storm drains.

The final project plans incorporating all the finalized geotechnical recommendations shall be submitted to the Town of Danville for review and approval prior to issuance of a building permit.

13. Prior to any grading or other construction activities, the applicant shall develop a construction mitigation plan in close coordination with the Town of Danville to minimize noise disturbance. The following conditions shall be incorporated into the building contractor specifications:
 - a. Muffle and maintain all equipment used on site. All internal combustion engine driven equipment shall be fitted with mufflers, which are in good condition. Good mufflers shall result in non-impact tools generating a maximum noise level of 80 dB when measured at a distance of 50 feet.
 - b. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists.
 - c. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area.
 - d. Prohibit unnecessary idling of internal combustion engines.

- e. Prohibit audible construction workers' radios on adjoining properties.
- f. Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday.
- g. Do not allow machinery to be cleaned or serviced past 6:00 p.m. or prior to 7:00 a.m. Monday through Friday.
- h. Limit the allowable hours for the delivery of materials or equipment to the site and truck traffic coming to and from the site for any purpose to Monday through Friday between 7:00 a.m. and 6:00 p.m.

The allowable hours for delivery of materials and equipment to the site and truck traffic coming to and from the site for any purpose shall be further limited to avoid the area's peak morning and afternoon weekday school commute hours of 7:00 a.m. to 9:00 a.m. and 2:00 p.m. to 4:00 p.m.

- i. Do not allow any outdoor construction or construction-related activities at the project site on weekends and holidays. Indoor construction activities may be allowed based on review/approval of the Town.
- j. Allowable construction hours shall be posted clearly on a sign at each construction site.
- k. Designate a Disturbance Coordinator for each of the clustered development sites for the duration of the Phase 1 (site work) and for each home site during the Phase 2 (home building) construction. Because each home would be constructed individually and would have its own building permit, a Disturbance Coordinator should be designated during the construction of each home. The requirement for a Disturbance Coordinator for each home site should be incorporated in the CCRs of the development, such that responsibility of the Property Owners' Association and/or home builder to designate this Disturbance Coordinator for each lot for the duration of construction until full site buildout. The Disturbance Coordinator shall conduct the following: receive and

act on complaints about construction disturbances during infrastructure installation, landslide repair, road building, residential construction, and other construction activities; determine the cause(s) and implement remedial measures as necessary to alleviate significant problems; clearly post his/her name and phone number(s) on a sign at each clustered development and home building site; and, notify area residents of construction activities, schedules, and impacts.

14. Concurrent with the submittal of the final grading plans, the applicant shall submit a plan detailing all retaining walls greater than three feet in height in the project. Details shall include wall height, design, construction materials, and method of provision for drainage behind the walls. The plans shall also depict which retaining walls will be maintained by the homeowners association. Final wall design shall be subject to approval by the Planning Division prior to issuance of grading permits.

G. STREETS

- * 1. The applicant shall obtain an encroachment permit from the Engineering Division or the Contra Costa County Public Works Department prior to commencing any construction activities within any public right-of-way or easement.
- * 2. Street signing shall be installed by the applicant as may be required by the City Engineer. Traffic signs and parking restriction signs, which may be required to be installed, shall be subject to review and approval by the Transportation Division and the Police Department.
- * 3. All mud or dirt carried off the construction site onto adjacent streets shall be swept each day. Water flushing of site debris or sediment or concrete washing is expressly prohibited.
- * 4. Any damage to street improvements now existing or done during construction on or adjacent to the subject property shall be repaired to the satisfaction of the City Engineer, at full expense to the applicant. This shall include slurry seal, overlay or street reconstruction if deemed warranted by the City Engineer.
- * 5. All improvements within the public right-of-way, including curb, gutter, sidewalks, driveways, paving and utilities, shall be constructed in

accordance with approved standards and/or plans and shall comply with the standard plans and specifications of the Development Services Department and Chapters XII and XXXI of the Town Code. At the time project improvement plans are submitted, the applicant shall supply to the City Engineer an up-to-date title report for the subject property.

- * 6. Handicapped ramps shall be provided and located as required by the City Engineer.
- * 7. Public streets shall be improved to the standards in #G.5. above. Private streets shall be improved to public street structural standards. Private street improvements, and their dimensions, shall be as shown on the project plans identified in #A.1. above and shall conform to Standard Plan 104 a and b.
- * 8. The Project shall be required to stripe curbs and install any necessary parking or circulation signage, as determined by the Transportation Division.
- * 9. Prior to the approval of the Improvement Plans, Danville Transportation Division shall review and approve the location, type and design of the speed control device, as well as the locations and number of signage and striping.
- 10. *If approved by Contra Costa County, install a traffic signal at the intersection of Diablo Road/Blackhawk Road and Mt. Diablo Scenic Boulevard at the applicant's expense.*
- 11. The project proponent shall modify the roadway striping along McCauley Road between the intersection and approximately 350 feet south of Diablo Road/Green Valley Road. The modified roadway striping shall substantially conform to the following: a) reconfigure the existing 17-foot southbound through lane to a 10-foot shoulder and a 12-foot through lane; b) replace the existing 3-foot double-double yellow centerlines with a single double yellow center-line; c) maintain the existing 10-foot northbound left turn lane while shifting it two feet toward the easterly curb line; d) reduce the existing 16-foot northbound through/right turn lane to 13 feet; and e) transition existing downstream (to the south) centerline/left turn lane on McCauley Road accordingly to accommodate the new configuration, as illustrated at page 4.3-44 of the Draft REIR.
- 12. The project proponent shall install a new pedestrian crossing and supplemental pedestrian-actuated warning system at the project main

entrance on Blackhawk Road. The crossing shall physically connect the project's pedestrian traffic to the existing paved pathway located along the north side of Blackhawk Road. The project proponent will be required to submit improvement plans to Contra Costa County for review and approval. If Contra Costa County elects not to maintain the selected pedestrian safety improvement, then said maintenance shall be provided by the project Homeowner's Association.

13. The applicant shall apply for a Large Road Encroachment Permit from Contra Costa County Public Works for the construction of the intersection of Appaloosa Street with Blackhawk Road. The applicant shall contact the Engineering Services Division of the County Public Works Department (925-313-2000) to process a Road Acceptance Agreement along with the review of plans associated with the encroachment permit. The application shall include the applicant's proposal to close off Jillian Way to create a single point of ingress/egress to Blackhawk Road.
14. No construction work requiring closure or detour from any portion of Diablo Road or Blackhawk Road shall be performed during the morning or evening commute hours, or on weekends or holidays. Commute hours shall be assumed to be between the hours of 6:00 a.m. and 10:00 a.m. and between 3:00 p.m. and 7:00 p.m.
15. According to the Final Map for Subdivision 7985 (recorded on June 3, 1999 in Book 392 of Map at Pages 47-48), temporary right-of-way was granted to the Town across a portion of Lot 6 in order to provide the residents of Jillian Way access to Blackhawk Road. A note on the map indicates that the Town will abandon this right-of-way and give fee title back to Lot 6 when alternative access is provided through the adjoining property to the east. Since the applicant's development project seeks to grant alternative access to the Jillian Way residents and seeks to close-off the access through Lot 6 to Blackhawk Road, the applicant shall provide the Town with a legal description and plat map to effectuate the abandonment.
16. The applicant shall establish a fund (with a preset amount of \$30,000) that shall be used to subsidize TRAFFIX use or other transportation programs.
17. The applicant shall make an offer of dedication to the Town of approximately 25 feet of frontage along the project site's Diablo Road frontage from the Diablo Road/McCauley Road intersection easterly to the intersection of the project's Emergency Vehicle Access/pedestrian trails and Diablo Road (approximately 7,200 linear feet). The exact width

of the dedication shall be subject to review and approval by the City Engineer prior to recordation of the Final Map.

18. The project shall be required to install two solar powered radar signs along the project site's Diablo Road frontage. The exact location shall be determined by the Town prior to recordation of the final map.

H. INFRASTRUCTURE

- * 1. Domestic water supply shall be from an existing public water system. Water supply service shall be from the East Bay Municipal Utility District water system in accordance with the requirements of the District.
- * 2. All wastewater shall be disposed into an existing sewer system. Sewer disposal service shall be from the Central Contra Costa Sanitary District sewer system in accordance with the requirements of the District.
- * 3. Drainage facilities and easements shall be provided to the satisfaction of the City Engineer and/or the Chief Engineer of the Contra Costa County Flood Control & Water Conservation District.

4. *In order to reduce wind and water erosion on the project site, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods (see mitigation measure 4.8-1.).*

The project shall prepare an erosion control plan in accordance with the Town's Erosion Control Ordinance. The project proponent shall implement the following measures, where appropriate, to control erosion: 1) keep construction machinery off of established vegetation as much as possible, especially the vegetation on the upwind side of the construction site; 2) establish specific access routes at the planning phase of the project, and limits of grading prior to development, which should be strictly observed; 3) utilize mechanical measures (i.e., walls from sand bags and/or wooden slat or fabric fences) to reduce sand movement; 4) immediate re-vegetation (plus the use of temporary stabilizing sprays), to keep sand movement to a minimum; and 5) for larger-scale construction, fabric or wooden slat fences should be placed around the construction location to reduce sand movement. This erosion control plan shall be submitted to the Town of Danville for review and approval prior to issuance of a grading permit.

- * 5. Roof drainage from structures shall be collected via a closed pipe and conveyed to an approved storm drainage facility in the street curb. No concentrated drainage shall be permitted to surface flow across sidewalks.

- * 6. Any portion of the drainage system that conveys runoff from public streets shall be installed within a dedicated drainage easement or public street.
- * 7. If a storm drain must cross a lot, or be in an easement between lots, the easement shall be equal to or at least double the depth of the storm drain.
- * 8. The applicant shall furnish proof to the City Engineer of the acquisition of all necessary rights of entry, permits and/or easements for the construction of off-site temporary or permanent road and drainage improvements.
- * 9. All new utilities required to serve the development shall be installed underground in accordance with the Town policies and existing ordinances. All utilities shall be located and provided within public utility easements, sited to meet utility company standards or in public streets.
- * 10. All utility distribution facilities, including but not limited to electric, communication and cable television lines, within a residential or commercial subdivision shall be underground, except as follows:
 - a. Equipment appurtenant to underground facilities, such as surface mounted transformers, pedestal mounted terminal boxes and meter boxes, and concealed ducts;
 - b. Metal poles supporting street lights.
- * 11. All street, drainage or grading improvement plans shall be prepared by a licensed civil engineer.
- 12. *Prior to the recordation of the final map for each phase of development, the applicant shall submit detailed design-level infrastructure drawings approved by the East Bay Municipal Utility District to the Town of Danville for review and approval. All new water supply infrastructure shall be designed in accordance with all applicable East Bay Municipal Utility District specifications. All water supply infrastructure plans shall be reviewed and approved prior to final map recordation.*
- 13. *The East Bay Municipal Utility District maintains a right-of-way (R/W 1581) through the project site, which provides access to the Green Valley Reservoir. In order to avoid potential effects to East Bay Municipal Utility District's existing operations, the final map shall clearly delineate all known easements, including*

East Bay Municipal Utility District's right-of-way (R/W 1581). Any and all activities proposed within the right-of-way shall be coordinated with East Bay Municipal Utility District. This easement shall be reflected in all final design-level improvement plans and appropriate notes shall also be included, subject to the review and approval of the East Bay Municipal Utility District and the Town of Danville.

14. The final map for the applicant shall abandon all abutters rights to the project site along Diablo Road and Blackhawk Road except for the approved main entry drive and the Emergency Vehicle Access road.

I. MISCELLANEOUS

- * 1. The project shall be constructed as approved. Minor modifications in the design, but not the use, may be approved by Staff. Any other change will require Planning Commission approval through the revised final Development Plan review process.
- * 2. Conditions of this approval may require the applicant to install public improvements on land over which neither the applicant, nor the Town, has easement rights to allow for the installation of the improvements. The applicant shall be responsible for acquisition of said easement rights through private negotiations. If the applicant is unsuccessful in negotiations, the applicant shall apply to the Town for use of eminent domain powers in accordance with Town Resolution No. 78-85. All easement rights shall be secured prior to Town Council final approval of any subdivision map. All costs associated with such acquisition shall be borne by the applicant.
- * 3. Pursuant to Government Code section 66474.9, the applicant (including the applicant or any agent thereof) shall defend, indemnify and hold harmless the Town of Danville and its agents, officers and employees from any claim, action or proceeding against the Town or its agents, officers or employees to attack, set aside, void, or annul, the Town's approval concerning this application, which action is brought within the time period provided for in Section 66499.37. The Town will promptly notify the applicant of any such claim, action or proceeding and cooperate fully in the defense.
4. The project homeowners' association, through project-specific covenants, conditions and restrictions (CC&Rs), shall be responsible for maintenance of all common landscape areas and common fencing. Draft project CC&Rs shall be submitted to the Town of Danville for review and approval a

minimum of 45 days prior to recordation of the final map. The CC&Rs shall also include language notifying homeowners of the public trails through the project, the public parking area/trailhead, and that the public may park on the neighborhood streets to access area trails.

5. A Geologic Hazard Abatement District (GHAD) shall be established or annexed into. The GHAD shall consider implementing measures to prevent, mitigate, abate, or control geologic hazards and also mitigate or abate structural hazards that are caused by geologic hazards. Said GHAD shall be established or the property annexed into a GHAD according to Public Resources Code §26500 et seq. The GHAD should consider owning or maintaining the approximately 372 acres of permanent open space. The GHAD should consider assuming responsibility for maintenance and upkeep of the detention basin, other stormwater pollution control and hydromodification facilities constructed as part of the project, and the future public trail to be constructed by the Town between the western EVA terminus and the western terminus of the trail near the Diablo Road/Alameda Diablo intersection. The GHAD should consider establishing a comprehensive plan to maintain the restored creek and bridge and provide corrective measures as needed. If any duties listed above are unable to be included as part of the GHAD's responsibilities, they shall be included as the responsibility of the project's Homeowner's Association (HOA). A quarterly report regarding GHAD funding and activities shall be prepared for the first five years after the GHAD assumes responsibilities under the Plan of Control and submitted for review by the Town and made available for review by other watershed stakeholders.
6. The project is in the San Ramon Creek watershed. The project shall mitigate the impact of additional stormwater runoff draining to San Ramon Creek by either of the following methods:
 - Remove 1 cubic yard of channel excavation material from the inadequate portion of San Ramon Creek for each 50 square feet of new impervious surface area created by the development. All excavated material shall be disposed of off-site by the developer at his own cost. The site selection, land rights, and construction staking will be performed by the Contra Costa County Flood Control District ("FC District").

OR, upon written request by the developer:

- Provide for a cash payment in lieu of actual excavation and removal of material from the inadequate portion of San Ramon Creek. The cash payment will be calculated at a rate of \$0.10 per square foot of new impervious surface area created by the development. The added impervious surface area created by the development will be based on the FC District's standard impervious surface area ordinance. The FC District will use these funds to work on San Ramon Creek annually.
7. The project site is also upstream of known inadequate reaches of Green Valley Creek. As a result, this project shall be subject to the Green Valley Creek Mitigation fee of \$0.10 per square foot of newly created impervious surface area. This fee is based on the Contra Costa County Flood Control District's Report on Impervious Surface Ordinance. The Town shall collect this fee for transfer to the County's Drainage Deficiency Fund.
 8. As required by Division 1010 (Drainage) of the County Title 10 Ordinance, the applicant shall obtain a drainage permit (1010 permit) from the Flood Control District prior to conducting any work (including but not limited to new storm drain outfalls, bridges, and road widening) in natural or man-made watercourses located in unincorporated Contra Costa County.
 9. The applicant shall construct the detention basin and drainage facilities in accordance with the Regional Hydrologic Analysis prepared by Engeo Incorporated and dated June 8, 2011, and revised on April 17, 2012. Prior to allowing any changes to these drainage facilities as modeled, the developer shall submit a revised Hydrologic Analysis for Contra Costa County Flood Control District review and the Town's approval.
 10. The applicant shall submit a final stormwater control plan for review and approval by the Town and the Contra Costa County Flood Control District prior to recordation of the final map.
 - * 11. Use of a private gated entrance is expressly prohibited.
 - * 12. As a part of the issuance of a demolition permit and/or building permit for the project, the developer shall submit a recycling plan for building and construction materials and the disposal of green waste generated from land clearing on the site. Prior to obtaining framing inspection approval for the project, the applicant/owner shall provide the Planning Division with written documentation (e.g. receipts or records) indicating that waste materials created from the demolition of existing buildings and

the construction of new buildings were/are being recycled according to their recycling plan or in an equivalent manner.

- * 13. The project shall conform to the Regional Water Quality Control Board post-construction C.3 regulations which shall be designed and engineered to integrate into the project's overall site, architectural, landscaping and improvement plans. These requirements are contained in the project's Stormwater Control Plan and are to be implemented as follows:
- Prior to issuance of permits for building, site improvements, or landscaping, the permit application shall be consistent with the applicant's approved Stormwater Control Plan and shall include drawings and specifications necessary to implement all measures in the approved plan. The permit application shall include a completed Construction Plan C.3 Checklist as described in the Town's *Stormwater C.3 Guidebook*.
 - As may be required by the City Engineer and the Chief of Planning, drawings submitted with the permit application (including structural, mechanical, architectural, grading, drainage, site, landscape, and other drawings) shall show the details and methods of construction for site design features, measures to limit directly connected impervious area, pervious pavements, self-retaining areas, treatment (Best Management Practices) BMPs, permanent source control BMPs, and other features that control stormwater flow and potential stormwater pollutants.
 - Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall execute any agreements identified in the Stormwater Control Plan which pertain to the transfer of ownership and/or long-term maintenance of stormwater treatment or hydrograph modification BMPs.
 - Prior to building permit final and issuance of a Certificate of Occupancy, the applicant shall submit, for the Town's review and approval, a Stormwater BMP Operation and Maintenance Plan in accordance with the Town of Danville guidelines. Guidelines for the preparation of Stormwater BMP Operation and Maintenance Plans are in Appendix F of the Town's *Stormwater C.3 Guidebook*.
14. The project shall conform to the Town's Inclusionary Housing for Affordable Residential Housing Ordinance. The developer shall provide at least seven below market rate for-rent second units, as defined by the

Ordinance. If rented, these second units shall be rented at an affordable rate, as set by the California Department of Housing and Community Development, to be affordable to low income households. The development and tenant occupancy of below market rate units shall be subject to an affordable housing agreement, which shall be subject to review and approval by the Town Council prior to recordation of the final map for the project. In addition, a deed restriction shall be recorded with the Contra Costa County Recorder in accordance with the Town's Second Dwelling Unit Ordinance precluding concurrent use of the second units and the respective primary residence as rental units. This condition does not preclude future property owners in this subdivision from building additional second dwelling units in compliance with the Town's Second Dwelling Unit Ordinance and State Law.

15. The project shall include the following sustainable design features:
- Rooftop solar installations
 - GreenPoint rated design
 - Tankless hot water heaters
 - High efficiency irrigation systems
 - Low emitting insulation at walls and ceilings
 - Insulation on all hot water pipes
 - Energy Star appliances
 - Low VOC paints, caulking and construction adhesives
 - Energy Star bath fans
 - Low flow toilets
 - HVAC filters
 - High efficiency air conditioners with environmentally responsible refrigerants
 - Electric vehicle chargers

APPROVED by the Danville Town Council at a regular meeting on July 2, 2019, by the following vote:

AYES:

NOES:

ABSTAINED:

ABSENT:

MAYOR

APPROVED AS TO FORM:

ATTEST:

DocuSigned by:
Robert B. Ewing
895C6C40ADBF4BF...

CITY ATTORNEY

CITY CLERK

**MAGEE PRESERVE
CEQA FINDINGS
AND
STATEMENT OF
OVERRIDING CONSIDERATIONS**

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SECTION II. STATEMENT OF OVERRIDING CONSIDERATIONS

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SECTION I STATEMENT OF FINDINGS

1.0 INTRODUCTION

Section 1.1 provides a description of the required CEQA findings for a project. Section 1.2 provides a description of the public review process that has led decision makers to their conclusions regarding the Magee Preserve Project (Project). Section 2.0 presents the purpose and background of the Project, including a project description, to provide the context upon which these Findings are based. Section 3.0 presents the substantiation for certification of the EIR. The Findings in Section 4.0 relate to those impacts that have been determined to be less than significant. Section 5.0 contains Findings for impacts have been identified as potentially significant impacts. Section 6.0 contains the Findings for cumulative impacts and Section 7.0 contains Findings regarding monitoring of mitigation measures. Section 8.0 contains Findings regarding the alternatives to the Project. Section 9.0 contains Findings for growth-inducing impacts. The Statement of Overriding Considerations is contained in Section II.

1.1 California Environmental Quality Act

The California Environmental Quality Act ("CEQA") (Public Resources Code §21000-21177) and the State CEQA Guidelines (Cal. Code of Regulations, Title 14, §15000-15387) require that specific findings be made if a lead agency decides to approve a project which will have significant impacts. §21081 of the California Public Resources Code states:

[N]o public agency shall approve or carry out a project for which an Environmental Impact Report has been certified which identifies one or more significant effects on the environment that would occur if the project is approved or carried out unless both of the following occur:

- (a) The public agency makes one, or more, of the following findings with respect to each significant effect:
 - (1) Changes or alterations have been required in, or incorporated into, the project which mitigate or avoid the significant effects on the environment.
 - (2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.
 - (3) Specific economic, legal, social, technological, or other considerations. Including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.
- (b) With respect to significant effects which were subject to a finding under paragraph (3) of subdivision (a), the public agency finds that specific overriding economic, legal, social, technological, or other benefits of the project outweigh the significant effects on the environment.

The Revised Environmental Impact Report ("REIR") for the Project (State Clearinghouse No. 2010112042) identifies significant or potentially significant environmental impacts which, prior to mitigation, may occur as a result of implementation of the Project. Thus, in accordance with the provisions of CEQA, the Town of Danville, as the "lead agency" hereby adopts these Findings.

1.2 Environmental Review Process

In conformance with CEQA, the Town of Danville conducted an environmental review process on the Project. The environmental review process included the following:

◆ **Relationship to 2013 EIR:**

In June 2013, the Town certified an Environmental Impact Report for and approved SummerHill Homes' applications for a 69-lot residential project on the Project site. SOS-Danville Group then filed suit to challenge the project approvals, alleging that the Environmental Impact Report for the project inadequately addressed impacts to traffic, bicycle safety, pedestrian safety, California red-legged frog, emergency access, safe evacuation, flooding, erosion, and siltation. The lawsuit further alleged that the 2013 EIR failed to adequately respond to public comments, failed to consider project alternatives that would have eliminated traffic impacts, and should have been recirculated for public comment. Finally, the lawsuit alleged that the project was inconsistent with the Town's General Plan and with other land use restrictions and that a public vote under the Town's Measure S was required before the project could be approved.

The only claim that prevailed in the litigation was that the EIR did not adequately address impacts to bicycle safety. As to bicycle safety, the Court of Appeal required further CEQA analysis before the Town could make a decision whether to re-approve the project. As required by the final judgment in the litigation, the Town rescinded its approvals of the 2013 project pending further CEQA review on this issue.

In February 2017, Davidon Homes became the project applicant. Davidon Homes revised the Project proposal to reduce developed area and correspondingly increase protected open space by approximately nine acres; to replace, rather than remove, the existing corral on the site; to include an electric vehicle charging station on each residential lot; and to include as Project elements certain requirements that had been imposed as mitigation measures in 2013.

In August 2017, the Town issued a Notice of Preparation of a Revised Draft Environmental Impact Report and an Initial Study/CEQA Environmental Checklist ("NOP/Checklist") that compared the impacts of the Project to the impacts of the project as analyzed in the 2013 EIR. The NOP/Checklist stated the Town's determination that the Revised Draft EIR would address not only bicycle safety, but also update the 2013 EIR's analyses of other aspects of transportation and circulation, as well as air quality, greenhouse gas emissions, noise, and energy. As to all other environmental topics, the NOP/Checklist explained that the analysis in the 2013 EIR remained applicable to the Project.

◆ **Scoping Process:**

The Town of Danville prepared the NOP for the Project in accordance with §15082 of the CEQA Guidelines. The NOP was distributed for public review on August 29, 2017. Environmental issues raised by comments received in response to the NOP during its 30-day public review period (August 31 - October 2, 2018) were considered for inclusion in the Draft REIR. Public and agency comments received on the NOP were reviewed and addressed in the Draft REIR.

◆ **Preparation of a Draft REIR by the Town of Danville:**

The Draft REIR was distributed to Responsible Agencies, other affected agencies, and interested parties. The Notice of Completion (NOC) of the Draft EIR was distributed as required by CEQA, including publication of notice in the *San Ramon Valley Times* on August __, 2018. The 45-day public review period began on August 31, 2018 and ended on October 15, 2018. During the public review period, the Draft REIR, including appendices, was made available and circulated for public review.

◆ **Public Hearing on the Draft REIR:**

A public hearing was held by the Town of Danville Planning Commission on September 25, 2018 to receive public comment on the Draft REIR. The Town responded to all environmental questions submitted verbally or in writing in the Final REIR.

◆ **Preparation of the Final REIR:**

Pursuant to Public Resources Code §21092.5, the Town prepared the Final REIR in response to comments on the Draft REIR. The Final REIR contains the following: refinements and clarifications to the Draft REIR; written comments received on the Draft REIR; responses to those comments; and testimony presented to the Planning Commission and responses thereto. The Final REIR was issued on May 16, 2019.

2.0 PURPOSE AND BACKGROUND

2.1 Description of the Project

The Project evaluated in the Draft REIR consists of development of a 410 acre property currently referred to as Magee Ranches (Magee West and Magee East) in the Town of Danville. Magee West extends east of McCauley road just south of the intersection of Diablo/McCauley Road and South of Diablo/Blackhawk Road east of the Diablo McCauley intersection. Magee East lies south of Diablo/Blackhawk Road, roughly between Jillian Way and Creekledge Court.

The Project evaluated in the Draft REIR proposes 69 single family lots, with three lots on Magee West and 63 lots on Magee East. The Project proposes to locate the lots, along with road rights-of-way and privately-operated open space, on approximately 29 acres of the flatter portions of the site, avoiding the steeper slopes and ridges. The remaining ± 381 acres of the site would be preserved as new permanent open space. A minimum of 10% of the homes would include second dwelling units in accordance with the Town's Inclusionary Housing Ordinance. The Project would provide a publicly accessible trail along Green Valley Creek and would dedicate land to the Town for the Town's potential trail along the south side of Diablo Road.

The overall objectives of the Project are to:

- ◆ Develop a residential project that is consistent with the Town of Danville Agricultural, General Open Space, Rural Residential, and Single Family-Low Density General Plan Land use designations for the site as well as the General Plan's Magee Ranch Special Concern Area language,
- ◆ Provide 69 residential lots, including 66 home sites at the east end of the site south of Blackhawk Road and 3 homes near the southeast corner of the Diablo Road/McCauley road intersection,
- ◆ Design the project to cluster development on the lower portions of the site to minimize visual impacts and limit disturbance on the property,
- ◆ Provide for a minimum of 10% of the 69 lots to include a second dwelling unit ("casita") to satisfy the Town's affordable housing requirements,
- ◆ Preserve approximately 381 acres of the project site as permanent open space, and
- ◆ Preserve significant features of scenic hillsides and major ridgeline areas.

The objectives have been updated from those stated in the 2013 Final EIR to reflect the Project's increase in permanent open space from 372 to 381 acres.

2.2 Purpose of the REIR

Pursuant to CEQA, Public Resources Code sections 21000 et seq., and the CEQA Guidelines, California Code of Regulations, Title 14, §15000 et seq., the Town agency prepared the REIR to analyze the Project's potential environmental effects. The Draft REIR was circulated for public review for a 45-day period beginning August 31, 2018 and ending on October 15, 2018. Responses to comments were prepared and are contained in the Final REIR. The REIR includes

Appendix A, the NOP/Checklist, which examined the Project for potential changes in impacts since the 2013 EIR and determined that additional analyses would be prepared not only as to bicycle safety, but also as to Air Quality/Greenhouse Gas, Noise, Transportation and Circulation issues other than bicycle safety, and Energy.

2.3 Description of the Record

For purposes of CEQA and these Findings, the record before the Town includes, without limitation, the following:

- 1) The NOP/Checklist for the REIR;
- 2) The Draft REIR and all appendices to the Draft REIR;
- 3) The Final REIR and all appendices to the Final REIR;
- 4) All notices, staff reports, and presentation materials related to the Project;
- 5) All studies and reports conducted for the Project which are contained in, or referenced by, staff reports, the Draft REIR, or the Final REIR;
- 6) All public reports and documents related to the Project prepared for the Town and other agencies;
- 7) All documentary and oral evidence received and reviewed at public hearings and workshops and all transcripts and minutes of those hearings related to the Project, the Draft REIR, and the Final REIR;
- 8) For documentary and informational purposes, all locally-adopted land-use plans and ordinances, including, without limitation, specific plans and ordinances, master plans together with environmental review documents, findings, mitigation monitoring programs and other documentation relevant to planned growth in the area;
- 9) Any proposed decisions or findings or statements submitted to the decision makers by staff or others;
- 10) Documentation of the final decisions, including the REIR, as well as all documents relied on in the Town's CEQA Findings and statement of overriding considerations;
- 11) The Record of Proceedings for the 2013 EIR; and
- 12) Any additional items not included above, if they are required by law.

2.4 Discretionary Actions

The discretionary action for the Project involves the following approval by the Danville Town Council:

- 1) Certification of the REIR for the Project
- 2) Approval of:
 - Preliminary Development Plan and Final Development Plan to rezone approximately 410 acres from A-4, A-2 and P-1, to a new P-1 (LEG 10-0004, DEV 10-0071, DEV 10-0072) ("rezoning");
 - Vesting Tentative Map to create 69 single family lots (SD 9291) ("VTM"); and
 - Tree Removal Permit (TR-10-0028) ("Tree Permit").

These Findings are made by the Planning Commission pursuant to §15091 of the CEQA Guidelines. The Planning Commission is also recommending the adoption of a Statement of Overriding Considerations pursuant to §15093 of the CEQA Guidelines.

3.0 GENERAL FINDINGS

3.1 Terminology of Findings

CEQA Guidelines §15091 requires that, for each significant environmental effect identified in an EIR for a proposed project, the approving agency must issue a written finding reaching one or more of three allowable conclusions. The first is that “[c]hanges or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the [Final] EIR.” The second potential finding is that “[s]uch changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.” The third permissible conclusion is that “[s]pecific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the final EIR.”

For purposes of these Findings, the term “mitigation measures” shall constitute the “changes or alterations” discussed above. The term “avoid or substantially lessen” will refer to the effectiveness of one or more of the mitigation measures or alternatives to reduce an otherwise significant environmental effect to a less-than-significant level.

In the process of adopting any mitigation, the Town would also make decisions on whether each mitigation measure proposed in the Draft REIR is feasible or infeasible. Pursuant to the CEQA Guidelines, “feasible means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.” (CEQA Guidelines, §15364.) When the Town finds a measure is not feasible, evidence for its decision will be provided.

3.2 Certification of Environmental Impact Report and Adoption of Findings

On May 28, 2019, the Planning Commission of the Town of Danville recommended certification of the EIR to the Town Council and approval of the Project (Resolution No. _____). Based upon the substantial evidence in the record, the Planning Commission finds and declares as stated herein.

3.3 The Town of Danville is the "lead agency" for the Project evaluated in the REIR. The Planning Commission finds that the REIR has been prepared in compliance with CEQA Statute and the State CEQA Guidelines.

3.4 The REIR evaluates all potentially significant impacts that can result from the Project. The REIR considered the significant and unavoidable environmental effects, if any, as well as cumulative impacts in each of these environmental topic areas in Chapter 4 and Appendix A of the Draft REIR. Additionally, the Draft REIR considered the following issues in Chapters 5 and 6: growth inducement, cumulative impacts, significant unavoidable impacts, irreversible environmental changes and alternatives. The cumulative impacts of the Project and other past, present, and reasonably foreseeable future projects were considered in the REIR as required by CEQA (Public Resources Code §21083) and the State CEQA Guidelines (Cal. Code of Regulations, Title 14, §15130). The cumulative analysis at the end of each section in Chapter 4 of the Draft REIR includes an analysis of future environmental conditions in the Town of Danville and surrounding areas to the extent required in order to determine the significance of the Project's incremental contribution to cumulative impacts.

3.5 The Planning Commission finds that the EIR provides objective information to assist the Town's decision-makers and the public-at-large in their consideration of the environmental consequences of the Project. The public review period provided all interested jurisdictions, agencies, private organizations, and individuals the oppor-

tunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the public review period and responds to comments made during the public review period (August 31, 2018 through October 15, 2018), as well as those made at, or prior to the noticed public meetings and/or public hearings on the issues relevant to the REIR.

3.6 The Planning Commission finds that the Town evaluated comments on environmental issues received from persons who reviewed the Draft REIR. In accordance with CEQA, the Town prepared written responses describing the disposition of significant environmental issues raised. The Final REIR provides adequate, good faith, and reasoned responses to the comments received by the Town. The Town has reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant new information regarding environmental impacts to the Draft REIR, consistent with Public Resources Code §21092.1 and CEQA Guidelines §15088.5. Specifically, changes resulting from comments made on the Draft REIR do not result in the following:

1. A significant new environmental impact that would result from the Project or recommended mitigation measure;
2. A substantial increase in the severity of an environmental impact that is not reduced to a level of less than significant by adopted mitigation measures;
3. A feasible Project alternative or mitigation measure not adopted that is considerably different from others analyzed in the Draft REIR that would clearly lessen the significant environmental impacts of the Project; or
4. Information that indicates that the public was deprived of a meaningful opportunity to review and comment on the Draft REIR.

The Planning Commission has based their recommendation on full appraisal of all viewpoints, including all comments received up to the date of adoption of these Findings, concerning the environmental impacts identified and analyzed in the REIR.

3.6 These Findings are based upon substantial evidence in the entire record before the Town as described in Section 2.4.

3.7 The references to the Draft REIR and Final REIR set forth in these findings are for ease of reference and are not intended to provide an exhaustive list of the evidence relied upon for these findings.

3.8 These Findings reflect the Planning Commission's recommendations regarding the significance of impacts of the Project.

3.9 The Planning Commission certifies that it has independently reviewed and considered the information in the REIR.

3.10 CEQA defines the term "project" as the whole of an action or "activity which is being approved and which may be subject to several discretionary approvals by governmental agencies." Accordingly, the Planning Commission is recommending certification of the REIR and approval of these Findings for the entirety of the actions described in these Findings and in the REIR as comprising the Project.

It is contemplated that there may be a variety of discretionary actions undertaken by other federal, state and local agencies (who might be referred to as "responsible agencies" under CEQA), concerning the Project, including without limitation:

- ◆ California Department of Fish and Wildlife (CDFG)
- ◆ California Regional Water Quality Control Board (RWQCB)
- ◆ San Francisco Bay Regional Water Quality Control Board (SFBRWQCB)
- ◆ U.S. Army Corps of Engineers (ACOE)
- ◆ U.S. Fish and Wildlife Service (USFWS)

Other agencies, organizations, and/or special interest groups not formally identified as a responsible agency, but otherwise anticipated to be participants in the local review process for the Project include:

- ◆ East Bay Municipal Utilities District (EBMUD)
- ◆ Contra Costa County Flood Control and Water Conservation District (CCCFWCD)
- ◆ Contra Costa Local Agency Formation Commission (LAFCo)
- ◆ East Bay Regional Parks District (EBRPD)
- ◆ Contra Costa County

Because the Town of Danville is the lead agency for the Project, the EIR which the Town has prepared is intended to be the basis for compliance with CEQA for each of the possible discretionary actions by other agencies to carry out the Project.

- 3.11 In several comments on the Draft REIR, various measures were suggested by commenters as proposed additional mitigation measures. Most of the proposed mitigation measures were for impacts that were less than significant. Based on the explanation and analysis in the REIR, these requests for additional mitigation measures are declined.
- 3.12 Having received, reviewed, and considered the above described information, as well as all other information and documents in the record, the Planning Commission hereby finds as stated in these Findings.
- 3.13 Pursuant to Public Resources Code §21081.6 and California Code of Regulations, Title 14, §15091, the Town of Danville is the custodian of the documents and other material that constitute the record of proceedings upon which the Town's decision is based, and such documents and other material are located at: Town of Danville Development Services Department, 510 La Gonda Way, Danville, California, 94526.

4.0 FINDINGS REGARDING POTENTIALLY SIGNIFICANT IMPACTS AND MITIGATION MEASURES

The REIR identified potentially significant impacts in the areas identified below. The REIR recommended mitigation measures to reduce all potentially significant impacts to a level of insignificance. All of these mitigation measures were also identified in the 2013 EIR; some have been modified to reflect Project changes (e.g., 381 rather than 372 acres of permanent open space) or feedback from agencies (e.g., EBMUD). Several mitigation measures identified in the 2013 EIR are not included in the REIR either because they have been incorporated into the Project Description or because they are no longer applicable to the Project as revised.

4.1 Aesthetics

Impact: The project would create new sources of light that would adversely affect nighttime views in the area.

Mitigation Measure 4.1-1 All buildings shall be designed so that reflective surfaces are limited and exterior lighting is down-lit and illuminates the intended area only. Building applications for new structures shall include an exterior lighting plan subject to approval by the Town of Danville that includes the following requirements: 1) exterior lighting shall be direc-

tional; 2) the source of directional lighting shall not be directly visible; and 3) vegetative screening shall be installed, where appropriate.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.1-1. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impact on aesthetics as described above will be mitigated to a less than significant level.

4.2 Biological Resources

Impact: Construction of the proposed subdivision could result in potential impacts to California red-legged frog.

Mitigation Measure 4.4-1 The project proponent shall implement the following measures during construction activities in or along East Branch Green Valley Creek to avoid take of individual CRLF:

- a. Prior to the start of construction, the project proponent shall retain a qualified biologist to train all construction personnel regarding habitat sensitivity, identification of special status species, and required practices.
- b. Prior to the start of construction, the project proponent shall retain a qualified biologist to conduct pre-construction surveys to ensure that CRLF are absent from the construction area. If CRLF are present, a qualified biologist possessing all necessary permits shall relocate them or they shall be allowed to move out of the construction area on their own.
- c. Immediately following the pre-construction surveys and a determination that CRLF are not present in the construction zone, the construction zone shall be cleared and silt fencing erected and maintained around construction zones to prevent CRLF from moving into these areas.
- d. The project proponent shall retain a qualified biological monitor to be present onsite during times of construction within the riparian habitat of East Branch Green Valley Creek to ensure no CRLF are harmed, injured, or killed during project buildout.

Mitigation Measure 4.4-2 The project would impact approximately 0.3 acres of moderate-quality riparian habitat resulting from construction of the vehicular bridges across East Branch Green Valley Creek. The project shall replace the lost value of this impact by restoring the impacted riparian habitat at a minimum 1:1 replacement-to-loss ratio. (Final mitigation amounts will be based on actual impacts to be determined during the design phase.) This shall be accomplished by restoring riparian habitat at the four following locations:

- a. The existing wet crossing and asphalt near the panhandle (i.e., where the new bridge is to be constructed) shall be removed. The silt and sediment buildup behind and adjacent to the wet crossing and asphalt shall also be removed and the creek bed shall be low-

cred to restore the natural flow of this portion of the creek.

- b. The existing crossing from San Andreas Drive shall be removed and the creek restored in this area.
- c. The two existing cattle grates on Magee West near the existing culverts shall be removed. One of these is causing sediment build up and adversely impacting the creek. The natural flow of this channel shall be restored back to its original condition prior to the original installation of the grates.
- d. The riparian corridor along the East Branch of Green Valley Creek will be enhanced with suitable planting and placement of riparian vegetation along the proposed trail on Magee East. Approximately 2 acres along East Branch Green Valley Creek between the creek and the trail is available to accommodate the minimum 0.3 acres of riparian enhancement plantings. The enhancement area shall be planted with native species appropriate for the corridor.

Mitigation Measure 4.4-3

The project would impact approximately 0.5 acres of jurisdictional waters that are of a degraded quality and marginal value for the CRLF. The project shall replace the lost functions and value of this impact to aquatic habitats at a minimum of 1:1 replacement-to-loss acreage ratio. The final mitigation amounts will be based on actual impacts to be determined during the design phase. Habitat replacement via creation of and/or enhancements to existing waters shall occur onsite. Onsite lands proposed to be preserved as open space are within the same watershed as the offsite detention basin known to support breeding CRLF and are expected to fully accommodate creation of and/or enhancements to aquatic habitats that would be of substantially higher value to CRLF than the impacted waters. Compensation for impacts to jurisdictional waters to benefit the CRLF will include all of the aforementioned components along with improving the wetland character of the onsite stock pond and enhancing the associated riparian habitat between the stock pond and the detention basin. (Refer also to mitigation measures 4.4-13 and 4.4-14 below for impacts to jurisdictional waters.)

Mitigation Measure 4.4-4

The project proposes to preserve approximately 381 acres of the site as open space. Areas to be preserved would be placed under a conservation easement or deed restriction to prohibit construction and preserve conservation value. The project proposes to create a geologic hazard abatement district (GHAD) to provide suitable funding for management and long-term maintenance of the site. Upland habitats shall be managed via a long-term management plan to maintain the quality of the habitat for the movement and dispersal of CRLF. Prior to construction, the project proponent shall retain a qualified biologist to prepare an open space management plan for the explicit purpose of managing and monitoring the proposed open space area. This plan shall be submitted to the Town of Danville for review and approval prior to issuance of grading permits. At a minimum this plan shall include the following components:

- a. Identify the location of the restoration efforts for replacing jurisdictional waters and riparian habitats. The replacement ratio for both habitats will be at a minimum of a 1:1 ratio.
- b. Identify the approaches to be used, including the extent that the onsite stock pond be expanded, reconfiguring of the pond bottom and increase in depth, and providing evidence that sufficient water budget exist for any proposed enhancement.

- c. Identify a suitable planting regime for restoring wetland and riparian habitats.
- d. Identify success criteria for monitoring both the wetland and riparian habitats that are consistent with similar habitats regionally.
- e. Monitor restored wetland habitats for at least five years and restored riparian habitats for 10 years.
- f. Define and identify the GHAD maintenance and management activities to manage the open space habitats to meet the stated goals of support habitat characteristics suitable for the CRLF. This would include suitable fencing so as to control access, limited cattle grazing or other procedures to manage grass height and forage production at levels that benefit the CRLF, and removal of trash.
- g. Define the financial mechanism for the GHAD to manage the open space into perpetuity.

Finding: The Planning Commission recommends the adoption of Mitigation Measures 4.4-1 through 4.4-4. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of these Measures, the impacts on biological resources as described above will be mitigated to a less than significant level.

Impact: Construction of the proposed subdivision could result in potential impacts to western pond turtle.

Mitigation Measure 4.4-5 Implementation of the avoidance, minimization, and compensation measures for the CRLF (see discussion above) would address impacts to western pond turtles. The project proponent shall also implement the following measures.

Prior to the start of construction, the project proponent shall retain a qualified biologist to train construction personnel regarding habitat sensitivity, identification of special status species, and required practices.

Mitigation Measure 4.4-6 Prior to the start of construction within the East Branch Green Valley Creek riparian area, the project proponent shall retain a qualified biologist to conduct pre-construction surveys to ensure that western pond turtles are absent from the construction area. If western pond turtles are present, a qualified biologist possessing all necessary permits shall be retained to relocate them.

Mitigation Measure 4.4-7 If western pond turtles are found to be absent from the construction zone, immediately following the pre-construction surveys the project proponent shall clear the construction zone and install/maintain silt fencing around the construction zone to prevent western pond turtles from entering these areas.

Mitigation Measure 4.4-8 During construction within the East Branch Green Valley Creek riparian area, the project proponent shall retain a biological monitor to be present onsite during times of construction to ensure that turtles are not harmed, injured, or killed.

Finding: The Planning Commission recommends the adoption of Mitigation Measures 4.4-5 through 4.4-8. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of these Measures, the impacts on biological resources as described above will be mitigated to a less than significant level.

Impact: Construction of the proposed subdivision could result in potential impacts to nesting raptors and migratory birds.

Mitigation Measure 4.4-9 To the maximum extent practicable, the project proponent shall remove trees during the non-breeding season (September 1 through January 31). If it is not possible to avoid tree removal and associated disturbances during the breeding season (February 1 through August 31), the project proponent shall retain a qualified biologist to conduct a pre-construction survey for tree-nesting raptors and other tree- or ground-nesting migratory birds in all trees or other areas of potential nesting habitat within the construction footprint and 250 feet of the footprint, if such disturbance would occur during the breeding season. This survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). If nesting raptors or migratory birds are detected on the site during the survey, a suitable construction-free buffer shall be established around all active nests. The precise dimension of the buffer (a minimum of 150 feet up to a maximum of 250 feet) shall be determined at that time and may vary depending on location and species. Buffers shall remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. Pre-construction surveys during the non-breeding season are not necessary, as the birds are expected to abandon their roosts during construction activities.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.4-9. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on biological resources as described above will be mitigated to a less than significant level.

Impact: Construction of the proposed subdivision could result in potential impacts to burrowing owls.

Mitigation Measure 4.4-10 In order to avoid impacts to active burrowing owl nests, the project proponent shall retain a qualified biologist to conduct pre-construction surveys for burrowing owls within the construction footprint and within 250 feet of the footprint no more than 30 days prior to the onset of ground disturbance. These surveys shall be conducted in a manner consistent with the CDFG's burrowing owl survey methods (CDFG 2012b). If pre-construction surveys determine that burrowing owls occupy the site during the non-breeding season (September 1 through January 31), then a passive relocation effort (e.g., blocking burrows with one-way doors and leaving them in place for a minimum of three days) may be used to ensure that the owls are not harmed or injured during construction. Once it has been determined that owls have vacated the site, the burrows can be collapsed, and ground disturbance can proceed. If burrowing owls are detected within the construction footprint or immediately adjacent lands (i.e., within 250 feet of the footprint) during the breeding season (February 1 through August 31), a construction-free buffer of 250 feet shall be established around all active owl nests. The buffer area should be enclosed with temporary fencing, and construction equipment and workers may not enter the enclosed setback areas. Buffers must remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. After the breeding season, passive relocation of any remaining owls may take place as de-

scribed above.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.4-10. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on biological resources as described above will be mitigated to a less than significant level.

Impact: **Construction of the proposed subdivision could result in potential impacts to American badgers.**

Mitigation Measure 4.4-11 Pre-construction surveys conducted for burrowing owls shall also be used to determine the presence or absence of badgers in the development footprint. If an active badger den is identified during pre-construction surveys within or immediately adjacent to the construction envelope, the project contractor shall establish a construction-free buffer around the den of up to 300 feet or a distance specified by the resource agencies (i.e., CDFG). Because badgers are known to use multiple burrows in a breeding burrow complex, the project contractor shall retain a biological monitor during construction activities to ensure the buffer is adequate to avoid direct impacts to individuals or nest abandonment. The monitor shall be present onsite until it is determined that young are of an independent age and construction activities would not harm individual badgers. Once it has been determined that badgers have vacated the site, the burrows can be collapsed or excavated, and ground disturbance can proceed.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.4-11. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on biological resources as described above will be mitigated to a less than significant level.

Impact: **Development of the proposed subdivision would impact wetlands (0.5 acres) and riparian habitat (0.3 acres).**

Mitigation Measure 4.4-12 The project proponent shall replace wetland and riparian habitat at a 1:1 replacement-to-loss ratio. It is expected that all compensation measures can be accommodated within the 381 acres of the site proposed as open space. Prior to issuance of a grading permit, the project proponent shall retain a qualified biologist to prepare an onsite habitat mitigation and monitoring plan (HMMP) that includes both an aquatic habitat restoration plan and a riparian habitat restoration plan. The HMMP would specifically address the wetland and riparian habitats and is separate from the Open Space Management Plan identified in Mitigation 4.4-4, although there may be some overlap. The HMMP shall include the following components, at a minimum:

- a. Define the location of all restoration/creation activities;
- b. Provide evidence of a suitable water budget to support any created wetland and riparian habitats;
- c. Identify the species, amount, and location of plants to be installed;
- d. Identify the time of year for planting and method for supplemental watering during the establishment period;
- e. Identify the monitoring period, which should be not less than 5 years for wetland restoration and not less than 10 years for riparian restoration, defines success criteria that will be required for the wetland restoration to be deemed a success;
- f. Identify adaptive management procedures that include (but are not lim-

ited to) measures to address colonization by invasive species, unexpected lack of water, excessive foraging of installed wetland plants by native wildlife, and similar;

- g. Define management and maintenance activities (weeding of invasives, providing for supplemental water, repair of water delivery systems) of the proposed GHAD; and
- h. Provide for assurance in funding the monitoring and ensuring that the created wetland and riparian habitats fall within lands to be preserved and managed into perpetuity. Confirm that the proposed GHAD will meet these responsibilities.

Mitigation Measure 4.4-13 The project proponent shall comply with all state and federal regulations related to construction work that will impact aquatic habitats occurring on the site. Prior to construction, the project proponent shall obtain a Section 404 Clean Water Act permit from the USACE, Section 401 Water Quality Certification from the RWQCB, and/or Section 1600 Streambed Alteration Agreement from the CDFG, and submit proof of such documentation to the Town of Danville.

Finding: The Planning Commission recommends the adoption of Mitigation Measures 4.4-12 through 4.4-13. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of these Measures, the impacts on biological resources as described above will be mitigated to a less than significant level.

Impact: **The project would result in the removal of 49 trees on the site, which represents a potentially significant impact.**

Mitigation Measure 4.4-14 Prior to issuance of a grading permit, a tree preservation plan shall be prepared for all trees to be retained that identifies all protection and mitigation measures to be taken and includes the tree preservation guidelines by HortScience in their tree report(s). These measures shall remain in place for the duration of construction activities at the project site.

Mitigation Measure 4.4-15 Upon completion of construction, the project proponent shall replace all ordinance-size trees to be removed with approved species “of a cumulative number and diameter necessary to equal the diameter of the tree(s) which are approved for removal” in accordance with the Town’s tree ordinance. Tree removal shall be conducted in accordance with the Town’s requirements, including planting a mixture of small and large box trees to meet the cumulative diameter number of the removed trees. The project proponent shall replace all non-ordinance-size trees (i.e., trees less than 10 inches in diameter for single-trunk trees or less than 20 inches in diameter for multi-trunk trees) at a replacement-to-removal ratio of 1:1. To the maximum extent practicable, all native trees that are removed shall be replaced with like species. All non-native trees that are removed shall be replaced with species that are known to occur naturally within similar habitats in the region.

Mitigation Measure 4.4-16 Prior to construction, the project proponent shall retain a qualified arborist to develop a monitoring plan for replacement trees (outside the riparian habitat) and submit it to the Town of Danville during the permit process. The basic components of the monitoring plan shall include final success criteria, specific performance criteria, monitoring methods, data analysis, monitoring schedule, contingency/remedial measures, and

reporting requirements.

Finding: The Planning Commission recommends the adoption of Mitigation Measures 4.4-14 through 4.4-16. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of these Measures, the impacts on biological resources as described above will be mitigated to a less than significant level.

Impact: **The improvements to the Diablo Road/Green Valley Road intersection would require the removal of 18 trees within the Town right-of-way, which represents a significant impact.**

Mitigation Measure 4.4-17 The Project shall implement Mitigation Measures 4.4-14 through 4.4-16 as applicable.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.4-17. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on biological resources as described above will be mitigated to a less than significant level.

4.3 Cultural Resources

Impact: **Construction of the project may result in the discovery and disturbance of unknown archaeological resources and/or human remains.**

Mitigation Measure 4.5-1 If during the course of project construction, archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 20 feet of the find until a qualified professional archaeologist can evaluate it. Work shall not recommence until the project archaeologist has submitted documentation to the Town indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.

Mitigation Measure 4.5-2 Pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during construction, no further excavation or disturbance shall be conducted on the site or any nearby area reasonably suspected to overlie adjacent remains. The Contra Costa County Coroner shall be notified and make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.

Finding: The Planning Commission recommends the adoption of Mitigation Measures 4.5-1 through 4.5-2. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of these Measures, the impacts on cultural resources as described above will be mitigated to a less than significant level.

Impact: **Construction of the project may result in the discovery and disturbance of unknown paleontological resources.**

Mitigation Measure 4.5-3 If during the course of project construction, paleontological resources are accidentally

discovered during construction, work shall be halted within 20 feet of the find until a qualified professional paleontologist can evaluate it. Work shall not recommence until the project paleontologist has submitted documentation to the Town indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.5-3. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on paleontological resources as described above will be mitigated to a less than significant level.

4.4 Geotechnical

Impact 4.6-1

Construction of the project could result in temporary soil erosion and loss of topsoil

Mitigation Measure 4.6-1

In order to reduce wind and water erosion on the project site, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods (see mitigation measure 4.8-1 in 4.8 Hydrology and Water Quality).

The project shall prepare an erosion control plan in accordance with the Town's Erosion Control Ordinance. The project proponent shall implement the following measures, where appropriate, to control erosion: 1) keep construction machinery off of established vegetation as much as possible, especially the vegetation on the upwind side of the construction site; 2) establish specific access routes at the planning phase of the project, and limits of grading prior to development, which should be strictly observed; 3) utilize mechanical measures (i.e., walls from sand bags and/or wooden slat or fabric fences) to reduce sand movement; 4) immediate re-vegetation (plus the use of temporary stabilizing sprays), to keep sand movement to a minimum; and 5) for larger-scale construction, fabric or wooden slat fences should be placed around the construction location to reduce sand movement. This erosion control plan shall be submitted to the Town of Danville for review and approval prior to issuance of a grading permit.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.6-1. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on geotechnical as described above will be mitigated to a less than significant level.

4.5 Hazards & Hazardous Materials

Impact:

Development of the proposed project, including excavation and other land disturbance, could result in the release of hazardous materials that may be present on portions of the project site, exposing construction personnel and the environment to potential health and safety risks.

Mitigation Measure 4.7-1

In order to minimize potential human health hazards associated with the historical use of hazardous materials on portions of the project site, the project proponent shall retain a trained professional to prepare a Site Management Plan to maintain the safety of construction workers and assure proper management of any contaminated soils on the site in accordance with federal, state and local regulatory requirements. This plan shall

be subject to review and approval by Contra Costa County Health Services, and evidence of approval provided to the Town of Danville, prior to the issuance of any grading permit, demonstrating that all necessary remedial actions have been completed pursuant to the approved Site Management Plan. At a minimum, the Site Management Plan shall include 1) the collection and chemical analysis of soil samples from the former UST location and 2) excavation and soils characterization to confirm that sufficient soils removal has occurred for OCPs and elevated 4, 4-DDE at location SB-3, and 3) proper removal and disposal of all hazardous materials on the site, including contaminated soils, chemical containers observed in the storage shed, and herbicides spray bottles at an approved disposal facility.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.7-1. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on hazards and hazardous materials as described above will be mitigated to a less than significant level.

4.6 Hydrology & Water Quality

Impact: Construction and operation of the project could impact surface water quality.

Mitigation Measure 4.8-1 In order to avoid water quality impacts, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods. The SWPPP shall incorporate best management practices consistent with the requirements of the National Pollution Discharge Elimination System (NPDES) Municipal Stormwater permit (No. CAS612008). The project proponent shall obtain a NPDES General Construction Permit and prepare the SWPPP in accordance with all legal requirements, prior to the issuance of a grading permit. Additional requirements for erosion control are detailed in mitigation measure 4.6-1 in 4.6 Geotechnical and Geologic Hazards.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.8-1. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on hydrology and water quality as described above will be mitigated to a less than significant level.

4.7 Public Services

Impact: The project would result in an incremental increase in the student population in the SRVUSD.

Mitigation Measure 4.11-1 The applicant shall pay a school impact fee pursuant to the criteria set forth within California Government Code Section 65995. Prior to the issuance of building permits, the applicant shall pay required school mitigation fees, subject to the review and approval of the Town of Danville and San Ramon Valley Unified School District. The fees set forth in Government Code Section 65996 constitute the exclusive means of both “considering” and “mitigating” school facilities impacts of projects [Government Code Section 65996(a)]. They are “deemed to provide full and complete school facilities mitigation” [Government Code Section 65996(b)].

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.11-1. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on public services as described above will be mitigated to a less than significant level.

4.8 Transportation & Circulation

Impact: The project trips added to the intersection of Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard under Existing plus Project and Cumulative plus Project Conditions will increase the V/C ratio by more than 5 percent during the AM and School PM peak hours, which constitutes a significant impact based on the established thresholds of significance.

Mitigation Measure 4.3-1 Install a traffic signal at the intersection of Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard at the applicant’s expense. With signalization, the intersection would operate at LOS A or B under all scenarios.

Finding: The Planning Commission recommends the adoption of Mitigation Measure 4.12-1. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of the Measure, the impacts on traffic and circulation as described above will be mitigated to a less than significant level.

The Planning Commission further finds that Mitigation Measure 4.3-1 is within the responsibility and jurisdiction of Contra Costa County and not the Town, and that the County can and should adopt this Measure. If the County does not adopt this Measure, this traffic congestion impact will be significant and unavoidable. The Planning Commission addresses this potential significant and unavoidable impact in the Statement of Overriding Considerations in Section II.

4.9 Utilities

Impact: Development of the proposed project would require the construction of new water infrastructure in order to serve the project. EBMUD has identified that specific improvements may be necessary to serve new uses. These improvements are necessary to mitigate potential water supply infrastructure impacts.

Mitigation Measure 4.13-2 Prior to the recordation of the final map for each phase of development, the applicant shall submit detailed design-level infrastructure drawings approved by the East Bay Municipal Utility District to the Town of Danville for review and approval. All new water supply infrastructure shall be designed in accordance with all applicable East Bay Municipal Utility District specifications. All water supply infrastructure plans shall be reviewed and approved prior to final map recordation.

Mitigation Measure 4.13-3 The East Bay Municipal Utility District maintains a right-of-way (R/W 1581) through the project site, which provides access to the Green Valley Reservoir. In order to avoid potential effects to East Bay Municipal Utility District’s existing operations, the final map shall clearly delineate all known easements, including East Bay Municipal Utility

District's right-of-way (R/W 1581). Any and all activities proposed within the right-of-way shall be coordinated with East Bay Municipal Utility District. This easement shall be reflected in all final design-level improvement plans and appropriate notes shall also be included, subject to the review and approval of the East Bay Municipal Utility District and the Town of Danville.

Finding: The Planning Commission recommends the adoption of Mitigation Measures 4.13-2 and 4.13-3. Based on the explanation and analysis in the REIR, the Planning Commission finds that with the adoption of these Measures, the impacts on utilities as described above will be mitigated to a less than significant level.

5.0 FINDINGS RELATED TO CUMULATIVE IMPACTS AND MITIGATION MEASURES

CEQA Guidelines require consideration of the potential cumulative impacts that could result from a proposed project in conjunction with other projects in the vicinity. Such impacts can occur when two or more individual effects create a considerable environmental impact or compound other environmental consequences. An explanation of the cumulative impact analysis is in Section 5.2 of the Draft REIR.

One significant cumulative impact was found for the Project, in the area of traffic congestion. This cumulative impact can be mitigated to a level of insignificance as discussed above. If the County declines to adopt Mitigation Measure 4.3-1 (signalization of the Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard intersection) then this impact will be significant and unavoidable. There is no evidence in the record to indicate the County will not adopt the Measure. However, a Statement of Overriding Considerations is included in Section II in response to that unlikely scenario.

6.0 FINDINGS REGARDING MONITORING OF MITIGATION MEASURES

In order to ensure that the mitigation measures identified herein are implemented, the Planning Commission recommends the adoption of the Mitigation Monitoring and Reporting Program include with the Project approvals.

7.0 FINDINGS REGARDING ALTERNATIVES

CEQA Guidelines §15126.6 requires a discussion of a reasonable range of alternatives to the project or to the location of the project. However, an EIR need not consider an alternative whose implementation is remote or speculative. An EIR is required to describe and comparatively evaluate a range of reasonable alternatives to a project, or location of the project, that would feasibly attain most of the basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project. Thus, the range of alternatives evaluated in the Draft REIR was dictated by CEQA and by the range of significant impacts identified in the Draft REIR, and evaluated alternatives were limited to those that theoretically could have reduced or eliminated identified environmental impacts.

The Draft REIR also considered and rejected two alternatives from further consideration. First, an alternative location was not carried forward for analysis since there is no other site that can accommodate the Project and implement the criteria specified in the General Plan that identify the Project site as an Area of Special Concern. Second, Alternative 5 from the 2013 EIR (a 66-unit, 20,000-sf-lot alternative) was not carried forward for analysis because the proposed Project no longer includes custom lots; 20,000-square-foot lots would increase footprint impacts compared to the Proposed Project; and the number of residential lots in this alternative (66) was virtually the same as the 69 lots in the proposed Project and in Alternative 3.

The Draft REIR discussed the following alternatives in detail:

1. No Project/No Build

2. No Project/Build without Subdivision (7 residential lots)
3. More Clustered Alternative/Minimum 5,000 SF Lots (69 residential lots)
4. Non-Clustered Alternative (78 residential lots, no zone change)

Each of these alternatives was evaluated under the same environmental categories as presented for the Project and as identified in Chapter 4 and Appendix A of the Draft REIR. Based on the comparison of the relative merits of each alternative compared to the Project, each of the alternatives was found to be deficient in meeting the Project's goals and objectives, and Alternative 4 would cause greater environmental impacts.

The Final REIR at pages 27-28, explains why alternatives suggested by commenters would not meet project objectives, would not reduce environmental impacts, or both. These alternatives are: a) a reduction in residential lots sufficient to avoid the Project's significant traffic congestion impact at Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard (which would not require the applicant to signalize the intersection and therefore would maintain the intersection's current LOS E and F at AM peak and School PM Peak hours, respectively); b) nine 20-acre parcels on land currently zoned Agricultural, with small clusters elsewhere on the site (which would spread development more widely across the site, adding to visual impacts and failing to meet the project objective of extensive public open space); and c) elimination of the three residential lots at Magee West (which would not avoid any significant traffic impact). The overall objectives of the Project are to:

- ◆ Develop a residential project that is consistent with the Town of Danville Agricultural, General Open Space, Rural Residential, and Single Family-Low Density General Plan Land use designations for the site as well as the General Plan's Magee Ranch Special Concern Area language,
- ◆ Provide 69 residential lots, including 66 home sites at the east end of site south of Blackhawk Road, and 3 homes sites near the southeast corner of the Diablo Road/McCauley road intersection,
- ◆ Design the project to cluster development on the lower portions of the site to minimize visual impacts and limit disturbance on the property,
- ◆ Provide for a minimum of 10% of the 69 lots to include a second dwelling unit ("casita") to satisfy the Town's affordable housing requirements,
- ◆ Preserve approximately 381 acres of the project site as permanent open space, and
- ◆ Preserve significant features of scenic hillsides and major ridgeline areas.

7.1 No Project/No Build Alternative

7.1.1 Description of Alternative 1

CEQA requires the discussion of the No Project Alternative "to allow decision makers to compare the impacts of approving the proposed project with the impacts of not approving the proposed project." For the purposes of this analysis the No Project Alternative represents the "no development" scenario in which the site is left in its current generally undeveloped condition (per CEQA Guidelines Section 15126.6(e)(3)) and existing ranching uses continuing to operate. This alternative would eliminate the preservation of over 381 acres of the site in permanent open space, with public trails, proposed by the Project.

7.1.2 Rejection of Alternative

The No Project Alternative would avoid all of the environmental impacts of the proposed Project. The No Project Alternative would result in the continuation of the existing operation of ranching uses on the site (which would also be continued on most of the Project site under the proposed Project). The No Project Alternative is infeasible because it

would fail to meet any project objectives, including to build a residential community on the site consistent with the existing zoning and General Plan and preserve over 381 acres in permanent open space. The Alternative would not provide public access through a trail system.

7.2 Project/Build Without Subdivision

7.2.1 Description of Alternative

The No Project/Build Alternative consists of eliminating the proposed subdivision and developing the project site with one residential lot per existing parcel. Since the site currently contains seven buildable parcels, this alternative would result in the construction of a total of seven residential homes on the site. This alternative would require the provision of infrastructure to each individual parcel, including roads, water, power, and sanitary sewer. It is assumed that each lot would require its own water well and septic system, although it may be technically possible to connect these parcels to the public system via lengthy lateral extensions. This alternative would eliminate the preservation of over 381 acres of the site in permanent open space proposed by the Project.

7.2.2 Rejection of Alternative

This alternative would lessen the environmental impacts of the Project by decreasing total unit count from 69 lots to 7 lots. This alternative is infeasible because it would fail to meet any project objectives, including to develop a 69-lot residential community on the site and preserve over 381 acres in permanent open space.

7.3 More Clustered Alternative/Minimum 5,000 S.F. Lots

7.3.1 Description of Alternative

This alternative consists of the development of the site with 69 lots sized a minimum of 5,000 square feet, within a smaller development footprint than the proposed Project. This alternative would eliminate development on approximately ten acres, primarily within the south portion of Magee East, by eliminating the southernmost portion of Court F. This area of development was eliminated to provide a logical boundary for the smaller footprint scenario, primarily from an engineering perspective. This alternative comprises three lots on Magee West and 66 lots on Magee East. This alternative is intended to reduce overall site disturbance compared with the Project.

7.3.2 Rejection of Alternative

The 5,000 SF lot alternative would lessen some impacts of the Project associated with site disturbance since the development footprint would be reduced. These areas include aesthetics, cultural resources, and geology/soils, which represent potential significant but mitigable impacts for the proposed Project. For many areas, including traffic congestion, the impacts would be unchanged due to the number of residential units. This alternative is rejected as infeasible because it would create an abrupt change in density compared to existing residential neighborhoods adjoining the project site.

7.4 Non-Clustered Alternative

7.4.1 Description of Alternative

This alternative consists of the development of the project site with 78 lots, with most lots sized a minimum of five acres. This alternative comprises 67 five-acre lots on the portions of the site covered by the Town's Residential – Rural Residential or Public and Open Space – Agricultural General Plan land use designations. The five-acre portion of the site covered with the Town's Residential – Single Family – Low Density General Plan land use designation (opposite Fairway Drive) would contain 11 lots with a minimum size of 13,000 square feet. This alternative would eliminate the preservation of over 381 acres of the site in permanent open space proposed by the Project.

This alternative would not cluster development on the flatter portions of the site but rather develop the majority of the project site with five-acre “ranchettes.” This alternative consists of 24 lots on Magee West and 54 lots on Magee East. The lot configuration under this alternative would not allow for preservation of large portions of the project site in open space. This alternative is being evaluated at the request of the community at the scoping meeting for the 2013 EIR, as well as because it is the type of development that could occur on the site using zoning that is consistent with the Town’s 2010 General Plan land use designations for the project site other than the P-1; Planned Unit Development District. This alternative would not conform to the Town’s General Plan policies that recommend development be concentrated on the flatter less visible portions of the site.

7.4.2 Rejection of Alternative

This alternative is infeasible because it would increase environmental impacts compared to the proposed Project and would not meet project objectives. This alternative would introduce non-clustered development on the entire site. This would result in substantially greater, significant aesthetic impacts due to viewshed alteration. It would result in greater land disturbance impacts by requiring additional grading, an extensive roadway system, and additional project infrastructure to provide service and access to each lot. The overall impacts of this alternative would be substantially greater than the Project. This alternative would not meet the Project objectives to cluster development on the flatter portions of the site and minimize grading and infrastructure requirements. Moreover, the Project, as approved, includes fewer housing units. This alternative would not conform to the policy of the Magee Ranch Special Concern Area identified in the General Plan, which “strongly discourages” subdivision of the property into 5-acre ranchettes and encourages clustering of development.

8.0 GROWTH INDUCING IMPACTS

Finding: The Planning Commission finds that the Project will not result in significant growth inducing impacts because the Project does not allow for development that creates population or other growth beyond what is currently permitted under the Town’s 2010 General Plan and 2030 General Plan. The Project would not establish policies nor add infrastructure which would induce further growth in the vicinity.

SECTION II STATEMENT OF OVERRIDING CONSIDERATIONS

1.0 Introduction

In determining whether to approve a project that creates significant and unavoidable impacts, CEQA Guidelines §15093 requires a public agency to balance the benefits of the project against its unavoidable environmental risks. The REIR identified mitigation measures that can reduce all potential environmental impacts to less than significant level. The Mitigation Measure to reduce the Project's contribution to traffic at the intersection of Mt. Diablo Scenic/Diablo (Measure 4.3-1), is within the responsibility and jurisdiction of Contra Costa County and not the Town. If the County does not adopt this Measure, this traffic impact will be significant and unavoidable. There is no evidence in the record from Contra Costa County will not implement this Measure. Rather, the letter from the County commenting on the Draft REIR (Comment Letter 1 in Final REIR) is supportive of the measure..

The Planning Commission has found, in Section I above, that the County can and should adopt Mitigation Measure 4.3-1. Nevertheless, it is not certain at this stage that the County will adopt this measure. For this reason, a Statement of Overriding Considerations is presented. In accordance with Public Resources Code §21081(b) and CEQA Guidelines §15093, the Planning Commission has, in determining whether or not to recommended approval of the Project, balanced the economic, social, technological, environmental, and other benefits of the Project against this potential unavoidable environmental effect, and has found that the benefits of the Project outweigh this possibility, for the reasons set forth below. This Statement of Overriding Considerations is based on the Planning Commission's review of the REIR and other information in the administrative record. The Planning Commission finds that each of the following benefits is an overriding consideration, independent of the other benefits, that warrants approval of the Project notwithstanding the possibility of a significant unavoidable impact.

2.0 Overriding Considerations

Substantial evidence is included in the record of these proceedings and in documents relating to the Project demonstrating the benefits which the Town would derive from the implementation of the Project. The Planning Commission has balanced the economic and social benefit of the Project against the possible unavoidable environmental impact that can occur if the County fails to adopt Mitigation Measure 4.3-1, and concludes that the economic, social and environmental benefits that will be derived from the Project outweigh that potential environmental impact. Upon balancing the environmental risks and countervailing benefits, the Planning Commission concludes that the benefits derive from the Project outweigh that potential environmental risk.

The specific benefits are as follows:

- The Project is consistent with the goals and policies in the Town's General Plan, Zoning Ordinance and other planning documents and provides a density of 69 units which is below the allowable density range of 78 units.
- The Project implements the direction in the General Plan relating to contemplated development in the Planning Area/Special Concern Area for this property by clustering development to the least sensitive and obstructive areas of the site.
- The Project will provide 381 acres (out of 410 acres) in permanent open space.
- The Project as conditioned will be required to make improvements to the intersection of Diablo Road/Green Valley Road even though the Project does not create significant traffic impacts at this intersection. These improvements will improve traffic flow at the intersection.
- The Project will provide 69 housing units to the area, in addition to 7 affordable units. These new units will increase the housing alternatives available to home buyers and generate economic activity in the area.

- The General Plan establishes the goal of providing affordable housing opportunities. The Project will help meet these affordable housing needs by constructing seven casitas as affordable housing.
- The Project will provide a pedestrian/bicycle trail adjacent to Diablo Road and hiking trails that will allow opportunities to establish park and trail connections to Sycamore Valley Open Space.
- The Project will provide an alternative access route to be used in emergencies along a segment of Diablo Road.

The Planning Commission finds that the above described benefits which will be derived from the Project, when weighed against the absence of the Project, override the significant and unavoidable traffic congestion impact that may result.

3.0 Summary

Based on the foregoing Findings and the information contained in the Record, the Planning Commission has made one or more of the following findings with respect to each of the significant environmental effects of the Project:

- 1) Changes or alterations have been required in, or incorporated into, the Project which mitigate or avoid the significant effects on the environment.
- 2) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency. This Finding relates to Mitigation Measure 4.3-1.
- 3) Specific economic, legal, social, technological, or other considerations, including considerations for the provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or alternatives identified in the environmental impact report.

Based on the foregoing findings and the information contained in the record, it is determined that:

- 1) All significant effects on the environment due to the approval of the Project have been eliminated or substantially lessened where feasible.
- 2) Any remaining significant effects on the environment found to be unavoidable are acceptable due to the factors described in the Statement of Overriding Considerations and the Planning Commission recommends that the Project should be approved.

**DRAFT MITIGATION MONITORING AND REPORTING PROGRAM – MAGEE PRESERVE
May 2019**

NOTES: Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon an environmental impact report (EIR). The purpose of the monitoring or reporting program is to ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the EIR.

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>The project would create new sources of light that would adversely affect nighttime views in the area.</p>	<p>4.1-1 All buildings shall be designed so that reflective surfaces are limited and exterior lighting is down-lit and illuminates the intended area only. Building applications for new structures shall include an exterior lighting plan subject to approval by the Town of Danville that includes the following requirements: 1) exterior lighting shall be directional; 2) the source of directional lighting shall not be directly visible; and 3) vegetative screening shall be installed, where appropriate.</p>	<p>Prior to Issuance of a Building Permit</p>	<p>Applicant</p>	<p>Town of Danville</p>	<input type="checkbox"/>
<p>The project trips added to the intersection of Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard under Existing plus Project and Cumulative plus Project Conditions will increase the V/C ratio by more than 5 percent during the AM and School PM peak hours, which constitutes a significant impact based on the established thresholds of significance.</p>	<p>4.3-1 Install a traffic signal at the intersection of Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard at the applicant's expense. With signalization, the intersection would operate at LOS B under all scenarios.</p> <p>The above mitigation would reduce the traffic impact to a less-than-significant level. However, this intersection is within the responsibility and jurisdiction of Contra Costa County and not the Town. If the County does not implement this measure, the traffic impact will be significant and unavoidable.</p>	<p>Upon Completion of Project Construction</p>	<p>Contra Costa County</p>	<p>Town of Danville</p>	<input type="checkbox"/>
<p>Construction of the proposed subdivision could result in potential</p>	<p>4.4-1 The project proponent shall implement the following measures during construction activities in or along East Branch Green Valley Creek to avoid take of individual CRLF:</p>	<p>Prior to and During Project Construction</p>	<p>Applicant & Qualified Biologist</p>	<p>Town of Danville</p>	<input type="checkbox"/>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>impacts to California red-legged frog.</p>	<p>a. Prior to the start of construction, the project proponent shall retain a qualified biologist to train all construction personnel regarding habitat sensitivity, identification of special status species, and required practices.</p> <p>b. Prior to the start of construction, the project proponent shall retain a qualified biologist to conduct pre-construction surveys to ensure that CRLF are absent from the construction area. If CRLF are present, a qualified biologist possessing all necessary permits shall relocate them or they shall be allowed to move out of the construction area on their own.</p> <p>c. Immediately following the pre-construction surveys and a determination that CRLF are not present in the construction zone, the construction zone shall be cleared and silt fencing erected and maintained around construction zones to prevent CRLF from moving into these areas.</p> <p>d. The project proponent shall retain a qualified biological monitor to be present onsite during times of construction within the riparian habitat of East Branch Green Valley Creek to ensure no CRLF are harmed, injured, or killed during project buildout.</p>				
<p>See Impact for Mitigation Measure 4.4-1</p>	<p>4.4-2 The project would impact approximately 0.3 acres of moderate-quality riparian habitat resulting from construction of the vehicular bridges across East Branch Green Valley Creek. The project shall replace the lost value of this impact by restoring the impacted riparian habitat at a minimum 1:1 replacement-to-loss ratio. (Final mitigation amounts will be based on actual impacts to be determined during the design phase.) This shall be accomplished by restoring riparian habitat at the four following locations:</p> <p>a. The existing wet crossing and asphalt near the panhandle (i.e., where the new bridge is to be constructed) shall be removed. The silt and sediment buildup behind and</p>	<p>Prior to Project Construction</p>	<p>Applicant</p>	<p>Town of Danville</p>	<input type="checkbox"/>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>See Impact for Mitigation Measure 4.4-1</p>	<p>adjacent to the wet crossing and asphalt shall also be removed and the creek bed shall be lowered to restore the natural flow of this portion of the creek.</p> <p>b. The existing crossing from San Andreas Drive shall be removed and the creek restored in this area.</p> <p>c. The two existing cattle grates on Magee West near the existing culverts shall be removed. One of these is causing sediment build up and adversely impacting the creek. The natural flow of this channel shall be restored back to its original condition prior to the original installation of the grates.</p> <p>d. The riparian corridor along the East Branch of Green Valley Creek will be enhanced with suitable planting and placement of riparian vegetation along the proposed trail on Magee East. Approximately 2 acres along East Branch Green Valley Creek between the creek and the trail is available to accommodate the minimum 0.3 acres of riparian enhancement plantings. The enhancement area shall be planted with native species appropriate for the corridor.</p> <p>4.4-3. The project would impact approximately 0.5 acres of jurisdictional waters that are of a degraded quality and marginal value for the CRLF. The project shall replace the lost functions and value of this impact to aquatic habitats at a minimum of 1:1 replacement-to-loss acreage ratio. The final mitigation amounts will be based on actual impacts to be determined during the design phase. Habitat replacement via creation of and/or enhancements to existing waters shall occur onsite. Onsite lands proposed to be preserved as open space are within the same watershed as the offsite detention basin known to support breeding CRLF and are expected to fully accommodate creation of and/or enhancements to aquatic habitats that would be of substantially higher value to CRLF than the impacted waters. Compensation for impacts to jurisdictional waters to benefit the CRLF will include all of the aforementioned</p>	<p>Prior to Project Construction</p>	<p>Applicant</p>	<p>Town of Danville</p>	<p><input type="checkbox"/></p>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>See Impact for Mitigation Measure 4.4-1</p>	<p>components along with improving the wetland character of the onsite stock pond and enhancing the associated riparian habitat between the stock pond and the detention basin. (Refer also to mitigation measures 4.4-13 and 4.4-14 below for impacts to jurisdictional waters.)</p> <p>4.4-4 The project proposes to preserve approximately 381 of the project site as open space. Areas to be preserved would be placed under a conservation easement or deed restriction to prohibit construction and preserve conservation value. The project proposes to create a geologic hazard abatement district (GHAD) to provide suitable funding for management and long-term maintenance of the site. Upland habitats shall be managed via a long-term management plan to maintain the quality of the habitat for the movement and dispersal of CRLF. Prior to construction, the project proponent shall retain a qualified biologist to prepare an open space management plan for the explicit purpose of managing and monitoring the proposed open space area. This plan shall be submitted to the Town of Danville for review and approval prior to issuance of grading permits. At a minimum this plan shall include the following components:</p> <ol style="list-style-type: none"> a. Identify the location of the restoration efforts for replacing jurisdictional waters and riparian habitats. The replacement ratio for both habitats will be at a minimum of a 1:1 ratio. b. Identify the approaches to be used, including the extent that the onsite stock pond be expanded, reconfiguring of the pond bottom and increase in depth, and providing evidence that sufficient water budget exist for any proposed enhancement. c. Identify a suitable planting regime for restoring wetland and riparian habitats. 	<p>Prior to Project Construction</p>	<p>Applicant & Qualified Biologist</p>	<p>Town of Danville</p>	<p><input type="checkbox"/></p>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>Construction of the proposed subdivision could result in potential impacts to western pond turtle.</p>	<p>d. Identify success criteria for monitoring both the wetland and riparian habitats that are consistent with similar habitats regionally.</p> <p>e. Monitor restored wetland habitats for at least five years and restored riparian habitats for 10 years.</p> <p>f. Define and identify the GHAD maintenance and management activities to manage the open space habitats to meet the stated goals of support habitat characteristics suitable for the CRLF. This would include suitable fencing so as to control access, limited cattle grazing or other procedures to manage grass height and forage production at levels that benefit the CRLF, and removal of trash.</p> <p>g. Define the financial mechanism for the GHAD to manage the open space into perpetuity.</p>				
<p>Construction of the proposed subdivision could result in potential impacts to western pond turtle.</p>	<p>Implementation of the avoidance, minimization, and compensation measures for the CRLF (see discussion above) would address impacts to western pond turtles. The project proponent shall also implement the following measures.</p> <p>4.4-5 Prior to the start of construction, the project proponent shall retain a qualified biologist to train construction personnel regarding habitat sensitivity, identification of special status species, and required practices.</p>	<p>Prior to Project Construction</p>	<p>Applicant & Qualified Biologist</p>	<p>Town of Danville</p>	<input type="checkbox"/>
<p>See Impact for Mitigation Measure 4.4-5</p>	<p>4.4-6 Prior to the start of construction within the East Branch Green Valley Creek riparian area, the project proponent shall retain a qualified biologist to conduct pre-construction surveys to ensure that western pond turtles are absent from the construction area. If western pond turtles are present, a qualified biologist possessing all necessary permits shall be retained to relocate them.</p>	<p>Prior to Project Construction</p>	<p>Applicant & Qualified Biologist</p>	<p>Town of Danville</p>	<input type="checkbox"/>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
See Impact for Mitigation Measure 4.4-5	<p>4.4-7 If western pond turtles are found to be absent from the construction zone, immediately following the pre-construction surveys the project proponent shall clear the construction zone and install/maintain silt fencing around the construction zone to prevent western pond turtles from entering these areas.</p>	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	<input type="checkbox"/>
See Impact for Mitigation Measure 4.4-5	<p>4.4-8 During construction within the East Branch Green Valley Creek riparian area, the project proponent shall retain a biological monitor to be present onsite during times of construction to ensure that turtles are not harmed, injured, or killed.</p>	During Project Construction	Applicant & Qualified Biologist	Town of Danville	<input type="checkbox"/>
Construction of the proposed subdivision could result in potential impacts to nesting raptors and migratory birds	<p>4.4-9 To the maximum extent practicable, the project proponent shall remove trees during the non-breeding season (September 1 through January 31). If it is not possible to avoid tree removal and associated disturbances during the breeding season (February 1 through August 31), the project proponent shall retain a qualified biologist to conduct a pre-construction survey for tree-nesting raptors and other tree- or ground-nesting migratory birds in all trees or other areas of potential nesting habitat within the construction footprint and 250 feet of the footprint, if such disturbance would occur during the breeding season. This survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). If nesting raptors or migratory birds are detected on the site during the survey, a suitable construction-free buffer shall be established around all active nests. The precise dimension of the buffer (a minimum of 150 feet up to a maximum of 250 feet) shall be determined at that time and may vary depending on location and species. Buffers shall remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. Pre-construction surveys during the non-breeding season are not necessary, as the birds are expected to abandon their roosts during construction activities.</p>	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	<input type="checkbox"/>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>Construction of the proposed subdivision could result in potential impacts to burrowing owls.</p>	<p>4.4-10 In order to avoid impacts to active burrowing owl nests, the project proponent shall retain a qualified biologist to conduct pre-construction surveys for burrowing owls within the construction footprint and within 250 feet of the footprint no more than 30 days prior to the onset of ground disturbance. These surveys shall be conducted in a manner consistent with the CDFG's burrowing owl survey methods (CDFG 2012b). If pre-construction surveys determine that burrowing owls occupy the site during the non-breeding season (September 1 through January 31), then a passive relocation effort (e.g., blocking burrows with one-way doors and leaving them in place for a minimum of three days) may be used to ensure that the owls are not harmed or injured during construction. Once it has been determined that owls have vacated the site, the burrows can be collapsed, and ground disturbance can proceed. If burrowing owls are detected within the construction footprint or immediately adjacent lands (i.e., within 250 feet of the footprint) during the breeding season (February 1 through August 31), a construction-free buffer of 250 feet shall be established around all active owl nests. The buffer area should be enclosed with temporary fencing, and construction equipment and workers may not enter the enclosed setback areas. Buffers must remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. After the breeding season, passive relocation of any remaining owls may take place as described above.</p>	<p>Prior to Project Construction</p>	<p>Applicant & Qualified Biologist</p>	<p>Town of Danville</p>	<p><input type="checkbox"/></p>
<p>Construction of the proposed subdivision could result in potential impacts to American badgers.</p>	<p>4.4-11 Pre-construction surveys conducted for burrowing owls shall also be used to determine the presence or absence of badgers in the development footprint. If an active badger den is identified during pre-construction surveys within or immediately adjacent to the construction envelope, the project contractor shall establish a construction-free buffer around the den of up to 300 feet or a distance specified by the resource agencies (i.e., CDFG). Because badgers are known to use multiple burrows in a breeding burrow</p>	<p>Prior to Project Construction</p>	<p>Applicant & Qualified Biologist</p>	<p>Town of Danville</p>	<p><input type="checkbox"/></p>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>Development of the proposed subdivision would impact wetlands (0.5 acres) and riparian habitat (0.3 acres).</p>	<p>complex, the project contractor shall retain a biological monitor during construction activities to ensure the buffer is adequate to avoid direct impacts to individuals or nest abandonment. The monitor shall be present onsite until it is determined that young are of an independent age and construction activities would not harm individual badgers. Once it has been determined that badgers have vacated the site, the burrows can be collapsed or excavated, and ground disturbance can proceed.</p> <p>4.4-12 The project proponent shall replace wetland and riparian habitat at a 1:1 replacement-to-loss ratio. It is expected that all compensation measures can be accommodated within the 381 acres of the site proposed as open space. Prior to issuance of a grading permit, the project proponent shall retain a qualified biologist to prepare an onsite habitat mitigation and monitoring plan (HMMP) that includes both an aquatic habitat restoration plan and a riparian habitat restoration plan. The HMMP would specifically address the wetland and riparian habitats and is separate from the Open Space Management Plan identified in Mitigation 4.4-4, although there may be some overlap. The HMMP shall include the following components, at a minimum:</p> <ul style="list-style-type: none"> a. Define the location of all restoration/creation activities; b. Provide evidence of a suitable water budget to support any created wetland and riparian habitats; c. Identify the species, amount, and location of plants to be installed; d. Identify the time of year for planting and method for supplemental watering during the establishment period; e. Identify the monitoring period, which should be not less than 5 years for wetland restoration and not less than 10 years for riparian restoration, defines success criteria that will be required for the wetland restoration to be deemed a success; f. Identify adaptive management procedures that include (but are not limited to) measures to address colonization by 	<p>Prior to Issuance of Grading Permit</p>	<p>Applicant & Qualified Biologist</p> <p>Town of Danville</p>	<input type="checkbox"/>	

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	<p>invasive species, unexpected lack of water, excessive foraging of installed wetland plants by native wildlife, and similar;</p> <p>g. Define management and maintenance activities (weeding of invasives, providing for supplemental water, repair of water delivery systems) of the proposed GHAD; and</p> <p>h. Provide for assurance in funding the monitoring and ensuring that the created wetland and riparian habitats fall within lands to be preserved and managed into perpetuity. Confirm that the proposed GHAD will meet these responsibilities.</p>				
<p>See Impact for Mitigation Measure 4.4-12</p>	<p>4.4-13 The project proponent shall comply with all state and federal regulations related to construction work that will impact aquatic habitats occurring on the site. Prior to construction, the project proponent shall obtain a Section 404 Clean Water Act permit from the USACE, Section 401 Water Quality Certification from the RWQCB, and/or Section 1600 Streambed Alteration Agreement from the CDFG, and submit proof of such documentation to the Town of Danville.</p>	<p>Prior to Project Construction</p>	<p>Applicant</p>	<p>Town of Danville</p>	<input type="checkbox"/>
<p>The project would result in the removal of 49 trees on the site, which represents a potentially significant impact.</p>	<p>4.4-14 Prior to issuance of a grading permit, a tree preservation plan shall be prepared for all trees to be retained that identifies all protection and mitigation measures to be taken and includes the tree preservation guidelines by HortScience in their tree report(s). These measures shall remain in place for the duration of construction activities at the project site.</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Applicant</p>	<p>Town of Danville</p>	<input type="checkbox"/>
<p>See Impact for Mitigation Measure 4.4-14</p>	<p>4.4-15 Upon completion of construction, the project proponent shall replace all ordinance-size trees to be removed with approved species “of a cumulative number and diameter necessary to equal the diameter of the tree(s) which are approved for removal” in accordance with the Town’s tree ordinance. Tree removal shall be conducted in accordance with the Town’s requirements, including planting a mixture of small and large box trees to meet the cumulative diameter number of the removed trees. The project</p>	<p>Upon Completion of Project Construction</p>	<p>Applicant</p>	<p>Town of Danville</p>	<input type="checkbox"/>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>See Impact for Mitigation Measure 4.4-14</p>	<p>proponent shall replace all non-ordinance-size trees (i.e., trees less than 10 inches in diameter for single-trunk trees or less than 20 inches in diameter for multi-trunk trees) at a replacement-to-removal ratio of 1:1. To the maximum extent practicable, all native trees that are removed shall be replaced with like species. All non-native trees that are removed shall be replaced with species that are known to occur naturally within similar habitats in the region.</p> <p>4.4-16 Prior to construction, the project proponent retain a qualified arborist to develop a monitoring plan for replacement trees (outside the riparian habitat) and submit it to the Town of Danville during the permit process. The basic components of the monitoring plan shall include final success criteria, specific performance criteria, monitoring methods, data analysis, monitoring schedule, contingency/remedial measures, and reporting requirements.</p>	<p>Prior to Project Construction</p>	<p>Applicant & Qualified Arborist</p>	<p>Town of Danville</p>	<input type="checkbox"/>
<p>The improvements to the Diablo Road/Green Valley Road intersection would require the removal of 18 trees within the Town right-of-way, which represents a significant impact.</p>	<p>4.4-17 For improvements to the Diablo Road/Green Valley Road intersection, the project shall implement Mitigation Measures 4.4-14 through 4.4-16 as applicable.</p>	<p>Prior to Project Construction</p>	<p>Applicant & Qualified Arborist</p>	<p>Town of Danville</p>	<input type="checkbox"/>
<p>Construction of the project may result in the discovery and disturbance of unknown archaeological resources and/or human remains.</p>	<p>4.5-1 If during the course of project construction, archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 20 feet of the find until a qualified professional archaeologist can evaluate it. Work shall not recommence until the project archaeologist has submitted documentation to the Town indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.</p>	<p>During Project Construction</p>	<p>Applicant & Qualified Archaeologist</p>	<p>Town of Danville</p>	<input type="checkbox"/>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
Construction of the project may result in the discovery and disturbance of unknown paleontological resources.	<p>4.5-3 If during the course of project construction, paleontological resources are accidentally discovered during construction, work shall be halted within 20 feet of the find until a qualified professional paleontologist can evaluate it. Work shall not recommence until the project paleontologist has submitted documentation to the Town indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.</p>	During Project Construction	Applicant & Qualified Archaeologist	Town of Danville	<input type="checkbox"/>
Construction of the project could result in temporary soil erosion and loss of topsoil.	<p>4.6-1 In order to reduce wind and water erosion on the project site, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods (see mitigation measure 4.8-1 in 4.8 Hydrology and Water Quality).</p> <p>The project applicant shall prepare an erosion control plan in accordance with the Town's Erosion Control Ordinance. The project proponent shall implement the following measures, where appropriate, to control erosion: 1) keep construction machinery off of established vegetation as much as possible, especially the vegetation on the upwind side of the construction site; 2) establish specific access routes at the planning phase of the project, and limits of grading prior to development, which should be strictly observed; 3) utilize mechanical measures (i.e., walls from sand bags and/or wooden slat or fabric fences) to reduce sand movement; 4) immediate re-vegetation (plus the use of temporary stabilizing sprays), to keep sand movement to a minimum; and 5) for larger-scale construction, fabric or wooden slat fences should be placed around the construction location to reduce sand movement. This erosion control plan shall be submitted to the Town of Danville for review and approval prior to issuance of a grading permit.</p>	Prior to Issuance of Grading Permit	Applicant	Town of Danville	<input type="checkbox"/>
Development of the proposed project, including excavation and other land disturbance, could result in	<p>4.7-1 In order to minimize potential human health hazards associated with the historical use of hazardous materials on portions of the project site, the project proponent shall retain a trained professional to prepare a Site Management Plan to maintain the</p>	Prior to Issuance of Grading Permit	Applicant	Town of Danville	<input type="checkbox"/>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>the release of hazardous materials that may be present on portions of the project site, exposing construction personnel and the environment to potential health and safety risks.</p>	<p>safety of construction workers and assure proper management of any contaminated soils on the site in accordance with federal, state and local regulatory requirements. This plan shall be subject to review and approval by Contra Costa County Health Services, and evidence of approval provided to the Town of Danville, prior to the issuance of any grading permit, demonstrating that all necessary remedial actions have been completed pursuant to the approved Site Management Plan. At a minimum, the Site Management Plan shall include 1) the collection and chemical analysis of soil samples from the former UST location and 2) excavation and soils characterization to confirm that sufficient soils removal has occurred for OCPs and elevated 4, 4-DDE at location SB-3, and 3) proper removal and disposal of all hazardous materials on the site, including contaminated soils, chemical containers observed in the storage shed, and herbicides spray bottles at an approved disposal facility.</p>				
<p>Construction and operation of the project could impact surface water quality.</p>	<p>4.8-1 In order to avoid water quality impacts, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods. The SWPPP shall incorporate best management practices consistent with the requirements of the National Pollution Discharge Elimination System (NPDES) Municipal Stormwater permit (No. CAS612008). The project proponent shall obtain a NPDES General Construction Permit and prepare the SWPPP in accordance with all legal requirements, prior to the issuance of a grading permit. Additional requirements for erosion control are detailed in mitigation measure 4.6-1 in 4.6 Geotechnical and Geologic Hazards.</p>	<p>Prior to Issuance of Grading Permit</p>	<p>Applicant</p>	<p>Town of Danville</p>	<input type="checkbox"/>
<p>The project would result in an incremental increase in the student population in the SRVUSD.</p>	<p>4.11-1 The applicant shall pay a school impact fee pursuant to the criteria set forth within California Government Code Section 65995. Prior to the issuance of building permits, the applicant shall pay required school mitigation fees, subject to the review and approval of the Town of Danville and San Ramon Valley Unified School District. The fees set forth in Government Code Section</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>Town of Danville and San Ramon Unified</p>	<input type="checkbox"/>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
<p>Development of the proposed project would require the construction of new water infrastructure in order to serve the project. These improvements are necessary to mitigate potential water supply infrastructure impacts.</p>	<p>65996 constitute the exclusive means of both “considering” and “mitigating” school facilities impacts of projects [Government Code Section 65996(a)]. They are “deemed to provide full and complete school facilities mitigation” [Government Code Section 65996(b)].</p> <p>4.13-2 Prior to the recordation of the final map for each phase of development, the applicant shall submit detailed design-level infrastructure drawings approved by the East Bay Municipal Utility District to the Town of Danville for review and approval. All new water supply infrastructure shall be designed in accordance with all applicable East Bay Municipal Utility District specifications. All water supply infrastructure plans shall be reviewed and approved prior to final map recordation.</p>	<p>Prior to Recordation of the Final Map</p>	<p>Applicant</p>	<p>School District</p>	<p><input checked="" type="checkbox"/></p>
<p>See Impact for Mitigation Measure 4.13-2</p>	<p>4.13-3 The East Bay Municipal Utility District maintains a right-of-way (R/W 1581) through the project site, which provides access to the Green Valley Reservoir. In order to avoid potential effects to East Bay Municipal Utility District’s existing operations, the final map shall clearly delineate all known easements, including East Bay Municipal Utility District’s right-of-way (R/W 1581). Any and all activities proposed within the right-of-way shall be coordinated with East Bay Municipal Utility District. This easement shall be reflected in all final design-level improvement plans and appropriate notes shall also be included, subject to the review and approval of the East Bay Municipal Utility District and the Town of Danville.</p>	<p>Prior to Issuance of Building Permit</p>	<p>Applicant</p>	<p>Town of Danville and EBMUD</p>	<p><input type="checkbox"/></p>



NOTICE TO SURROUNDING PROPERTY OWNERS
MAILED 6/17/19
BY [signature]

"Small Town Atmosphere"
Outstanding Quality of Life"

NOTICE OF A PUBLIC HEARING

Danville Town Council Meeting

Tuesday, July 2, 2019 at 7:30 PM | Town Meeting Hall, 201 Front Street

Project Name:	Magee Preserve
Case File Nos.:	LEG10-0004, SD9291, DEV10-0072, TR10-28
Location:	Identified as the Magee Ranch Property, the project site is located on the south side of Diablo Road and Blackhawk Road extending approximately two miles east from the intersection of Diablo Road/Green Valley Road/McCauley Road. APN: 202-050-071, 073, 078, 079 and 080; 202-100-017, 019, 038 and 040; and 215-040-002
Description:	Consideration of a proposal to subdivide a 410-acre site into 69 single family residential lots. This action would require: 1) Rezoning the site from A-4; Agricultural Preserve District, A-2; General Agricultural District, and P-1; Planned Unit Development District to P-1; Planned Unit Development District; 2) a Major Subdivision to subdivide the site to create 69 single family residential lots; 3) Development Plan to provide for architectural design and landscape details for the development, and; 4) Tree Removal permit for the removal of 12 Town-protected trees (a total of 56 trees would be removed as part of the project).
Applicant:	Davidon Homes, 1600 South Main Street, Suite 150, Walnut Creek, CA 94596
Staff Contact:	David Crompton, Project Planner (925) 314-3349 dcrompton@danville.ca.gov
More Information:	http://www.ci.danville.ca.us/639/Magee-Preserve

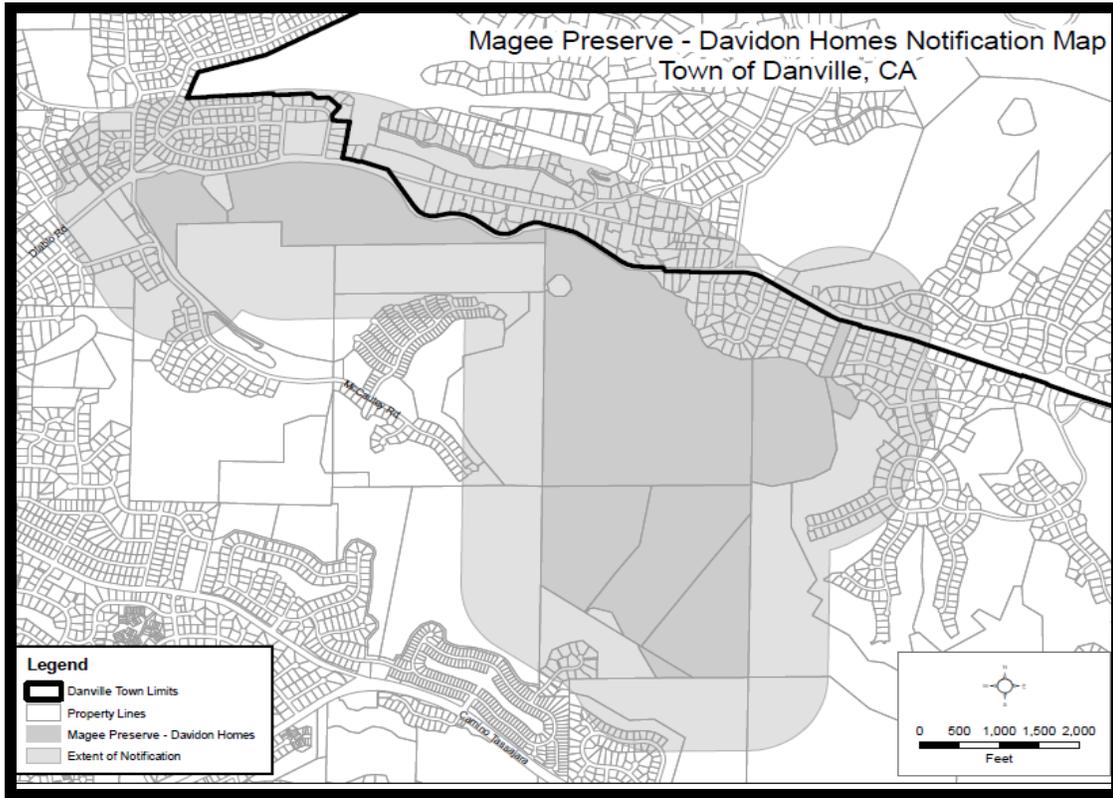
Environmental Review

In compliance with the California Environmental Quality Act (CEQA), the Town prepared a Final Environmental Impact Report (EIR) for the project. Copies of the Draft EIR and Final EIR are available on Danville's website or viewed during regular business hours at the Town Offices located at 510 La Gonda Way, Danville.

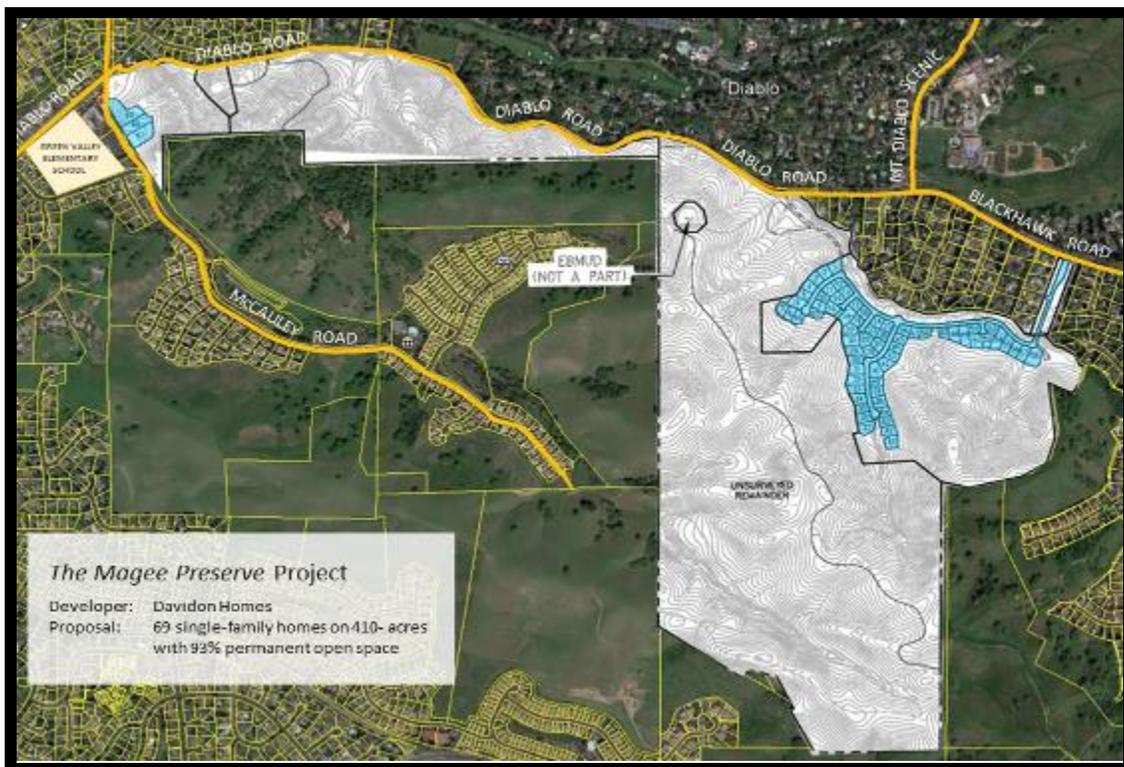
All interested persons are encouraged to attend and be heard at the scheduled public hearing at 7:30 pm on Tuesday, July 2, 2019 at the Town Meeting Hall at 201 Front Street, Danville, CA. If you challenge the Town's decision on this matter in court, you may be limited to raising only those issues you or someone else raised at the public hearing described in this notice, or in written correspondence delivered to the Town at, or prior, to the public hearing.

In compliance with the Americans with Disabilities Act, the Town of Danville will provide special assistance for disabled citizens. If you need special assistance to participate in this meeting, please contact the City Clerk (925) 314-3388. Notification 48 hours prior to the meeting will enable the Town to make reasonable arrangements to ensure accessibility to this meeting. [28CFR 35.102-35.104 ADA Title II]

Vicinity Map



Site Plan: Magee Preserve



	A	B	C	D	E
1	APN	NAME	ADDRESS	CITY-STATE	ZIP
2	193740023	Lincoln Charles & Carolyn	205 Carol Ct	Danville CA	94507
3	195121004	PAZOOKI AALEXANDER A & AMANDA	1508 GREEN VALLEY RD	DANVILLE CA	94526
4	195121005	HUFFMAN LON & HENSLEY KIMBERLY	1516 GREEN VALLEY RD	DANVILLE CA	94526
5	195121006	LEWIS CASEY & BRENNAN TRE	1524 GREEN VALLEY RD	DANVILLE CA	94526
6	195121007	COHEN DEIRDRE PAONE TRE	1532 GREEN VALLEY RD	DANVILLE CA	94526
7	195121008	MARK JEFFREY C & FRANCES S	4540 KINGSWOOD DR	DANVILLE CA	94506
8	195121009	SMALL BRET L & STEPHANIE J	1548 GREEN VALLEY RD	DANVILLE CA	94526
9	195121010	HURT ERIC & TAMMY	1556 GREEN VALLEY RD	DANVILLE CA	94526
10	195121011	SCHAIBLE PATRICIA & DAVID S	1564 GREEN VALLEY RD	DANVILLE CA	94526
11	195121012	BRENNAN JOHN C & MONICA M	1572 GREEN VALLEY RD	DANVILLE CA	94526
12	195121013	LEE JERRY & TERRY	PO BOX 416	DIABLO CA	94528
13	195121014	KOSINSKI SCOTT & MICHELLE B	102 CAMEO DR	DANVILLE CA	94526
14	195121015	INDART JOHN B & NICOLE C	110 CAMEO DR	DANVILLE CA	94526
15	195121016	BAUER LAUREN N	118 CAMEO DR	DANVILLE CA	94526
16	195121017	AQUISAP OMEGA & COLLINS THOMAS M	126 CAMEO DR	DANVILLE CA	94526
17	195121018	ROLLER DAVID W & VAUGHN-ROLLER ELIZABETH	171 MAIDEN LN	DANVILLE CA	94526
18	195121019	HANKES AARON H & NICOLE M	161 MAIDEN LN	DANVILLE CA	94526
19	195121020	NEMANIC JOHN A & CYNTHIA S TRE	151 MAIDEN LN	DANVILLE CA	94526
20	195121021	ALTIERI KATHLEEN D TRE	141 MAIDEN LN	DANVILLE CA	94526
21	195121022	NOBLE GREGORY E & TRACY ANN	131 MAIDEN LN	DANVILLE CA	94526
22	195121023	LAUSTEN LONNY	121 MAIDEN LN	DANVILLE CA	94526
23	195121024	SCOTT DIXIE LEE	111 MAIDEN LN	DANVILLE CA	94526
24	195121025	GLANTZ RUTH R TRE	101 MAIDEN LN	DANVILLE CA	94526
25	195121027	JSRS TRE	108 BELGIAN DR	DANVILLE CA	94526
26	195121028	JENKINS SPENCER C & LAUREN M	114 BELGIAN DR	DANVILLE CA	94526
27	195121029	BEATIE KENNETH HANES TRE	263 VERDE MESA DR	DANVILLE CA	94526
28	195121035	JONES DANIEL & DOUGLASS-JONES SUSAN G	126 BELGIAN DR	DANVILLE CA	94526
29	195121036	WELSH ROBERT D & MOLLY A TRE	132 BELGIAN DR	DANVILLE CA	94526
30	195121037	GREEN VALLEY PARK & REC DIST	PO BOX 112	DIABLO CA	94528
31	195121038	TARABOCHIA DOMINIC M & LEE WENDY	102 BELGIAN DR	DANVILLE CA	94526
32	195122001	ANDERSON STEPHEN & LYNN TRE	155 ROAN DR	DANVILLE CA	94526
33	195122002	MCNUTT WILLIAM J & AILEEN TRE	147 ROAN DR	DANVILLE CA	94526
34	195122003	LINGEL CRAIG R & ROBIN R TRE	139 ROAN DR	DANVILLE CA	94526
35	195122006	SHRYER WILLIAM J & SUSAN	120 MAIDEN LN	DANVILLE CA	94526
36	195122007	BETTENCOURT TODD & JAZMIN	130 MAIDEN LN	DANVILLE CA	94526
37	195122008	ASAAD PIRAN TRE	140 MAIDEN LN	DANVILLE CA	94526
38	195122009	HOWES DAVID R & PATRICIA	150 MAIDEN LN	DANVILLE CA	94526
39	195122010	DELREAL GABRIEL A & VECCE JOANNE	160 MAIDEN LN	DANVILLE CA	94526
40	195122011	HARRISON GREGORY W & LISA L	170 MAIDEN LN	DANVILLE CA	94526
41	195122012	ESPINOSA CAROLYN ANN TRE	180 MAIDEN LN	DANVILLE CA	94526
42	195122013	BUSBOOM DONALD R & ELISABETH A	134 CAMEO DR	DANVILLE CA	94526
43	195122014	CESIO CHRISTOPHER & KATHLEEN	133 CLYDESDALE DR	DANVILLE CA	94526
44	195122015	CHAN BEVERLY TRE	PO BOX 40	DIABLO CA	94528
45	195123001	MULLALLY NICHOLAS & SHANNON	18 SORREL CT	DANVILLE CA	94526
46	195123002	BROWN ROBERT W & MARY TRE	24 SORREL CT	DANVILLE CA	94526
47	195123003	WANKET THOMAS J & KIRSTEN K	117 BELGIAN DR	DANVILLE CA	94526
48	195123007	BEARD YOLANDA A & MATHEW	132 CLYDESDALE DR	DANVILLE CA	94526
49	195123008	BOARDMAN PAUL D & SUZANNE M	140 CLYDESDALE DR	DANVILLE CA	94526
50	195123009	DITTRICH THOMAS R & MARY TRE	148 CLYDESDALE DR	DANVILLE CA	94526
51	195123010	REED MICHAEL H & JOYCE E TRE	103 BELGIAN DR	DANVILLE CA	94526
52	195131002	SWANSON GARY P & JENNIFER TRE	171 ROAN DR	DANVILLE CA	94526
53	195131003	HEWETT-CHAPMAN SUSAN WIMER TRE	179 ROAN DR	DANVILLE CA	94526
54	195131004	NANDWANA RAVI D	187 ROAN DR	DANVILLE CA	94526
55	195131005	DELLAMAR ALFRED F TRE	195 ROAN DR	DANVILLE CA	94526
56	195131006	HEATH THOMAS L & EDNA M TRE	203 ROAN DR	DANVILLE CA	94526
57	195131007	POAGE JEFFREY A & CAMERON SARAH	211 ROAN DR	DANVILLE CA	94526
58	195131008	DUTRA JOHN F & LAURA M TRE	219 ROAN DR	DANVILLE CA	94526
59	195131009	ARMERDING SAMUEL J & KARIN TRE	227 ROAN DR	DANVILLE CA	94526
60	195131010	ANDRES DONALD R & GLORIA R TR	235 ROAN DR	DANVILLE CA	94526
61	195131011	MCCORMAC GREG G & SUZANNE TRE	244 BELGIAN DR	DANVILLE CA	94526
62	195131012	SOWERS BRIAN & DAWN TRE	238 BELGIAN DR	DANVILLE CA	94526
63	195132001	GONZALES DAVID & CATHERINE TRE	205 CLYDESDALE DR	DANVILLE CA	94526
64	195132002	PRICE BETTY L TRE	191 CLYDESDALE DR	DANVILLE CA	94526
65	195132003	SCHNEIDER WILLIAM H TRE	189 CLYDESDALE DR	DANVILLE CA	94526
66	195132004	KOSCINSKI ALLEN L & THERESA B	181 CLYDESDALE DR	DANVILLE CA	94526
67	195132005	PEARSONS SCOTT P & RUTH A TRE	173 CLYDESDALE DR	DANVILLE CA	94526

	A	B	C	D	E
68	195132006	MCPMAHON PATRICK & TRUDY TRE	165 CLYDESDALE DR	DANVILLE CA	94526
69	195132007	HICKEY CAROLE E TRE	157 CLYDESDALE DR	DANVILLE CA	94526
70	195132008	MEDWEDEFF DONALD A & ELIZABETH G	146 ROAN DR	DANVILLE CA	94526
71	195132009	SMITH RICHARD J TRE	166 ROAN DR	DANVILLE CA	94526
72	195132010	PROCTOR LESTER & JUNE TRE	174 ROAN DR	DANVILLE CA	94526
73	195132011	REYNOLDS NANCY R TRE	182 ROAN DR	DANVILLE CA	94526
74	195132012	INAMINE DOUGLAS & HOLTHUIS NICOLE	190 ROAN DR	DANVILLE CA	94526
75	195132013	MARSH SCOT D & SUZANNE L TRE	200 ROAN DR	DANVILLE CA	94526
76	195132015	CORSIGLIA ROBERT L & SUSAN TRE	239 BELGIAN DR	DANVILLE CA	94526
77	195133001	STEFFEN ANDREW J & LOUANNE	10 SORREL CT	DANVILLE CA	94526
78	195133002	THOMAS K BLAIR & JODI M TRE	2 SORREL CT	DANVILLE CA	94526
79	195133003	PARKER ANDREW & KRISTA TRE	147 BELGIAN DR	DANVILLE CA	94526
80	195133004	JACOBS ERIC E & STEPHANIE R	155 BELGIAN DR	DANVILLE CA	94526
81	195133005	ASHTON GLENN & PAMELA J K	161 BELGIAN DR	DANVILLE CA	94526
82	195133006	ZACHER JULE	167 BELGIAN DR	DANVILLE CA	94526
83	195133007	MURPHY CHRISTOPHER & ARIANA	173 BELGIAN DR	DANVILLE CA	94526
84	195133008	GENZOLI LANETTE TRE	179 BELGIAN DR	DANVILLE CA	94526
85	195133009	BYRNE ROBERT JR & SHARON TRE	185 BELGIAN DR	DANVILLE CA	94526
86	195133010	SANTAMARIA CRAIG M & VICTORIA R	197 BELGIAN DR	DANVILLE CA	94526
87	195133011	SCOUTEN JOHN P & MARY G TRE	217 BELGIAN DR	DANVILLE CA	94526
88	195133012	VIANI VINCENT G & SUZANNE	225 BELGIAN DR	DANVILLE CA	94526
89	195133013	BEEEM GRANT S & NELSON MICHELLE L	31 GELDING CT	DANVILLE CA	94526
90	195133014	NESBIT DOUGLAS A & LISA M TRE	25 GELDING CT	DANVILLE CA	94526
91	195133015	AMES SHIRLEY EDNA TRE	32 SUNNY COVE CIR	ALAMEDA CA	94502
92	195133016	MAULDIN ANDREA L	9 GELDING CT	DANVILLE CA	94526
93	195133017	TIESKOETTER KEVIN J & OLIVER DESIREE	1 GELDING CT	DANVILLE CA	94526
94	195133018	MURRAY JORDAN & JENNIFER TRE	180 CLYDESDALE DR	DANVILLE CA	94526
95	195133019	AUBY CHRISTOPHER L & LINDA TRE	35 SURREY CT	DANVILLE CA	94526
96	195133020	GOEB RICHARD & SUSANNE TRE	27 SURREY CT	DANVILLE CA	94526
97	195133021	FRENCH PETER J & KELLY A	19 SURREY CT	DANVILLE CA	94526
98	195133022	GRIFFIN GERTRUD	PO BOX 275	THOREAU NM	87323
99	195133022	RICH ANDREW V & JODY B	11 SURREY CT	DANVILLE CA	94526
100	195133023	HAGERTY ROBERT & DEANNA TRE	PO BOX 677	DIABLO CA	94528
101	195133023	SPENCE MARGARET	164 CLYDESDALE DR	DANVILLE CA	94526
102	195133024	ANDRES JEFFREY R & NORMA W TRE	156 CLYDESDALE DR	DANVILLE CA	94526
103	195134005	ARSENAULT DONALD	220 CLYDESDALE DR	DANVILLE CA	94526
104	195134006	MERKEL MICHELLE	224 BELGIAN DR	DANVILLE CA	94526
105	195134007	REGAN FRANCIS J & JEANNE K TRE	218 BELGIAN DR	DANVILLE CA	94526
106	195134008	MILLINGTON RICHARD L III & TAWNA L	212 BELGIAN DR	DANVILLE CA	94526
107	195134009	IBARRA ROBERT & KELLY	206 BELGIAN DR	DANVILLE CA	94526
108	195134010	COLEMAN TERRENCE & LUCILLE TRE	198 BELGIAN DR	DANVILLE CA	94526
109	195134011	GUILD JEFFREY A & KARIN K	192 BELGIAN DR	DANVILLE CA	94526
110	195134018	CARLSON BRIAN & EVELYN	150 BELGIAN DR	DANVILLE CA	94526
111	195134019	MOSQUERA MIGUEL & VERNA	144 BELGIAN DR	DANVILLE CA	94526
112	195134021	ARLEN ROGER LOUIS & SANDRA MCLENNAN	1 COUNTRY OAK LN	ALAMO CA	94507
113	195134021	WALDEN LEE ROY & BONNIE J	236 CLYDESDALE DR	DANVILLE CA	94526
114	195134022	DOOLITTLE FREDRICK G	244 CLYDESDALE DR	DANVILLE CA	94526
115	195134023	CUMBO ANDREW & SUE	252 CLYDESDALE DR	DANVILLE CA	94526
116	195134024	SONMEZ TURHAN JB & DECASTRO CRYSTAL ROCHELLE	260 CLYDESDALE DR	DANVILLE CA	94526
117	195134025	CUEVAS ALICIA	PO BOX 272340	CONCORD CA	94527
118	195134026	CARTER PAUL & SHARI HOWERTON	174 BELGIAN DR	DANVILLE CA	94526
119	195134027	CARROLL KATHRYN K	168 BELGIAN DR	DANVILLE CA	94526
120	195134028	CLIFFORD KEVIN & BRIANA TRE	186 BELGIAN DR	DANVILLE CA	94526
121	195134028	FARRY DOUGLAS & STEPHANIE TRE	12 WILLIAM CT	DANVILLE CA	94526
122	195134029	FARINATI DAVIDE & PERFETTO SYLVIA E	156 BELGIAN DR	DANVILLE CA	94526
123	195134030	SCHERTZ MICHAEL	138 BELGIAN DR	DANVILLE CA	94526
124	195134031	VELO JOSE L & MCCARROLL MAUREEN H	162 BELGIAN DR	DANVILLE CA	94526
125	195141002	AKEY DEAN R & LOUISE W TRE	PO BOX 1133	DANVILLE CA	94526
126	195141003	BUCK STEVEN & KRISTIN	208 FAIRWAY DR	DANVILLE CA	94526
127	195141004	BONNER RANDALL & KATHRYN TRE	216 FAIRWAY DR	DANVILLE CA	94526
128	195141005	BARRY WILLIAM M & PATRICIA TRE	224 FAIRWAY DR	DANVILLE CA	94526
129	195141006	DEPOLO DAVID A & CATHERINE E	232 FAIRWAY DR	DANVILLE CA	94526
130	195141008	OLDFATHER JONATHAN E & CHRISTINE A	248 FAIRWAY DR	DANVILLE CA	94526
131	195141009	PAULSON STEPHEN K & KATHIE TRE	256 FAIRWAY DR	DANVILLE CA	94526
132	195141010	CARLSON WALDON & KATHLEEN TRE	264 FAIRWAY DR	DANVILLE CA	94526
133	195141011	CARTER MICHAEL S & KRISTI TRE	272 FAIRWAY DR	DANVILLE CA	94526
134	195141012	ASHE MICHAEL J & LISA D	280 FAIRWAY DR	DANVILLE CA	94526

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135	195141013	THOMAS GEORGE M & JILL J TRE	288 FAIRWAY DR	DANVILLE CA	94526
136	195141014	ARNOTT BUDD & ANNA MARIE TRE	296 FAIRWAY DR	DANVILLE CA	94526
137	195141017	MERRILL CHARLES & LINDA TRE	1635 CALLE ARROYO	DIABLO CA	94528
138	195141018	WEHRMAN PAMELA D	PO BOX 613	DIABLO CA	94528
139	195141019	HINES JOHN H & JOAN E	PO BOX 527	DIABLO CA	94528
140	195141021	NICHOLAS IRVIN D JR TRE	PO BOX 0250	DIABLO CA	94528
141	195142001	MARSHALL GEORGE E IV & HAVEN RACHEL A	285 FAIRWAY DR	DANVILLE CA	94526
142	195142002	LOUKOS THEMIS T & MONIQUE TRE	267 FAIRWAY DR	DANVILLE CA	94526
143	195142003	ACEVES FRANK X JR & MAUREEN A	259 FAIRWAY DR	DANVILLE CA	94526
144	195142004	MAZZETTI PETER JR & SUSAN TRE	251 FAIRWAY DR	DANVILLE CA	94526
145	195142008	BISHOP EPISCOPAL OF CALIFORNIA	1055 TAYLOR ST	SAN FRANCISCO CA	94108
146	195151001	RAHPEL JOSEPH E & SUSAN TRE	PO BOX 786	DIABLO CA	94528
147	195151002	SERPA LESLIE J & JESSICA A	PO BOX 7	DIABLO CA	94528
148	195151007	MEHRAN MARYAM R TRE	PO BOX 783	DIABLO CA	94528
149	195152003	WEBER JOHN E & CHARLENE A TRE	PO BOX 304	DIABLO CA	94528
150	195152004	COBLER MICHAEL T TRE	1777 S BASCOM AVE STE D	CAMPBELL CA	95008
151	195152004	MARKSTEIN BRENDA A	1118 LAKE VIS	PALM DESERT CA	92260
152	195152006	CRONIN PETER M & CYNTHIA A TRE	2535 N MOUNTIAN AVE	CLAREMONT CA	91711
153	195152006	RICH GARY L & ROCHELLE	PO BOX 430	DIABLO CA	94528
154	195170007	BIESTMAN MARK S & KAREN W	PO BOX 1010	DANVILLE CA	94526
155	195170008	TIERNAN ROBERT & MARILYN TRE	PO BOX 413	DIABLO CA	94528
156	195170009	VANVOORHIS BETTY L TRE	317 MIRAMONTE PL	SANTA ROSA CA	95409
157	195170010	HAENER RYAN P & JULIE TRE	PO BOX 368	DIABLO CA	94528
158	195170013	RUBEY ALBERT R & ANGELL LU	PO BOX 241	DIABLO CA	94528
159	195170014	PERINO ANTHONY J & CARRIE A TR	PO BOX 393	DIABLO CA	94528
160	195170015	BECKER LEONARD S & JOANNE L	PO BOX 605	DIABLO CA	94528
161	195170016	CORWIN DENNIS N	PO BOX 433	DIABLO CA	94528
162	195170016	SINGLETON KERRY	PO BOX 313	DIABLO CA	94528
163	195170017	BOERSMA STANLEY & GEURTJE J	770 SAN RAMON VALLEY BLVD	DANVILLE CA	94526
164	195170017	MUSCO MARK & DOLORES	PO BOX 6	DIABLO CA	94528
165	195170019	CADET STEPHEN & VICTORIA TRE	PO BOX 91	DIABLO CA	94528
166	195170024	FITZSIMMONS MICHAEL & SOMMER STACY	1655 CALLE ARROYO	DIABLO CA	94528
167	195170024	SCHMIDT THEODORE G TRE	2115 CONNOR PARK CV	SALT LAKE CITY UT	84109
168	195170027	DOLINAR EDWARD W & JANET TRE	PO BOX 603	DIABLO CA	94528
169	195170032	NYSTROM JOHN D & BARBRA R TRE	PO BOX 790	DIABLO CA	94528
170	195180004	FREEMAN MARSHALL W & MARGARET S	PO BOX 645	DIABLO CA	94528
171	195180017	AMBROSE PAUL R & NGOC ANH	PO BOX 744	DIABLO CA	94528
172	195180019	TIERNAN ROBERT	205 EVERGREEN ST	LAKE OSWEGO OR	97034
173	195180021	KIPP DAVID A & MARY LYNN TRE	BOX 226	DIABLO CA	94528
174	195180022	CLANCY GERARD S & DONNA M	PO BOX 934	DIABLO CA	94528
175	195180022	HANSON RENEE GUERRA	PO BOX 227	DIABLO CA	94528
176	195180026	SCARPELLI MICHAEL & JANET TRE	PO BOX 896	DIABLO CA	94528
177	195180036	CANEPA ROBERT W & JEAN M	PO BOX 277	DIABLO CA	94528
178	195180037	WRIGHT KIMBERLY M	PO BOX 742	DIABLO CA	94528
179	195180038	FREEMAN JOSHUA & CHELSEA TRE	PO BOX 836	DIABLO CA	94528
180	195180039	TIERNAN ROBERT	PO BOX 366	DIABLO CA	94528
181	195191002	SASSON UZI & SUSAN	PO BOX 209	DIABLO CA	94528
182	195191010	YAMADA RANDY M & JO ANN N	PO BOX 284	DIABLO CA	94528
183	195191013	COLEMAN DANIEL M & ANNE M	PO BOX 398	DIABLO CA	94528
184	195191014	DETOMASI MARIO P & LIA M TRE	PO BOX 633	DIABLO CA	94528
185	195191014	NICHOLSON JOHN & KATHLEEN TRE	PO BOX 696	DIABLO CA	94528
186	195191016	WEATHERFORD JOHN T & HELEN KAY	PO BOX 867	DIABLO CA	94528
187	195191020	VIGAR STEPHEN L & KATHRYN TRE	PO BOX 119	DIABLO CA	94528
188	195191021	SIEVERS TARYN TRE	PO BOX 395	DIABLO CA	94528
189	195191022	VALERIOTE CHRISTOPHER L & JULIE L	PO BOX 713	DIABLO CA	94528
190	195191023	HALL MONA & MATTHEW	PO BOX 667	DIABLO CA	94528
191	195192001	CAPELLI STEVEN MICHAEL TRE	PO BOX 388	DIABLO CA	94528
192	195192002	BALL DAVID R & CODY G TRE	PO BOX 558	DIABLO CA	94528
193	195192002	WALSH DALE A & DEBORAH A TRE	PO BOX 734	DIABLO CA	94528
194	195192003	DUNLOP JAMES A & ELIZABETH S	PO BOX 892	DIABLO CA	94528
195	195192003	MATTHEWS FAMILY REV TRUST	PO BOX 24	DIABLO CA	94528
196	195192010	SCHMIDT PETER & CATHERINE TRE	PO BOX 883	DIABLO CA	94528
197	195192011	BERATTA ROBERT D & BARBARA TRE	PO BOX 672	DIABLO CA	94528
198	195192012	JONES MARK S TRE	PO BOX 104	DIABLO CA	94528
199	195200001	BARSTAD BERT JR & BARBARA TRE	PO BOX 834	DIABLO CA	94528
200	195200002	KNOWLTON JUSTIN G TRE EST OF	PO BOX 949	SEBASTOPOL CA	95473
201	195200003	SMITH JOHN O & ANNE G TRE	PO BOX 886	DIABLO CA	94528

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202	195200004	PECK MARY LYNN & DITZ LESLIE	PO BOX 275	DIABLO CA	94528
203	195200005	CELLA BRIAN L & MARYANN	PO BOX 88	DIABLO CA	94528
204	195200009	GREINER DAVID P & LINDA V TRE	PO BOX 921	DIABLO CA	94528
205	195200012	CONTRA COSTA COUNTY	255 GLACIER DR	MARTINEZ CA	94553
206	195200013	1904 LA CADENA LLC	255 THIRD ST #102	OAKLAND CA	94607
207	195200013	STRETCH LESLIE & HEATHER T	PO BOX 771	DIABLO CA	94528
208	195200015	SCHNEIDER GLENN D & ANDREA TRE	PO BOX 816	DIABLO CA	94528
209	195200016	COLES HENRY C & JOAN H TRE	PO BOX 228	DIABLO CA	94528
210	195200016	LINIGER LIONEL & NATASHA	PO BOX 249	DIABLO CA	94528
211	195200017	SMITH MARK & ALEXANDRA JOY	PO BOX 533	DIABLO CA	94528
212	195200017	THOMPSON THOMAS W & LISA TRE	PO BOX 381	DIABLO CA	94528
213	195210005	TREVETHAN KELLY B TRE	PO BOX 415	DIABLO CA	94528
214	195210006	FORIO JEFFERY C & KAREN L TRE	PO BOX 571	DIABLO CA	94528
215	195210007	VENOS KENNETH G TRE	PO BOX 905	DIABLO CA	94528
216	195210008	HARNEY CHRISTOPHER & CHRISTINA	PO BOX 938	DIABLO CA	94528
217	195210010	SLAVONIA JOSEPH G & MARGUERITE	PO BOX 576	DIABLO CA	94528
218	195210011	GARNER CHARLOTTE TRE	PO BOX 272	DIABLO CA	94528
219	195210013	MCNICHOLS JUSTIN W TRE	PO BOX 796	DIABLO CA	94528
220	195210014	HEADEN STEVEN ROSS & MARILEE L	PO BOX 15	DIABLO CA	94528
221	195210019	NICHOLSON KATHLEEN A TRE	PO BOX 764	DIABLO CA	94528
222	195210019	SHANK MUIR SORRICK TRE	PO BOX 258	DIABLO CA	94528
223	195210019	SORRICK BRIAN B TRE	PO BOX 301	BODEGA CA	94922
224	195210025	GILBERT JOHN I & BEVERLY J TRE	PO BOX 378	DIABLO CA	94528
225	195210026	KEANE JUSTIN & LESLIE	PO BOX 37	DIABLO CA	94528
226	195210032	MOULTHROP CLARK G & ELLEN O	PO BOX 425	DIABLO CA	94528
227	195210033	SUCIU JOHN P & DIANE M TRE	PO BOX 18	DIABLO CA	94528
228	195210036	MCNICHOLS STEPHEN L R JR TRE	PO BOX 10934	PLEASANTON CA	94588
229	195210036	TERRY BETTY H TRE	PO BOX 641	DIABLO CA	94528
230	195210040	MCNICHOLS STEPHEN L R JR & KATHLEEN T	2879 OAK KNOLL RD	PEBBLE BEACH CA	93953
231	195260002	MACKESY DAVID A & LYNDA L TRE	PO BOX 873	DIABLO CA	94528
232	195260003	HOFFMAN DONALD N & MAVIS TRE	PO BOX 745	DIABLO CA	94528
233	195260004	HOWE NANCY TRE	PO BOX 386	DIABLO CA	94528
234	195260008	WATSON DAVID A & VALERIE B	PO BOX 348	DIABLO CA	94528
235	195260009	WANDER THOMAS J & NANCY K TRE	2001 ALAMEDA DIABLO	DIABLO CA	94528
236	195260010	HAMILTON RICHARD F	PO BOX 665	DIABLO CA	94528
237	195260011	BURMAN PETER & WENDY	PO BOX 657	DIABLO CA	94528
238	195260014	DIABLO VALLEY ESTATE COMPANY	101 YGNACIO VALLEY RD #330	WALNUT CREEK CA	94596
239	195270004	SCHMITZ THOMAS A & KYRSTIN TRE	PO BOX 524	DIABLO CA	94528
240	195270005	CONGO CHRISTOPHER R & HEATHER	1545 AVENIDA NUEVA	DIABLO CA	94528
241	195270009	MURPHY MARK	PO BOX 877	DIABLO CA	94528
242	195270010	PEARSON CHARLES A & HARRISON JUDITH M	PO BOX 850	DIABLO CA	94528
243	195270012	SARDELLA WILLIAM J & ELLEN SANBORN	PO BOX 332	DIABLO CA	94528
244	195270013	EB HOUSES LLC	105 STEPHANIE LN	ALAMO CA	94507
245	195270013	RED HORSE APARTMENTS LLC	401 CASTANYA CT	DANVILLE CA	94526
246	195270013	RH APARTMENTS LLC	1375 LOCUST ST STE 221	WALNUT CREEK CA	94596
247	195270014	GERRY STANLEY B TRE	PO BOX 414	DIABLO CA	94528
248	195270017	ST JOHN JAY & KAREN B	PO BOX 323	DIABLO CA	94528
249	195270020	FULTON JOHN R & LAURA K TRE	PO BOX 865	DIABLO CA	94528
250	195270026	DEGHANFARD MOHAMMAD & MARIA	PO BOX 915	DIABLO CA	94528
251	195270026	TELLNER THOMAS & ALIKHAN RUHI	2037 DIABLO RD	DIABLO CA	94528
252	195270029	FIRST VENTURE LLC	44 SQUIRE CT	ALAMO CA	94507
253	195270029	MIMRAN RONNIE I & DIANE G	PO BOX 928	DIABLO CA	94528
254	195270031	KILMARTIN JANE TRE	PO BOX 52	DIABLO CA	94528
255	195270033	COX RICHARD B & KAREN S	PO BOX 334	DIABLO CA	94528
256	195270034	WEIDINGER DAVID T & ANN C	PO BOX 852	DIABLO CA	94528
257	195270034	WEIDINGER DAVID T & ANN C TRE	2079 DIABLO RD	DIABLO CA	94528
258	195270035	MARSHALL CHRISTOPHER & ELAINE	PO BOX 642	DIABLO CA	94528
259	195270036	PARVIZIAN MEHDI	PO BOX 526	DIABLO CA	94528
260	195270037	PARR JEFFREY J & SARA P	PO BOX 618	DIABLO CA	94528
261	195270037	WADSWORTH ALAN & CONSTANCE TRE	PO BOX 624	DIABLO CA	94528
262	195270039	ADAMS DAVID B	PO BOX 942	DIABLO CA	94528
263	195270040	LIGON ROBERT J & JULIE A	PO BOX 97	DIABLO CA	94528
264	195270041	MOELLER JEFF & MELODY	PO BOX 72	DIABLO CA	94528
265	195270042	MEDFORD MICHAEL L & UTE C TRE	147 EL CENTRO RD	DIABLO CA	94528
266	195270042	MEDFORD MICHAEL L & UTE C TRE	PO BOX 570	DIABLO CA	94528
267	195270043	METZLER CRAIG & LINDA TRE	PO BOX 593	DIABLO CA	94528
268	195270044	WHITFIELD MARK & ELLEN	PO BOX 871	DIABLO CA	94528

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269	195270045	FANNING PATRICK T & KATHRYN E	PO BOX 662	DIABLO CA	94528
270	195270046	MICEK JOHN IV & NOELLE M TRE	PO BOX 693	DIABLO CA	94528
271	195270047	COBLER MICHAEL T TRE	900 E CAMBELL AVE #1	CAMPBELL CA	95008
272	195270047	GROSSMAN D KEITH & HALLE TRE	PO BOX 523	DIABLO CA	94528
273	195270048	BEWALL GEORGE C & MARY C TRE	PO BOX 9	DIABLO CA	94528
274	195280004	BOURDO LEE	PO BOX 775	DIABLO CA	94528
275	195280009	DENIS CHRISTOPHER & JILL TRE	PO BOX 603	DIABLO CA	94528
276	195280011	BRADLEY DOUGLAS & BARBARA TRE	1047 CRYSTAL DR	FRANKFORT MI	49635
277	195280020	JONES VERGIL J JR & NANCY TRE	PO BOX 311	DIABLO CA	94528
278	195280035	SHEINBERG MICHAEL A & TRICIA L	PO BOX 698	DIABLO CA	94528
279	195280036	DINGMAN DONALD & CAROL TRE	PO BOX 87	DIABLO CA	94528
280	195280037	SENASAC DOLPH & NONA TRE	PO BOX 627	DIABLO CA	94528
281	195280037	SENASAC DOLPH C & NONA R	8 CALLE DEL CASARILLO	DIABLO CA	94528
282	195280039	BELL JACK B & SUSAN K TRE	PO BOX 394	DIABLO CA	94528
283	195280050	MUNGER MILES K	PO BOX 8	DIABLO CA	94528
284	195280051	LAND JEFFREY W & CARLA K TRE	PO BOX 712	DIABLO CA	94528
285	195280052	BRAMLETT HASKELL W & ELLA TRE	PO BOX 691	DIABLO CA	94528
286	195280053	SALVO HENRY & NANCY TRE	PO BOX 853	DIABLO CA	94528
287	195280054	KROUSE JOHN R & MARY C TRE	PO BOX 585	DIABLO CA	94528
288	195280055	PARKER GEORGE THOMAS TRE	PO BOX 753	DIABLO CA	94528
289	195380005	DIABLO COUNTRY CLUB	PO BOX 777	DIABLO CA	94528
290	195420002	GERHARDY LOUIS P & F TRE	PO BOX 628	DIABLO CA	94528
291	195420002	NEWTON MARILYN L	PO BOX 548	DIABLO CA	94528
292	195420003	MORGAN LISA HOFMANN TRE	PO BOX 613	DIABLO CA	94528
293	195420004	MOSELY DARLENE M TRE	PO BOX 1135	CARMEL BY THE SE/	93921
294	195420005	PAIGE RUDOLPH S & G L TRE	PO BOX 731	DIABLO CA	94528
295	195420006	BRIGGS CAROLYN LAY TRE	PO BOX 6	DIABLO CA	94528
296	195420007	CORDES RONALD D & MARTHA M TRE	830 PARK AVE APT 1C	NEW YORK NY	10021
297	195420007	DUNLAP CECIL	PO BOX 313	DIABLO CA	94528
298	195420008	MAGRATH NANCY GLOOR TRE	30 SCATTERGUN CIR	RENO NV	89519
299	195420008	MAGRATH NANCY GLOOR TRE	PO BOX 681	DIABLO CA	94528
300	195420009	DUPUY ROBERT A & EDITH M	801 SHADY LAKE LN	VERO BEACH FL	32963
301	195420009	THEODORES JAMES E & HALEY TRE	1675 EL NIDO H	DIABLO CA	94528
302	195420009	THEODORES JAMES E & HALEY TRE	PO BOX 384	DIABLO CA	94528
303	196231004	Schneider Lee & Barbara Nisbet	24 Sierra Vista Place	Danville CA	94526
304	196310005	WEBER LUCILE	3445 GOLDEN GATE WAY	LAFAYETTE CA	94549
305	196310007	TAO WEI & SONG LINGYUN	247 WEBER LN	DANVILLE CA	94526
306	196310008	CARPENTER WAYNE L & FLANAGAN LAURA J	243 WEBER LN	DANVILLE CA	94526
307	196310031	MATADERA MAINTENANCE CORP	1225 ALPINE RD #206	WALNUT CREEK CA	94596
308	196320001	WILLIAMS BENJAMIN W	6432 SAN PABLO AVE	OAKLAND CA	94608
309	196320001	WILLIAMS BENJAMIN W EST OF	PO BOX 5267	RICHMOND CA	94805
310	196320003	LONGSTREET ELAN RENEE-GUERIN	6906 WESTOVER DR	ROWLETT TX	75089
311	196320005	DIABLO LODGE LLC	4155 BLACKHAWK PLAZA CIR #201	DANVILLE CA	94506
312	196320007	WILLIAMS MALCOM & DIANE	1022 DIABLO RD	DANVILLE CA	94526
313	196320009	APODACA NICHOLAS & NICOLE	405 JEANNIE CT	DANVILLE CA	94526
314	196320010	VILLANUEVA DEMOSTHENES A & MARIBEL G	415 JEANNIE CT	DANVILLE CA	94526
315	196320011	ALLENDE KRISTEENA A	425 JEANNIE CT	DANVILLE CA	94526
316	196320012	MORGENTHAN HENRY B & BECKILYNN	420 JEANNIE CT	DANVILLE CA	94526
317	196320013	ROBINSON RICHARD A & SHARON E	410 JEANNIE CT	DANVILLE CA	94526
318	196320014	LITTLE ARTHUR W & CAROL J	400 JEANNIE CT	DANVILLE CA	94526
319	196320015	BOBB NIKHIL & BUBNA NISHA	610 OBRIEN DR	DANVILLE CA	94526
320	196330003	DUNCAN SHAWN E & ROSALIND T	59 LEONARD CT	DANVILLE CA	94526
321	196330011	EUSEBIO EDMUND M & DEBORAH	9 LEONARD CT	DANVILLE CA	94526
322	196330012	GARETSON NANCY & HUGNAGL JANICE	17 LEONARD CT	DANVILLE CA	94526
323	196330013	MAKI PETER & NATALIE	21 LEONARD CT	DANVILLE CA	94526
324	196330018	BOHANNAN SCOTT & DIANE TRE	4 WING SET PL	ALAMO CA	94507
325	196330019	MILLER MICHELLE L	57 LEONARD CT	DANVILLE CA	94526
326	196330028	SHELL RACHELLE RODRIGUES	39 LEONARD CT	DANVILLE CA	94526
327	196330029	KAMINSKI ANDREW & SHELLEY TRE	1523 GREEN VALLEY RD	DANVILLE CA	94526
328	196330030	GROSS WAYNE D & PATRICIA D TRE	45 LEONARD CT	DANVILLE CA	94526
329	196330031	JENKINS RUSSELL O	PO BOX 571	DANVILLE CA	94526
330	196330032	HEADEN STEVEN TRAVIS	27 LEONARD CT	DANVILLE CA	94526
331	196330033	SAINCOME EDWARAD J & JANINE C	33 LEONARD CT	DANVILLE CA	94526
332	196330040	BAUTISTA REY L & RENEE S TRE	35 BLEMER PL	DANVILLE CA	94526
333	196330041	CALL JOHN G & ANN L TRE	25 BLEMER PL	DANVILLE CA	94526
334	196330042	SEIDENVERG SCOTT & JILL H	15 BLEMER PL	DANVILLE CA	94526
335	196330043	LALL DIPESH	7 LEONARD CT	DANVILLE CA	94526

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336	196330044	ROLLING HILLS COMMUNITY CHURCH	1565 GREEN VALLEY RD	DANVILLE CA	94526
337	196330047	MOSS KEVIN & DRAGON-MOSS MAGDALENA	100 DAVID LN	DANVILLE CA	94526
338	196330048	MITCHEOM MICHAEL J & LISA TRE	200 DAVID LN	DANVILLE CA	94526
339	196330049	CHANG NATALIE H & LIAO WILLIAM H	300 DAVID LN	DANVILLE CA	94526
340	196330050	HARRINGTON JOHN D & MIYOSHI KIMBERLY K	400 DAVID LN	DANVILLE CA	94526
341	196330051	CHAVEZ GEORGE R & VICKI L TRE	500 DAVID LN	DANVILLE CA	94526
342	196330052	ELLERY PETER J & KRISTIE L	153 HILL RD	DANVILLE CA	94526
343	196330053	CHRISTIE MICHAEL & KRISTIN TRE	149 HILL RD	DANVILLE CA	94526
344	196330054	BRY-MART LLC	665 JUAN CRESPI LN	SANTA BARBARA CA	93108
345	196330054	OBRIEN CHARLES A & MARIE F	PO BOX 538	DANVILLE CA	94526
346	196330055	PEOPLE MEETING CHRIST FDT	222 W EL PINTADO	DANVILLE CA	94526
347	196330056	QU XING & ZHENG HONG FEI	822 OBRIEN PL	DANVILLE CA	94526
348	196330057	MONTERROSA LLC	1485 ENEA CIR #1490	CONCORD CA	94520
349	196330057	WALKER KRISTIN K TRE	830 OBRIEN PL	DANVILLE CA	94526
350	196330061	MARWAH RAJ & THERESA	821 OBRIEN PL	DANVILLE CA	94526
351	196330062	DAVIDON HOMES	1600 S MAIN ST STE 150	WALNUT CREEK CA	94596
352	196330066	BAMBURY ERIC E & STEPHANIE H	837 OBRIEN PL	DANVILLE CA	94526
353	196330067	BROWN MATTHEW G & CLAIRE L TRE	829 OBRIEN PL	DANVILLE CA	94526
354	196340008	SHELL STEVEN D & AMY B	10 DONNA LN	DANVILLE CA	94526
355	196340017	MAZZELLA CARMELA TRE	1591 GREEN VALLEY RD	DANVILLE CA	94526
356	196340017	MAZZELLA CARMELA TRE	PO BOX 957	DANVILLE CA	94526
357	196461027	Isom Pat	310 Matadera Ct	Danville CA	94526
358	196590027	LARSON JAMES A & LYNETTE S	2918 CALAIS DR	SAN RAMON CA	94583
359	202050007	EAST BAY MUNICIPAL UTILITY DIS	PO BOX 24055	OAKLAND CA	94623
360	202050042	PURCELL WILLIAM E & JILL B	1400 DIABLO RD	DANVILLE CA	94526
361	202050060	COMMON AREA TRACT 6886	PO BOX 7915	STOCKTON CA	95267
362	202050071	TEARDROP PARTNERS	3189 DANVILLE BLVD #240	ALAMO CA	94507
363	202050074	MAGEE BARBARA H	577 AIRPORT BLVD	BURLINGAME CA	94010
364	202050076	CCC FLOOD CONTROL & WATER CONS	255 GLACIER DR	MARTINEZ CA	94553
365	202071001	BUSH LEIFF KOA JR & TARA L	954 EL CAJON DR	DANVILLE CA	94526
366	202071002	BACK ARTHUR P & VERNADETTE TRE	962 EL CAJON DR	DANVILLE CA	94526
367	202071003	BURNS DONALD A & MARY L TRE	970 EL CAJON DR	DANVILLE CA	94526
368	202071004	KUNSMAN KENT G & JACQUELINE R	978 EL CAJON DR	DANVILLE CA	94526
369	202071005	WRIGHT PETER A & GLORIA A	2195 HIDDEN OAK DR	DANVILLE CA	94506
370	202073010	WORLEY JOHN & ALMA	71 ALTA LOMA CT	DANVILLE CA	94526
371	202073011	FAGAN DORIS TRE	997 EL CAJON DR	DANVILLE CA	94526
372	202073014	GIOFFRE LARRY & ANGELA	1021 EL CAJON DR	DANVILLE CA	94526
373	202073015	SMITH MARIANNA C TRE	1027 EL CAJON DR	DANVILLE CA	94526
374	202073016	DAVIS WILLIAM W & KATHRYN TRE	1005 EL CAJON DR	DANVILLE CA	94526
375	202073017	CREAN RYAN T & LINDSAY A	1011 EL CAJON DR	DANVILLE CA	94526
376	202081001	DANVILLE HIGH SCHOOL DISTRICT	699 OLD ORCHARD DR	DANVILLE CA	94526
377	202081004	SAN RAMON VALLEY FIRE PRO DIST	1500 BOLLINGER CANYON RD	SAN RAMON CA	94583
378	202081007	DANVILLE SENIOR LIVING LLC	4 ORINDA WAY STE #180C	ORINDA CA	94563
379	202091004	MARTINEZ TERESA S & BERNADETTE C	123 REDONDO WAY	DANVILLE CA	94526
380	202091007	MACDONALD MICHAEL J & CAROL B	135 REDONDO WAY	DANVILLE CA	94526
381	202091011	NEW GROWTH FINANCIAL	PO BOX 490	DANVILLE CA	94526
382	202091012	SINGH SURINDER & SUKHJEET TRE	101 REDONDO WAY	DANVILLE CA	94526
383	202091013	COWAN KENT E & KALFSBEEK REBECCA D	115 REDONDO WAY	DANVILLE CA	94526
384	202092001	FORD MICHAEL J & JESSICA TRE	102 REDONDO WAY	DANVILLE CA	94526
385	202092002	ENES JAMES F & LOUELLA SUE TRE	110 REDONDO WAY	DANVILLE CA	94526
386	202092003	PELLEY MICHAEL L & BRIDGIT	118 REDONDO WAY	DANVILLE CA	94526
387	202092004	SHIMANSKY MICHAEL K JR & SUE A	126 REDONDO WAY	DANVILLE CA	94526
388	202092005	PHILLIPS ROBERT & STEPHANIE	134 REDONDO WAY	DANVILLE CA	94526
389	202093003	KLEINBERG CLARENCE & ROSEMARIE	1042 EL CAJON DR	DANVILLE CA	94526
390	202100026	MUGHADAM MATIN & JEANNE	10 WANFLETE CT	ORINDA CA	94563
391	202100030	COMMON AREA-TRACT 6516	100 N MILPITAS BLVD	MILPITAS CA	95035
392	202100039	COMMON AREA TRACT 7457	1933 DAVIS ST #200	SAN LEANDRO CA	94577
393	202230001	BRIGHT STEVEN E & REGINA JO	231 SANTIAGO LN	DANVILLE CA	94526
394	202241010	CHEN LI HWA	74 ROCK RIDGE CT	DANVILLE CA	94526
395	202241011	CARRIERE MATTHEW L & REGINA N	72 ROCK RIDGE CT	DANVILLE CA	94526
396	202241012	DANIS DAVID C & LINDA L TRE	70 ROCK RIDGE CT	DANVILLE CA	94526
397	202241013	RAO SATISH & SUCHITRA TRE	1040 HILL MEADOW PL	DANVILLE CA	94526
398	202241014	KUHNSMAN DOUGLAS & COLETTE TRE	1038 HILL MEADOW PL	DANVILLE CA	94526
399	202241015	SAAD PAUL J & KATHRYN M	1036 HILL MEADOW PL	DANVILLE CA	94526
400	202241016	SCHRIMP KENNETH M & ANNETTE F	1034 HILL MEADOW PL	DANVILLE CA	94526
401	202241017	MARX KATHERINE J TRE	1032 HILL MEADOW PL	DANVILLE CA	94526
402	202241018	GROUT DAVID M & BRYAN ANDREA	1030 HILL MEADOW PL	DANVILLE CA	94526

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403	202241019	HERAUF MICHAEL A & SHERI K	1028 HILL MEADOW PL	DANVILLE CA	94526
404	202241020	LIN RICHARD J & HOOI LORRAINE T	1026 HILL MEADOW PL	DANVILLE CA	94526
405	202241021	MATTHEWS DAVID & ADELE P	1024 HILL MEADOW PL	DANVILLE CA	94526
406	202241022	WITTENBERG STEVEN L & INGRID E	1022 HILL MEADOW PL	DANVILLE CA	94526
407	202241023	SHERVE DAVID B & PATRICIA S	1020 HILL MEADOW PL	DANVILLE CA	94526
408	202242005	HUTCHINS JOHN B & VICTORIA Y	1017 HILL MEADOW PL	DANVILLE CA	94526
409	202242006	SOKAT MS SUSAN	1019 HILL MEADOW PL	DANVILLE CA	94526
410	202242007	STEFFEN CHARLES & JULIANNE	1021 HILL MEADOW PL	DANVILLE CA	94526
411	202242008	FOSTER MARGARET F TRE	1023 HILL MEADOW PL	DANVILLE CA	94526
412	202242009	WILKES THOMAS & RAITH ANDREA	1025 HILL MEADOW PL	DANVILLE CA	94526
413	202242010	BOHSALI MOUNIR Y & ABIR NABIL	1027 HILL MEADOW PL	DANVILLE CA	94526
414	202242010	DELBECCARRO ANNETTE M TRE	777 WOODDED RD	JENKINTOWN PA	19046
415	202242011	STONER RANDALL WAYNE TRE	1029 HILL MEADOW PL	DANVILLE CA	94526
416	202242012	JEWETT JAN & SHELLEY	20941 W MAIN ST	BUCKEYE AZ	85396
417	202242012	KLAS JON MICHAEL & ADRIANA I	1031 HILL MEADOW PL	DANVILLE CA	94526
418	202351001	GUZMAN AL & DARLENE TRE	100 MARGONE CT	DANVILLE CA	94526
419	202351002	GRANNO STEVEN & PAMELA	102 MARGONE CT	DANVILLE CA	94526
420	202351003	MICELI DANIEL J TRE	104 MARGONE CT	DANVILLE CA	94526
421	202351004	CORDERO RICHARD & ANGELA TRE	106 MARGONE CT	DANVILLE CA	94526
422	202351005	LEVINE MICHAEL & ROBERTA J TRE	108 MARGONE CT	DANVILLE CA	94526
423	202352001	LACATIVO CAROLYN S	105 MARGONE CT	DANVILLE CA	94526
424	202352002	ZHOU BO & TENG XIAOMEI	103 MARGONE CT	DANVILLE CA	94526
425	202352003	COLTON BRADLEY & JUDITH TRE	10 RIMA CT	DANVILLE CA	94526
426	202352004	WARRINGTON RICHARD & GAYLE TRE	12 RIMA CT	DANVILLE CA	94526
427	202352005	SCOTT JON CARL & PAULA TRE	14 RIMA CT	DANVILLE CA	94526
428	202352006	SMITH DON H & KAORI K	16 RIMA CT	DANVILLE CA	94526
429	202352007	MEFTAH BARMAK & NAZGOL	18 RIMA CT	DANVILLE CA	94526
430	202352008	ASSINI ROBERT E & CLAIRE TRE	20 RIMA CT	DANVILLE CA	94526
431	202353001	CERNEY BENEDICT C & LORRAINE V	23 RIMA CT	DANVILLE CA	94526
432	202353002	SCHIRECK JOHN W & SANDRA F	21 RIMA CT	DANVILLE CA	94526
433	202353003	SCHAFFER DAVID V	19 RIMA CT	DANVILLE CA	94526
434	202353004	OBRIEN THOMAS O	17 RIMA CT	DANVILLE CA	94526
435	202353005	METZ EDWARD J & SHAREN J TRE	15 RIMA CT	DANVILLE CA	94526
436	202353006	CONNOLLY PHILIP G & LIZABETH S	11 RIMA CT	DANVILLE CA	94526
437	202353007	SCHOFIELD LOUIS F JR & MARILYN E	9 RIMA CT	DANVILLE CA	94526
438	202353008	DENNEN LAWRENCE E JR TRE	30 SAVONA CT	DANVILLE CA	94526
439	202353009	WILM THEODORE A & MARY K TRE	32 SAVONA CT	DANVILLE CA	94526
440	202353010	DUTRA LEE J & MELISSA A TRE	34 SAVONA CT	DANVILLE CA	94526
441	202353011	KARES FRANK TRE	36 SAVONA CT	DANVILLE CA	94526
442	202353012	SHOLER CARY E & LILY ANN	38 SAVONA CT	DANVILLE CA	94526
443	202353013	SEE JOSEPH O & LAURA A	40 SAVONA CT	DANVILLE CA	94526
444	202354001	JUHLIN BRUCE DAVID & DIANA TRE	41 SAVONA CT	DANVILLE CA	94526
445	202354002	MOREFIELD RICHARD TRE	39 SAVONA CT	DANVILLE CA	94526
446	202354004	STATON DANIEL T & JANIS	35 SAVONA CT	DANVILLE CA	94526
447	202354005	MIER DAVID E & DEBORAH A	33 SAVONA CT	DANVILLE CA	94526
448	202354006	SCHIAVO VINCENT & KAREN TRE	31 SAVONA CT	DANVILLE CA	94526
449	202361001	LAWLIS JONATHON TRE	50 TORINO CT	DANVILLE CA	94526
450	202361002	HAILEY JOHN & BARBARA D TRE	52 TORINO CT	DANVILLE CA	94526
451	202361003	RITTERBUSH DAVID WAYNE TRE	54 TORINO CT	DANVILLE CA	94526
452	202361004	SZEWZYK TERENCE & SUSAN TRE	56 TORINO CT	DANVILLE CA	94526
453	202361007	MAUTE JOHN H & JULIE TRE	58 TORINO CT	DANVILLE CA	94526
454	202361008	STEINBRECHER MICHAEL & L C TRE	60 TORINO CT	DANVILLE CA	94526
455	202362001	CAMPION WALTER E TRE	57 TORINO CT	DANVILLE CA	94526
456	202362002	HARIOKA DON A & BEATRIZ C	55 TORINO CT	DANVILLE CA	94526
457	202362003	SIXKILLER GERALD M & JOAN	53 TORINO CT	DANVILLE CA	94526
458	202362004	HOFBAUER JAMES A & BRENDA TRE	51 TORINO CT	DANVILLE CA	94526
459	202362005	BLANSHEI NADINE RENE TRE	62 GRADO CT	DANVILLE CA	94526
460	202362006	FUCA JOE A & DEBRA LYNN TRE	64 GRADO CT	DANVILLE CA	94526
461	202362007	MILLER DUNCAN A & VALERIE TRE	66 GRADO CT	DANVILLE CA	94526
462	202363001	OLSON BART R & SUSAN B	67 GRADO CT	DANVILLE CA	94526
463	202363002	LEE EDWYN & LORETTA J TRE	65 GRADO CT	DANVILLE CA	94526
464	202363003	WANG EDWARD G TRE	63 GRADO CT	DANVILLE CA	94526
465	202363004	PARKER ROBERT BRIAN & NANCY	70 NOVARA CT	DANVILLE CA	94526
466	202363005	SHOU GUOHOA	72 NOVARA CT	DANVILLE CA	94526
467	202363006	OLIN BILL D TRE	5945 BIRKDALE LN	SAN LUIS OBISPO C.	93401
468	202363006	WYCOFF JEFFREY D & PAIGE G	74 NOVARA CT	DANVILLE CA	94526
469	202364001	CHU SHERMAN G & MICHELLE M	73 NOVARA CT	DANVILLE CA	94526

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470	202364002	MAHNKEN MICHAEL & TRACY TRE	71 NOVARA CT	DANVILLE CA	94526
471	202371001	VIARENGO STEPHEN TRE	1001 MC CAULEY RD	DANVILLE CA	94526
472	202371002	CESANA RHONDA	1003 MC CAULEY RD	DANVILLE CA	94526
473	202371003	TUCKER BRENT A	1005 MC CAULEY RD	DANVILLE CA	94526
474	202371004	RYAN SEAN G & DEBORAH G	1007 MCCAULEY RD	DANVILLE CA	94526
475	202371005	OAS RICHARD SCOTT & CELIA TRE	1009 MCCAULEY RD	DANVILLE CA	94526
476	202371008	SCHWARTZ DAVID P & RONNI E TRE	1015 MC CAULEY RD	DANVILLE CA	94526
477	202371009	OLDENBURG JOHN CHRISTOPHER	1017 MC CAULEY RD	DANVILLE CA	94526
478	202371010	MCCANN STEVEN F & ALITA R TRE	1019 MC CAULEY RD	DANVILLE CA	94526
479	202371011	KAO MEI-YING TRE	78 MONZA CT	DANVILLE CA	94526
480	202371012	ZEIFANG THOMAS M & AMY D TRE	80 MONZA CT	DANVILLE CA	94526
481	202371016	MEANS DON & KAREN B TRE	88 MONZA CT	DANVILLE CA	94526
482	202371017	COHEN JACK & MARGARET A TRE	1011 MCCAULEY RD	DANVILLE CA	94526
483	202371018	STAINKEN SHARON	1013 MCCAULEY RD	DANVILLE CA	94526
484	202371020	NAJJAR GEORGE M & VERA G	82 MONZA CT	DANVILLE CA	94526
485	202371021	YU DANIEL Y & EVELINA Y	84 MONZA CT	DANVILLE CA	94526
486	202371022	IGARASHI PATRICIA P	86 MONZA CT	DANVILLE CA	94526
487	202372001	FORTH ELIZABETH W TRE	85 MONZA CT	DANVILLE CA	94526
488	202372002	WON YOUNG HO	83 MONZA CT	DANVILLE CA	94526
489	202372003	KEANE CHRISTOPHER J & KELLY M	81 MONZA CT	DANVILLE CA	94526
490	202381001	LIU LUN KING TRE	1023 MC CAULEY RD	DANVILLE CA	94526
491	202381002	BRAUNSCHEIDEL ROBERT & ALAINE	1025 MC CAULEY RD	DANVILLE CA	94526
492	202381003	VOLLMER KEVIN J TRE	PO BOX 3422	DANVILLE CA	94526
493	202381004	BEITSCHER ROBERT A & MICHELLE	1029 MC CAULEY RD	DANVILLE CA	94526
494	202381005	GOREN YUVAL & ESTHER TRE	1031 MC CAULEY RD	DANVILLE CA	94526
495	202381006	KOURY THEOPHILE GEORGE TRE	1033 MC CAULEY RD	DANVILLE CA	94526
496	202381007	KROMMENHOEK MARK WILLIAM	1035 MC CAULEY RD	DANVILLE CA	94526
497	202381008	BELL RICHARD A & PATRICIA A	1037 MC CAULEY RD	DANVILLE CA	94526
498	202381009	BENIOFF DONALD A & JOYCE L TRE	1039 MC CAULEY RD	DANVILLE CA	94526
499	202381010	KERNS BRUCE W & JUDITH A TRE	1041 MC CAULEY RD	DANVILLE CA	94526
500	202382001	SCHULTZ DEBRA & HENNING JAMES T	1042 MC CAULEY RD	DANVILLE CA	94526
501	202382002	BORAGNO MARK P & DARCI	1040 MC CAULEY RD	DANVILLE CA	94526
502	202382003	ELAHI BORZOO & KAREN	1038 MC CAULEY RD	DANVILLE CA	94526
503	202382004	XIANG XIAO DONG & WU FANG FANG	1036 MC CAULEY RD	DANVILLE CA	94526
504	202382005	CROSS DAVID M & SUSAN A TRE	1034 MC CAULEY RD	DANVILLE CA	94526
505	202382006	VOREMBERG TAMARA	1032 MC CAULEY RD	DANVILLE CA	94526
506	202382007	BARFORD LARS & JEENA	1030 MC CAULEY RD	DANVILLE CA	94526
507	202382008	HOWARD THOMAS E & MARY A	1028 MC CAULEY RD	DANVILLE CA	94526
508	202382009	CHUNG SUN M & HELEN Y	3012 WOODROE CT	HAYWARD CA	94541
509	202382010	STEVENSON MARK D & JILL A TRE	1024 MCCAULEY RD	DANVILLE CA	94526
510	202382011	RADLICK PHILLIP & JANINE TRE	1022 MC CAULEY RD	DANVILLE CA	94526
511	202391001	ABESS CHRIS M & MARY F TRE	169 MERANO ST	DANVILLE CA	94526
512	202391002	RETTAGLIATA THOMAS A & C L TRE	171 MERANO ST	DANVILLE CA	94526
513	202391003	SPARR GEORGE W & BARBARA K TRE	129 MERANO ST	DANVILLE CA	94526
514	202391004	DRUCKER JOSEPH B & KATRINA TRE	131 MERANO ST	DANVILLE CA	94526
515	202391005	PHILBEN MICHAEL A & LAURA	133 MERANO ST	DANVILLE CA	94526
516	202391006	HARPER TAMARA K TRE	135 MERANO ST	DANVILLE CA	94526
517	202391007	BLAIR MARGARET	137 MERANO ST	DANVILLE CA	94526
518	202391008	NAKAE LESLIE F	139 MERANO ST	DANVILLE CA	94526
519	202391009	OLSON JEFFREY P & MARCY A	141 MERANO ST	DANVILLE CA	94526
520	202391010	RUDY MICHAEL D TRE	143 MERANO ST	DANVILLE CA	94526
521	202391011	HAMANO JOHN TRE	145 MERANO ST	DANVILLE CA	94526
522	202391012	COLLINS JOHN F & ELLEN K	147 MERANO ST	DANVILLE CA	94526
523	202391013	POTOCKI JOHN J TRE	149 MERANO ST	DANVILLE CA	94526
524	202391014	GUIDREY ROBERT M & CYNTHIA TRE	151 MERANO ST	DANVILLE CA	94526
525	202391015	GOLUB JOEL H	153 MERANO ST	DANVILLE CA	94526
526	202391016	SU OLIVER J & JONG-CHIOU L TRE	155 MERANO ST	DANVILLE CA	94526
527	202391017	EUSTIS JONATHAN J & STEPHANIE	157 MERANO ST	DANVILLE CA	94526
528	202391018	WANG TERENCE K & ELISE M TRE	159 MERANO ST	DANVILLE CA	94526
529	202391019	BRADY JAMES P & PETISH DEBRA A	161 MERANO ST	DANVILLE CA	94526
530	202391020	FARRELL JOSEPH P & EDITH TRE	163 MERANO ST	DANVILLE CA	94526
531	202391021	SHIGEZANE MICHAEL J	PO BOX 117308	BURLINGAME CA	94011
532	202391022	GOETZE MARGARET TRE	167 MERANO ST	DANVILLE CA	94526
533	202392001	STUSCAVAGE DANIEL & WALSH DANA	162 MERANO ST	DANVILLE CA	94526
534	202392002	MILLER LARRY S & KIMBERLY TRE	160 MERANO ST	DANVILLE CA	94526
535	202392003	TESHIMA JULIA L	158 MERANO ST	DANVILLE CA	94526
536	202392004	TAMAGNI SHARON T & AGUILAR RUDY L	156 MERANO ST	DANVILLE CA	94526

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537	202392005	YAMASHITA WAYNE & KATHY	154 MERANO ST	DANVILLE CA	94526
538	202393001	HEATON MICHAEL I & BENNETTA	47 ROVIGO CT	DANVILLE CA	94526
539	202393002	FRANCIS ROBERT & MARGARET TRE	45 ROVIGO CT	DANVILLE CA	94526
540	202393003	BAUTISTA NONATO G & MARYANNE B	43 ROVIGO CT	DANVILLE CA	94526
541	202393004	HOLFORD RYAN P & CARLY D TRE	41 ROVIGO CT	DANVILLE CA	94526
542	202393005	VAVRA MAUREEN W	22 BORMIO CT	DANVILLE CA	94526
543	202393006	DECOSTA LILI WEINSTEIN & ANTHONY E	24 BORMIO CT	DANVILLE CA	94526
544	202393006	REGET JAMES K & JONI M	110 SUNHAVEN RD	DANVILLE CA	94506
545	202393007	LAFLAMME LOUIS M & JACQUELINE	26 BORMIO CT	DANVILLE CA	94526
546	202393008	SARAVIA ROBERT J & DEBRA TRE	28 BORMIO CT	DANVILLE CA	94526
547	202393009	DICKEY JUDITH A TRE	30 BORMIO CT	DANVILLE CA	94526
548	202393010	SCHULTZ ANTHONY & ROCKETT-SCHULTZ NANCY	32 BORMIO CT	DANVILLE CA	94526
549	202394002	MOSS JEAN R TRE	33 BORMIO CT	DANVILLE CA	94526
550	202394003	STEWART ROBERT & ROBERTA TRE	31 BORMIO CT	DANVILLE CA	94526
551	202394004	KNAPP ALBERT L & GAIL H TRE	29 BORMIO CT	DANVILLE CA	94526
552	202394005	GAINY ALLAN G & MYERS JOAN E	27 BORMIO CT	DANVILLE CA	94526
553	202394006	KEEFE MICHAEL & FAZIO ANNE	25 BORMIO CT	DANVILLE CA	94526
554	202394007	MENICHELLI SANDRA J	23 BORMIO CT	DANVILLE CA	94526
555	202394008	TARLIAN SARKEY & JOSEPHINE E	21 BORMIO CT	DANVILLE CA	94526
556	202394009	RINGWOOD DIANE A TRE	62 MILANO CT	DANVILLE CA	94526
557	202394010	WANG PHILLIP & PAMELA L TRE	64 MILANO CT	DANVILLE CA	94526
558	202394011	APOSTOLOPOULOS CHRIS	66 MILANO CT	DANVILLE CA	94526
559	202394012	FRIEDBERG ROBERT M & JUDY TRE	68 MILANO CT	DANVILLE CA	94526
560	202394013	STEINER DENNIS K & JUDITH A	70 MILANO CT	DANVILLE CA	94526
561	202394016	BERGAN JOHN & ELIZABETH	76 MILANO CT	DANVILLE CA	94526
562	202394017	HILDEBRAND CURTIS A	78 MILANO CT	DANVILLE CA	94526
563	202394018	LABRIE DENNIS	72 MILANO CT	DANVILLE CA	94526
564	202394019	BYRNS JAMES & KATHERINE E	3032 LIVE OAK CT	DANVILLE CA	94506
565	202394019	TUMA ROGER W TRE	74 MILANO CT	DANVILLE CA	94526
566	202394020	HAN CHRISTOPHER JIENPING & PERRY KASSIDY LYNN	35 BORMIO CT	DANVILLE CA	94526
567	202395001	OCHELTREE ROBERT R & CHARISE	81 MILANO CT	DANVILLE CA	94526
568	202395002	CRAIG J CEDRIC & LYNDA K TRE	79 MILANO CT	DANVILLE CA	94526
569	202395003	LYCKBERG TODD L	77 MILANO CT	DANVILLE CA	94526
570	202395004	TUMA KERRY & CHRISTINE TRE	75 MILANO CT	DANVILLE CA	94526
571	202395005	ENG WAYNE F & CHRISTINE TRE	73 MILANO CT	DANVILLE CA	94526
572	202395006	OROZCO RICARDO E & MERCEDES H	71 MILANO CT	DANVILLE CA	94526
573	202395007	BERKOWITZ MARY JANE	69 MILANO CT	DANVILLE CA	94526
574	202395008	ALEXANDER PHILLIP & ANUSH	67 MILANO CT	DANVILLE CA	94526
575	202395009	STEVENS W SCOTT & JUDY	65 MILANO CT	DANVILLE CA	94526
576	202395010	GALLEN TIMOTHY P & LOURDES TRE	63 MILANO CT	DANVILLE CA	94526
577	202395011	ELSDON RONALD & LINDA TRE	61 MILANO CT	DANVILLE CA	94526
578	202401001	BURTON CARL A TRE	111 MERANO ST	DANVILLE CA	94526
579	202401002	SHIMANE CASEY KEISUKE TRE	113 MERANO ST	DANVILLE CA	94526
580	202401003	CHEN NAN & YU	115 MERANO ST	DANVILLE CA	94526
581	202401004	HESS RYAN & JOANNA	117 MERANO ST	DANVILLE CA	94526
582	202401005	MUNIZ JEFFREY R	119 MERANO ST	DANVILLE CA	94526
583	202401006	STEIN FREDERIC WAYNE TRE	121 MERANO ST	DANVILLE CA	94526
584	202401007	KOBAYASHI STEVEN T	123 MERANO ST	DANVILLE CA	94526
585	202401008	FESTO CHARLES F & DONNA G	125 MERANO ST	DANVILLE CA	94526
586	202401009	PEDERSON GARRETT & LINDA TRE	177 MFRANO ST	DANVILLE CA	94526
587	202402001	SPEAR THOMAS R	40 VICENZA CT	DANVILLE CA	94526
588	202402002	CECCARELLI BRUNO C TRE	42 VICENZA CT	DANVILLE CA	94526
589	202402003	ROSEN JEFFREY M & TRACY C	44 VICENZA CT	DANVILLE CA	94526
590	202402004	WETMORE BARRY E & PRISCILLA M	46 VICENZA CT	DANVILLE CA	94526
591	202402005	DIGGINS JAMES E TRE	48 VICENZA CT	DANVILLE CA	94526
592	202402006	CHANG ARMANDO B & KARLA Q	50 VICENZA CT	DANVILLE CA	94526
593	202402007	STARK DANIEL F & LAURIE B	52 VICENZA CT	DANVILLE CA	94526
594	202402008	VANDERZEE JANET A TR	54 VICENZA CT	DANVILLE CA	94526
595	202402009	MCGANN CHARLES & BARBRY TRE	56 VICENZA CT	DANVILLE CA	94526
596	202402010	FRANCIS SCOTT M & DELANE N	58 VICENZA CT	DANVILLE CA	94526
597	202402011	BIRYUKOV VITALY & ELENA	60 VICENZA CT	DANVILLE CA	94526
598	202403001	GOWER RICHARD D TRE	59 VICENZA CT	DANVILLE CA	94526
599	202403002	EDELMAN DARON M & KRISTIN TRE	57 VICENZA CT	DANVILLE CA	94526
600	202403003	PERERA NIRMALAL C & KSHAMA TRE	55 VICENZA CT	DANVILLE CA	94526
601	202403004	BURROUGHS NORMAN A & SUSAN M	53 VICENZA CT	DANVILLE CA	94526
602	202403005	BISWAS GOUTAM	51 VICENZA CT	DANVILLE CA	94526
603	202403006	HULL JULIE E	49 VICENZA CT	DANVILLE CA	94526

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604	202403007	PROKOP JOSEPH M	47 VICENZA CT	DANVILLE CA	94526
605	202403007	WILHELM GEORGE N TRE	2139 RED OAK PL	DANVILLE CA	94506
606	202403008	INGRASSIA GAETAN JR & JAMIE	45 VICENZA CT	DANVILLE CA	94526
607	202403009	MEYER GREGORY K & CAROL TRE	43 VICENZA CT	DANVILLE CA	94526
608	202403010	RETTAGLIATA MATTHEW J	41 VICENZA CT	DANVILLE CA	94526
609	202403011	SZYBALSKI MARY F TRE	10 VOLTERRA CT	DANVILLE CA	94526
610	202403012	SALEH SAMY & SOHA TRE	12 VOLTERRA CT	DANVILLE CA	94526
611	202403013	THOMPSON BRAD R & NANCY J	14 VOLTERRA CT	DANVILLE CA	94526
612	202403014	IWASAKI JEFFREY IWAO	16 VOLTERRA CT	DANVILLE CA	94526
613	202403015	JANNESEN ROSS A & YVONNE L	18 VOLTERRA CT	DANVILLE CA	94526
614	202403016	MORRISON PAUL L & EDDA M	20 VOLTERRA CT	DANVILLE CA	94526
615	202403017	WONG EDITH Y TRE	22 VOLTERRA CT	DANVILLE CA	94526
616	202403018	MARCIULIONIS INGA	24 VOLTERRA CT	DANVILLE CA	94526
617	202403019	GOOD SANFORD L TRE	26 VOLTERRA CT	DANVILLE CA	94526
618	202403020	KLEIN ALEXANDER & JESSECA	28 VOLTERRA CT	DANVILLE CA	94526
619	202403021	RICHARDSON FAITH M TRE	30 VOLTERRA CT	DANVILLE CA	94526
620	202403022	BUESA FERNANDO & NICE C	32 VOLTERRA CT	DANVILLE CA	94526
621	202404001	DAMASCHINO THOMAS & JAMIE	31 VOLTERRA CT	DANVILLE CA	94526
622	202404002	HAHM STEVEN & JIEUN	29 VOLTERRA CT	DANVILLE CA	94526
623	202404003	KUPELI LAZARS & JANET	27 VOLTERRA CT	DANVILLE CA	94526
624	202404004	BAME DOUGLAS C & AMY K	25 VOLTERRA CT	DANVILLE CA	94526
625	202404005	THOMAS JAY D & ANTOINETTE TRE	23 VOLTERRA CT	DANVILLE CA	94526
626	202404006	ROSE & MINNA LLC	PO BOX 207	DIABLO CA	94528
627	202404006	VISCUGLIA JOSEPH M & WENDY E	21 VOLTERRA CT	DANVILLE CA	94526
628	202404007	SMITH GARY F & CARMELLA TRE	19 VOLTERRA CT	DANVILLE CA	94526
629	202404008	DEMACARTY PETER C R TRE	17 VOLTERRA CT	DANVILLE CA	94526
630	202404009	LOVE STEVEN D & CAROL F	15 VOLTERRA CT	DANVILLE CA	94526
631	202404010	NG MATTHEW & JENNIFER	13 VOLTERRA CT	DANVILLE CA	94526
632	202404011	MULFORD JEFFREY H & SANDRA J	11 VOLTERRA CT	DANVILLE CA	94526
633	202404012	MAJOCHA GRAZYNA M	108 MERANO ST	DANVILLE CA	94526
634	202404013	BEHM SCOTT A & SHANNON	106 MERANO ST	DANVILLE CA	94526
635	202404014	LI THOMAS KA-LOCK	104 MERANO ST	DANVILLE CA	94526
636	202404015	BRINES GARY C & DORIS M	102 MERANO ST	DANVILLE CA	94526
637	202404016	NEAL JAMES R	100 MERANO ST	DANVILLE CA	94526
638	202410004	AYERA SEAN & JESSICA TRE	10 CAMPBELL PL	DANVILLE CA	94526
639	202410005	HARTEKER CHRISTOPHER R & KELLY A	12 CAMPBELL PL	DANVILLE CA	94526
640	202410006	RETFERD MARK & YANA TRE	18 CAMPBELL PL	DANVILLE CA	94526
641	202410007	NESIS HENRY I TRE	24 CAMPBELL PL	DANVILLE CA	94526
642	202410008	CAREY MICHELLE M TRE	26 CAMPBELL PL	DANVILLE CA	94526
643	202410009	SCHMIDT RICHARD & ANGELA TRE	28 CAMPBELL PL	DANVILLE CA	94526
644	202410010	RELOVA STEPHEN A & SANDRA TRE	30 CAMPBELL PL	DANVILLE CA	94526
645	202410011	SHERWOOD PATRICK J & TRACEY R	32 CAMPBELL PL	DANVILLE CA	94526
646	202410012	ROMHANYI RUDOLF & ADRIANA A	34 CAMPBELL PL	DANVILLE CA	94526
647	202410013	BOYLE RONALD CONOR & CARA	33 CAMPBELL PL	DANVILLE CA	94526
648	202410014	DEALMEIDA ALBERTO A JR & TERRA	21 CAMPBELL PL	DANVILLE CA	94526
649	202410015	SHIRES GLEN & RHIANNON	19 CAMPBELL PL	DANVILLE CA	94526
650	202410016	TRUJILLO CHRISTOPHER E & ELIZABETH	27 CAMPBELL PL	DANVILLE CA	94526
651	202410017	WADE JEFF N & TIFFANY A	23 CAMPBELL PL	DANVILLE CA	94526
652	202410018	KANGAIL PAUL T & MEGAN R TRE	17 CAMPBELL PL	DANVILLE CA	94526
653	202410019	GIAMMONA ANDREW J & ROXANNA B	15 CAMPBELL PL	DANVILLE CA	94526
654	202410020	BUTLER DAMIAN V & SHAWN M	11 CAMPBELL PL	DANVILLE CA	94526
655	203010016	Beeson Christopher	2550 Mount Diablo Scenic Blvd	Danville CA	94528
656	203020016	HIDDEN OAKS AT BLACKHAWK ASSN	3840 BLACKHAWK RD #120	DANVILLE CA	94506
657	203150002	ATHENIAN SCHOOL	2100 MOUNT DIABLO SCENIC BLVD	DANVILLE CA	94506
658	203255004	WOODS DAVID H	2610 Mossy Oak Drive	DANVILLE CA	94506
659	203261014	OLMSTAD CHRISTINA & KEVIN	18 BLACK OAK COURT	DANVILLE CA	94506
660	203271003	BOILEAU WALTER F & SUSAN C	2440 HOLLY OAK DR	DANVILLE CA	94506
661	203271004	ENGLEHARDT HENRY & ALYCE TRE	2430 HOLLY OAK DR	DANVILLE CA	94506
662	203271005	ZOTTER JILL & BRIAN	2420 HOLLY OAK DR	DANVILLE CA	94506
663	203271006	TAN ALFRED E & KATHLEEN TRE	2415 WHITE OAK PL	DANVILLE CA	94506
664	203271007	BRAST ALAN D & FRANCINE A TRE	2425 WHITE OAK PL	DANVILLE CA	94506
665	203271008	HANLEIN ROBERT K & BARAN MICHELLE	2435 WHITE OAK PL	DANVILLE CA	94506
666	203271009	MILLER GORDON TRE	2445 WHITE OAK PL	DANVILLE CA	94506
667	203271011	COOPER CURT J TRE	2460 WHITE OAK PL	DANVILLE CA	94506
668	203271012	ADAMS TIMOTHY B & SARAH P	110 MASON CIR STE D	CONCORD CA	94520
669	203271012	THERIAULT ALEXANDER & NANCY	2450 WHITE OAK PL	DANVILLE CA	94506
670	203271013	JAIN VEENA TRE	2440 WHITE OAK PL	DANVILLE CA	94506

	A	B	C	D	E
671	203271014	JAGOE ANDREW & KATHERINE G TRE	2430 WHITE OAK PL	DANVILLE CA	94506
672	203271015	FABRIQUE JACK & JENNIFER TRE	2420 WHITE OAK PL	DANVILLE CA	94506
673	203271016	ERICKSON KARL J & MICHELLE L	2410 WHITE OAK PL	DANVILLE CA	94506
674	203272001	PREISS DAVID L	2375 HOLLY OAK DR	DANVILLE CA	94506
675	203272002	MOSSINO RALPH L & JEANNETTE	2385 HOLLY OAK DR	DANVILLE CA	94506
676	203272003	CHOU CLEMENT & JODIE	2425 HOLLY OAK DR	DANVILLE CA	94506
677	203272005	HIDDEN OAKS BLACKHAWK ASSN INC	PO BOX 3428	DANVILLE CA	94526
678	203280001	KALLIARAS ANTONIOS & DIANA	2360 HOLLY OAK DR	DANVILLE CA	94506
679	203280002	GINN LEROYCE L JR & SHARLINE H	2348 HOLLY OAK DR	DANVILLE CA	94506
680	203280003	HOWLAND JEREMY W & ERIN E TRE	2336 HOLLY OAK DR	DANVILLE CA	94506
681	203280004	HOLLY HAWK HOUSE LLC	703 MARKET ST #800	SAN FRANCISCO CA	94103
682	203280004	THORSON MARK ALLAN TRE	2324 HOLLY OAK DR	DANVILLE CA	94506
683	203280006	JOHNSON CHARLES & LORETO TRE	7500 NW 1ST CT #302	PLANTATION FL	33317
684	203280007	HRAST MICHAEL L & WONG KITHLEEN	2325 HOLLY OAK DR	DANVILLE CA	94506
685	203280008	MENSENDIEK JOHN & BARBARA TRE	2335 HOLLY OAK DR	DANVILLE CA	94506
686	203280009	BOWEN ROBERT S JR & JANET TRE	2345 HOLLY OAK DR	DANVILLE CA	94506
687	203280010	PATHAK SHIV S & DSOUZA ASTRAL	2355 HOLLY OAK DR	DANVILLE CA	94506
688	203280011	SMITH ERYN	2365 HOLLY OAK DR	DANVILLE CA	94506
689	203280013	BOYDON ANDREW & JENNIFER	2305 HOLLY OAK DR	DANVILLE CA	94506
690	203330006	Woodhams Terry & Susan	2012 Pin Oak PI	Dnville CA	94506
691	215010001	MILLS TONI L TRE	1628 CLINTON AVE	ALAMEDA CA	94501
692	215010002	BRISKIE ALFRED J & SCOTT	2002 DIABLO RD	DANVILLE CA	94506
693	215010003	MUNOZ CARLOS E & SILVIA M TRE	2016 DIABLO RD	DANVILLE CA	94506
694	215010004	SANDY KAROL A TRE	2024 DIABLO RD	DANVILLE CA	94506
695	215010007	PROCTOR JOHN & KATARZYNA	1 CREEKLEDGE CT	DANVILLE CA	94506
696	215010008	RADER RALPH D III & DEAS PAMELA	3 CREEKLEDGE CT	DANVILLE CA	94506
697	215010009	JOHNSON KENNETH L & JANET TRE	5 CREEKLEDGE CT	DANVILLE CA	94506
698	215010010	COZINE ALYCE L TRE	7 CREEKLEDGE CT	DANVILLE CA	94506
699	215010010	VANPOPPEL AUDREY TRE	PO BOX 550	DIABLO CA	94528
700	215010011	EXLINE NORMAN JOHN TRE	9 CREEKLEDGE CT	DANVILLE CA	94506
701	215010012	HAMMER JUSTIN	10 CREEKLEDGE CT	DANVILLE CA	94506
702	215010013	SQUERI DENIS JAMES & CARLIER RONNI S	8 CREEKLEDGE CT	DANVILLE CA	94506
703	215010014	CHEUNG TERESA T & PAULIN ERMES	6 CREEKLEDGE CT	DANVILLE CA	94506
704	215010015	FRIANT PAUL W	4901 E 12TH ST	OAKLAND CA	94601
705	215010015	NURRE PETER H & MCBRIDE JENNIFER M	4 CREEKLEDGE CT	DANVILLE CA	94506
706	215010016	MYERS WILLIAM JR & FRANCES TRE	PO BOX 3006	DANVILLE CA	94526
707	215010017	WILLIAMS STEPHEN R & PATRICIA	2050 DIABLO RD	DANVILLE CA	94506
708	215010018	GATES DAVID L & LINDA TRE	2052 DIABLO RD	DANVILLE CA	94506
709	215020005	TAN PETER M & ALMOGELA DARLENE-JANE B	2100 BLACKHAWK RD	DANVILLE CA	94506
710	215020006	CHEN ZHONGSHAN & JIN YE	2108 BLACKHAWK RD	DANVILLE CA	94506
711	215020006	VILLARD KENNETH L TRE	PO BOX 6826	INCLINE VILLAGE N	89450
712	215020007	VAN POPPEL ADRIAN J & SHELLY L	2120 BLACKHAWK RD	DANVILLE CA	94506
713	215020008	FILAL AMINE & GREEN GINA	2116 BLACKHAWK RD	DANVILLE CA	94506
714	215030003	DAVIS PATRICIA H TRE	7 SAN ANDREAS DR	DANVILLE CA	94506
715	215030004	PAPA GREG & ANGELA E	11 SAN ANDREAS DR	DANVILLE CA	94506
716	215030005	STURLA JOHN B & VANESSA I TRE	15 SAN ANDREAS DR	DANVILLE CA	94506
717	215030006	MAGEE JEROME JR TRE	21 SAN ANDREAS DR	DANVILLE CA	94506
718	215040006	MINEAR DONALD G TRE	2280 BLACKHAWK RD	DANVILLE CA	94506
719	215040007	NGUYEN DIANA V & HSU STEVEN H	198 ARENDS DR	DANVILLE CA	94506
720	215040008	SCHWANTES EDWIN & MICOLE TRE	199 ARENDS DR	DANVILLE CA	94506
721	215040009	MCCAULEY EILEEN LARKIN TRE	1 JILLIAN WAY	DANVILLE CA	94506
722	215040010	DRAPER KEVIN R & SUSAN C TRE	3 JILLIAN WAY	DANVILLE CA	94506
723	215040011	GEORGE MICHAEL J & DONYA L TRE	5 JILLIAN WAY	DANVILLE CA	94506
724	215040012	MEDCALFE MICHAEL G & TRACEY M	7 JILLIAN WAY	DANVILLE CA	94506
725	215040013	COVAY ROBERT A & MELODY G	9 JILLIAN WAY	DANVILLE CA	94506
726	215040014	SONU CHARLES	11 JILLIAN WAY	DANVILLE CA	94506
727	215050004	FORSEY HILARIE E TRE EST OF	2500 BLACKHAWK RD	DANVILLE CA	94506
728	215050005	ICHIKAWA MIYAKO TRE	401 FREMEREY CT	DANVILLE CA	94506
729	215050006	BECCARIA TODD	407 FREMEREY CT	DANVILLE CA	94506
730	215050007	JENSEN LISA M	411 FREMEREY CT	DANVILLE CA	94506
731	215050008	GLAZIER JOHN E & JANICE H	415 FREMEREY CT	DANVILLE CA	94506
732	215050009	DEJESUS MICHAEL & SARAH L	417 FREMEREY CT	DANVILLE CA	94506
733	215050011	LEWIS WILLIAM R JR & LEE A TRE	416 FREMEREY CT	DANVILLE CA	94506
734	215050012	STONER HAROLD D & KAREN J TRE	400 FREMEREY CT	DANVILLE CA	94506
735	215050015	RICHARDSON JAN J TRE	421 FREMEREY CT	DANVILLE CA	94506
736	215070012	COMMON AREA-TRACT 7058	4115 BLACKHAWK PLAZA CIR #201	DANVILLE CA	94506
737	215090035	EAST BAY REGIONAL PARK DIST	PO BOX 5381	OAKLAND CA	94605

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738	215170001	BAHL PANKAJ & SAPNA	21 DIABLO CREEK PL	DANVILLE CA	94506
739	215170002	DOBERT WILLIAM J & LYNN C	25 DIABLO CREEK PL	DANVILLE CA	94506
740	215170003	SCHINNER WILBER L & MARJORIE K	29 DIABLO CREEK PL	DANVILLE CA	94506
741	215170004	SCHEMBRI LAURA A TRE	33 DIABLO CREEK PL	DANVILLE CA	94506
742	215170005	BASTIN RICHARD E & LINDA TRE	37 DIABLO CREEK PL	DANVILLE CA	94506
743	215170006	RAMOS NORMAN J & KELLY A	41 DIABLO CREEK PL	DANVILLE CA	94506
744	215170007	STADTLER JOHN & STEPHANIE TRE	43 DIABLO CREEK PL	DANVILLE CA	94506
745	215170008	DOWDY CHRISTOPHER & STEPHANIE	45 DIABLO CREEK PL	DANVILLE CA	94506
746	215170009	LAVASANI SHAHIN & ETEMADI SARA	47 DIABLO CREEK PL	DANVILLE CA	94506
747	215170010	MURRAY JOHN R & KARIN L TRE	49 DIABLO CREEK PL	DANVILLE CA	94506
748	215170011	WAITMAN CHARLES S & GERALDINE	51 DIABLO CREEK PL	DANVILLE CA	94506
749	215170012	ALLTIZER ANDREW & CHEONA	53 DIABLO CREEK PL	DANVILLE CA	94506
750	215170013	ARMANINO ANDREW J & DENISE M	57 DIABLO CREEK PL	DANVILLE CA	94506
751	215170014	SMITH KATHLEEN TRE	58 DIABLO CREEK PL	DANVILLE CA	94506
752	215170015	MURPHY NATHANIEL T & TINA TRE	56 DIABLO CREEK PL	DANVILLE CA	94506
753	215170016	LEMA GREGORY J & MARI A TRE	52 DIABLO CREEK PL	DANVILLE CA	94506
754	215170018	TURLEY ROBERT & SUSAN	38 DIABLO CREEK PL	DANVILLE CA	94506
755	215170019	SURANO KRIS A & SYLVIA E	13 DIABLO CREEK CT	DANVILLE CA	94506
756	215170020	HOOPER WILLIAM L & VALERIE TRE	15 DIABLO CREEK CT	DANVILLE CA	94506
757	215170022	CIRELLI LAWRENCE M & DEBBIE J	12 DIABLO CREEK CT	DANVILLE CA	94506
758	215170023	EZRILOV ADAM H & ALESHA A	10 DIABLO CREEK CT	DANVILLE CA	94506
759	215170024	LAU JAMES L & MASAKO T TRE	28 DIABLO CREEK PL	DANVILLE CA	94506
760	215170025	COSTA ANITA K TRE	24 DIABLO CREEK PL	DANVILLE CA	94506
761	215170026	DAMONTE MICHAEL DAVID	20 DIABLO CREEK PL	DANVILLE CA	94506
762	215170027	BOETTGER WILLIAM E & P A TRE	14 DIABLO CREEK CT	DANVILLE CA	94506
763	215180001	BARBARA PHILIP JAMES III & LAURA KATHLEEN	30 CAMERON CT	DANVILLE CA	94506
764	215180002	WEISINGER MERRITT & SUSAN TRE	34 CAMERON CT	DANVILLE CA	94506
765	215180003	MARSHALL PHILLIP W & CAROLINE Q	38 CAMERON CT	DANVILLE CA	94506
766	215180004	SMITH DENNIS L & JANET E	42 CAMERON CT	DANVILLE CA	94506
767	215180005	CIELBALA ELVIE LAVONNE TRE	46 CAMERON CT	DANVILLE CA	94506
768	215180006	WANG JI & DAI XIANG	50 CAMERON CT	DANVILLE CA	94506
769	215180007	SILVA PAOLO M & PATRICIA P	54 CAMERON CT 7	DANVILLE CA	94506
770	215180008	BILLY DALE M & WENDY S TRE	58 CAMERON CT	DANVILLE CA	94506
771	215180009	OETMAN GARY L & DEBORAH L TRE	60 CAMERON CT	DANVILLE CA	94506
772	215180010	GUNDERSON ROGER D & KATHY TRE	55 CAMERON CT	DANVILLE CA	94506
773	215180011	PALANDRANI LOUIS P & KIMBERLY	51 CAMERON CT	DANVILLE CA	94506
774	215180012	TANNER CLELEN C & CAROL A TRE	47 CAMERON CT	DANVILLE CA	94506
775	215180013	PATHMAN-NEIL DAVIDA	43 CAMERON CT	DANVILLE CA	94506
776	215180014	MERCADO CHRISTOPHER RANDALL F & MARYAM MOLA	39 CAMERON CT	DANVILLE CA	94506
777	215180015	SCHERER KEVIN M & NICOLE M	35 CAMERON CT	DANVILLE CA	94506
778	215180016	NICOLA NICK S JR & NAJAT S TRE	31 CAMERON CT	DANVILLE CA	94506
779	215191001	GIBBS DAVID L & AFINA C TRE	1301 STILL CREEK PL	DANVILLE CA	94506
780	215191002	ORGILL DAVID D & JANET M	1305 STILL CREEK PL	DANVILLE CA	94506
781	215191003	CURTIS JOHN F & CHARLOTTE TRE	1309 STILL CREEK PL	DANVILLE CA	94506
782	215191004	LOBER KEITH	1313 STILL CREEK PL	DANVILLE CA	94506
783	215191005	COTTON WAYNE E & LAURA H TRE	1317 STILL CREEK PL	DANVILLE CA	94506
784	215191006	UYENO MICHAEL D & DARLENE TRE	1320 STILL CREEK PL	DANVILLE CA	94506
785	215191007	DIETRICH L J JR	1316 STILL CREEK PL	DANVILLE CA	94506
786	215191008	BERG CHRIS & JANET TRE	1312 STILL CREEK PL	DANVILLE CA	94506
787	215191009	WENTNER BROOKE & DAWN	1308 STILL CREEK PL	DANVILLE CA	94506
788	215191010	WILLIAMS WARD & GAIL	1304 STILL CREEK PL	DANVILLE CA	94506
789	215191011	FURLONG GARY F & KRISTIN A	209 STILL CREEK RD	DANVILLE CA	94506
790	215191012	CALE WILLIAM K JR & CATHERINE A	213 STILL CREEK RD	DANVILLE CA	94506
791	215191013	GABBARD GREG M & AMBER	217 STILL CREEK RD	DANVILLE CA	94506
792	215192001	WASSELL DARREN E & JULIE S	218 STILL CREEK RD	DANVILLE CA	94506
793	215192002	KINCAID JOHN E & ARLENE M TRE	214 STILL CREEK RD	DANVILLE CA	94506
794	215192003	AMES RALPH & BARBARA TRE	210 STILL CREEK RD	DANVILLE CA	94506
795	215192004	CHAPEY DANIEL & ELIZABETH TRE	206 STILL CREEK RD	DANVILLE CA	94506
796	215192005	MANNELL GREGG & KATHLEEN	202 STILL CREEK RD	DANVILLE CA	94506
797	215220001	SOFRANAC JOHN R & CYNTHIA TRE	221 STILL CREEK RD	DANVILLE CA	94506
798	215220002	MCGOWAN JOSEPH & ANTONIA	229 STILL CREEK RD	DANVILLE CA	94506
799	215220003	RIPPEE DEAN T & CHIN-RIPPEE FAY	233 STILL CREEK RD	DANVILLE CA	94506
800	215220004	YAZDI SHERVIN & CASSANDRA	237 STILL CREEK RD	DANVILLE CA	94506
801	215220005	RITTERRATH ERIC J & LIM PAULA G	241 STILL CREEK RD	DANVILLE CA	94506
802	215220006	GILES MARK A & JACQUELINE TRE	245 STILL CREEK RD	DANVILLE CA	94506
803	215220007	BIRCK DANIEL F & MARYANNE TRE	242 STILL CREEK RD	DANVILLE CA	94506
804	215220008	WIEDERHOLD ERIC & MORGANNE	238 STILL CREEK RD	DANVILLE CA	94506

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805	215220009	RIOS JOSE A & PENNA PHILOMEL C	234 STILL CREEK RD	DANVILLE CA	94506
806	215220010	RAGNI JOSEPH R & LUISE TRE	2328 TREE CREEK PL	DANVILLE CA	94506
807	215220011	HEGLIN DANIEL & KRISTINE	2324 TREE CREEK PL	DANVILLE CA	94506
808	215220012	MASSENGIL JAMES & JANE TRE	2320 TREE CREEK PL	DANVILLE CA	94506
809	215220013	CESCA DAVID A & DANA S TRE	2316 TREE CREEK PL	DANVILLE CA	94506
810	215220014	DAVIDSON JOHN S TRE	2312 TREE CREEK PL	DANVILLE CA	94506
811	215220015	KINSER MIKEL SHAWN & SALLIE SMITH	2308 TREE CREEK PL	DANVILLE CA	94506
812	215220016	FLICKINGER RICHARD & KATE TRE	2304 TREE CREEK PL	DANVILLE CA	94506
813	215220017	MOORE CAROL M TRE	2300 TREE CREEK PL	DANVILLE CA	94506
814	215220018	PATEL MANISH S & SUNITA R TRE	2303 TREE CREEK PL	DANVILLE CA	94506
815	215220019	WILSON DAVID E & SANDRA J	9000 CROW CANYON RD #5-357	DANVILLE CA	94506
816	215220020	NUNNERY AARON R & SALLY A TRE	2311 TREE CREEK PL	DANVILLE CA	94506
817	215220021	LEAVITT CHARLES A & LYNN E TRE	2315 TREE CREEK PL	DANVILLE CA	94506
818	215220022	CRUDALE ANGELO & MARY ANNE	2319 TREE CREEK PL	DANVILLE CA	94506
819	215220023	MORRIS TIMOTHY E & KAREN L TRE	222 STILL CREEK RD	DANVILLE CA	94506
820	215231001	DABHOLKAR SAM R & YOGITA	150 ARENDS DR	DANVILLE CA	94506
821	215231002	GIBSON CHARLES D & FLORENTINA G	158 ARENDS DR	DANVILLE CA	94506
822	215231003	BERRY JAMES W & JUDITH L TRE	166 ARENDS DR	DANVILLE CA	94506
823	215231004	NEALIS ROBERT S & VALERIE TRE	190 ARENDS DR	DANVILLE CA	94506
824	215232001	ROLLE THOMAS & JORDAN-ROLLE BREDA	191 ARENDS DR	DANVILLE CA	94506
825	215232002	LOPES JOHN & CONNIE M TRE	183 ARENDS DR	DANVILLE CA	94506
826	215232003	KUBA MICHAEL G & SUZANNE M	230 AGENCY CT	DANVILLE CA	94506
827	215232004	SOUTHARD CHRIS & LYNN W TRE	238 AGENCY CT	DANVILLE CA	94506
828	215232009	AIRD CLARA A TRE	271 AGENCY CT	DANVILLE CA	94506
829	215232010	DWYER JOHN I & KRISTIN R TRE	263 AGENCY CT	DANVILLE CA	94506
830	215232011	WATT STEVEN R & MARY-ANNE V	255 AGENCY CT	DANVILLE CA	94506
831	215232012	DIEKMANN STEVEN J	167 ARENDS DR	DANVILLE CA	94506
832	215232013	LOPES ROBERT L & JOANN TRE	159 ARENDS DR	DANVILLE CA	94506
833	215232014	MUFTI NAHEED A TRE	151 ARENDS DR	DANVILLE CA	94506
834	215232015	NELSON DAVID B & KRISTIN L TRE	246 AGENCY CT	DANVILLE CA	94506
835	215232016	JOHNSON MICHAEL D & MARY M TRE	254 AGENCY CT	DANVILLE CA	94506
836	215232017	EIDLER CHRISTOPHER & SHARON TR	262 AGENCY CT	DANVILLE CA	94506
837	215232018	GIDDINGS PETER & JUDITH TRE	270 AGENCY CT	DANVILLE CA	94506
838	215240001	BERGHOFF WILLIAM & M GAIL TRE	2363 FISH CREEK PL	DANVILLE CA	94506
839	215240002	BARNARD JOHN & KATHLEEN F	2365 FISH CREEK PL	DANVILLE CA	94506
840	215240003	SCOTT CHARLES & MARY C	2367 FISH CREEK PL	DANVILLE CA	94506
841	215240004	BRINES GARY C & DORIS M TRE	1813 RUTAN DR	LIVERMORE CA	94551
842	215240005	JENSEN LAWRENCE D & PATRICIA	2371 FISH CREEK PL	DANVILLE CA	94506
843	215240006	VALDIN JOHN R & JULIANA C	2368 FISH CREEK PL	DANVILLE CA	94506
844	215240007	GROSS RICHARD JR & MELINDA TRE	2366 FISH CREEK PL	DANVILLE CA	94506
845	215240008	FRENCH DOUGLAS L & BRENDA L	2364 FISH CREEK PL	DANVILLE CA	94506
846	215240012	KANSARA RAMESH & SUSHILA TRE	2358 FISH CREEK PL	DANVILLE CA	94506
847	215240013	BECKEMEYER DAVID S & LISA M	2362 FISH CREEK PL	DANVILLE CA	94506
848	215240014	BIKERT GREGORY S & SHAWNA TRE	2360 FISH CREEK PL	DANVILLE CA	94506
849	215290001	BOXMAN RONALD & PATRICIA	23 BROOKTREE DR	DANVILLE CA	94506
850	215290002	BORGES MICHAEL & CHRISTINA	21 BROOKTREE DR	DANVILLE CA	94506
851	215290003	PFEIFFER GARY S TRE	19 BROOKTREE DR	DANVILLE CA	94506
852	215290004	WUISCHPARD CHARLES L & LESLIE	17 BROOKTREE DR	DANVILLE CA	94506
853	215290005	TAM STEPHEN Y & MUK LAN	15 BROOKTREE DR	DANVILLE CA	94506
854	215290006	JLAKINS NICHOLAS & SHEILA	13 BROOKTREE DR	DANVILLE CA	94506
855	215290007	FIGUEROA JOHN & REBECCA A TRE	11 BROOKTREE DR	DANVILLE CA	94506
856	215290008	SOSNICK MATTHEW D & ERICA A	9 BROOKTREE DR	DANVILLE CA	94506
857	215290009	PUNJANI AMEIN	7 BROOKTREE DR	DANVILLE CA	94506
858	215290010	LIU LAI ZHEN	3 BROOKTREE DR	DANVILLE CA	94506
859	215290011	GAVIN DENNIS JAMES TRE	5 BROOKTREE DR	DANVILLE CA	94506
860	215290012	OSPECK MATT & MARIE	1 BROOKTREE DR	DANVILLE CA	94506
861	215301001	BAIRD JON K & PATRICIA R	15 CROWN RIDGE TER	DANVILLE CA	94506
862	215301002	AITCHISON DAVID T & GRACE TRE	13 CROWN RIDGE TER	DANVILLE CA	94506
863	215301003	SHAW JEFFREY & JANET	1 CROWN RIDGE TER	DANVILLE CA	94506
864	215302001	BALOUN DOUGLAS	12 CROWN RIDGE TER	DANVILLE CA	94506
865	215302002	SPINNER ROBERT A & ADRIANA TRE	4 CROWN RIDGE DR	DANVILLE CA	94506
866	215302003	HELLER SCOTT & CATHERINE TRE	6 CROWN RIDGE DR	DANVILLE CA	94506
867	215302004	COOKE PAUL M & REBEKAH S TRE	8 CROWN RIDGE DR	DANVILLE CA	94506
868	215302005	WIEDERHOLD CONRAD C TRE	10 CROWN RIDGE DR	DANVILLE CA	94506
869	215302006	PENNA JOHN B & ALISON K	9 CROWN RIDGE DR	DANVILLE CA	94506
870	215302007	LARRABEE SCOTT R & JULIE	7 CROWN RIDGE DR	DANVILLE CA	94506
871	215302008	NIELAN PAUL E TRE	5 CROWN RIDGE DR	DANVILLE CA	94506

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872	215302009	HOGENDORN DOUGLAS K & VICKI	3 CROWNRISE DR	DANVILLE CA	94506
873	215302010	FLYNN JERRY C & LETICIA	2 HUNTERS TER	DANVILLE CA	94506
874	215302011	WILSON ROBERT R & KARA L	8 HUNTERS TER	DANVILLE CA	94506
875	215302012	WILDE JOHN W & ALISON	10 HUNTERS TER	DANVILLE CA	94506
876	215303001	EVERSON MARTIN J & LUCILLE TRE	17 HUNTERS TER	DANVILLE CA	94506
877	215303002	FINCH IRA J & PAMELA TRE	15 HUNTERS TER	DANVILLE CA	94506
878	215303003	STEDMAN J MICHAEL & M B TRE	11 HUNTERS TER	DANVILLE CA	94506
879	215303004	BUSTAMANTE NORMAN P & BEATRIZ	9 HUNTERS TER	DANVILLE CA	94506
880	215303005	BIZE PIERRE F & BRIGITTE D	7 HUNTERS TER	DANVILLE CA	94506
881	215303006	STRICKLER CHARLES A & SUSAN	5 HUNTERS TER	DANVILLE CA	94506
882	215303007	GAMBARDELLA MARK ANDREW TRE	3 HUNTERS TER	DANVILLE CA	94506
883	215303008	ONEILL PATRICK & MONICA TRE	PO BOX 874	DIABLO CA	94528
884	215304001	RODGERS ANDREW W & TERESA	2 WESTWARD LN	DANVILLE CA	94506
885	215304002	JAMES GREGORY & MARLO	4 WESTWARD LN	DANVILLE CA	94506
886	215304003	STROIN JEFFREY & TERESA TRE	6 WESTWARD LN	DANVILLE CA	94506
887	215304004	SEAMAN MARK A & AMY O	8 WESTWARD LN	DANVILLE CA	94506
888	215304005	CULLEN BRIAN & TERESA TRE	5 WESTWARD LN	DANVILLE CA	94506
889	215304006	CIVI HAKAN & NURDAN	3 WESTWARD LN	DANVILLE CA	94506
890	215304007	NICHOLAS WARWICK A & MICHELLE	1 WESTWARD LN	DANVILLE CA	94506
891	215304008	GARY TODD BERNARD & ELIZABETH	101 SUNHAVEN DR	DANVILLE CA	94506
892	215305001	HREHA MICHAEL JR	102 SUNHAVEN RD	DANVILLE CA	94506
893	215305002	GIBBONS JOHN D & ALMA E TRE	3 EASTWARD LN	DANVILLE CA	94506
894	215305003	ERICKSON DAVID & KIMBERLY	7 EASTWARD LN	DANVILLE CA	94506
895	215306001	SUTAK THOMAS A & THERESA J TRE	8 EASTWARD LN	DANVILLE CA	94506
896	215306002	JOHNSON MARY R	4 EASTWARD LN	DANVILLE CA	94506
897	215311001	COWING PETER & SUZANN S TRE	103 SUNHAVEN RD	DANVILLE CA	94506
898	215311002	SEVERANCE DOUGLAS E & MARILYN	105 SUNHAVEN RD	DANVILLE CA	94506
899	215311003	EMERSON MICHAEL & JESSICA TEVY	107 SUNHAVEN RD	DANVILLE CA	94506
900	215311004	CROSS CHRISTOPHER T TRE	109 SUNHAVEN RD	DANVILLE CA	94506
901	215311005	MOSSLER ROBERT E & VICTORIA C	1 SUNGLEN WAY	DANVILLE CA	94506
902	215311006	DOWLING MARK F & JODIE L	3 SUNGLEN WAY	DANVILLE CA	94506
903	215312001	REZOWALLI KENT & HEATHER	2 SUNGLEN WAY	DANVILLE CA	94506
904	215312002	TAM DING Y & ELEANOR S TRE	111 SUNHAVEN RD	DANVILLE CA	94506
905	215312003	QUINT VICTOR W & MENDA J	115 SUNHAVEN RD	DANVILLE CA	94506
906	215312004	RIOUX PAUL A & CAROL M TRE	117 SUNHAVEN RD	DANVILLE CA	94506
907	215312005	LAZURE RENE F & LINDA K	119 SUNHAVEN RD	DANVILLE CA	94506
908	215312006	MALONEY SCOTT L	121 SUNHAVEN RD	DANVILLE CA	94506
909	215313001	FARLEY STACIE S	118 SUNHAVEN RD	DANVILLE CA	94506
910	215313002	HARRINGTON JOHN R & DIANE I	116 SUNHAVEN RD	DANVILLE CA	94506
911	215313003	YIN JULIAN	114 SUNHAVEN RD	DANVILLE CA	94506
912	215313004	WITZ KEITH ALAN & DEBORAH TRE	112 SUNHAVEN RD	DANVILLE CA	94506
913	215313005	SHARMA ASHISH & DINEKA	110 SUNHAVEN RD	DANVILLE CA	94506
914	215313006	AUSTIN MICHAEL T & MELISSA TRE	108 SUNHAVEN RD	DANVILLE CA	94506
915	215313007	KACZMAREK WALTER & TERI TRE	106 SUNHAVEN RD	DANVILLE CA	94506
916	215313008	NISHINO PHILIP K & MUTSUKE TRE	104 SUNHAVEN RD	DANVILLE CA	94506
917	215321001	KILTY THOMAS F & JULIANA R	127 SUNHAVEN RD	DANVILLE CA	94506
918	215321001	VOKES TIMOTHY A & STEPHANIE D	5045 TOFTREES	ARLINGTON TX	76016
919	215321002	RUESINK STEVE & LEANNE M	129 SUNHAVEN RD	DANVILLE CA	94506
920	215321003	HARRIS RUSSELL ALAN TRE	131 SUNHAVEN RD	DANVILLE CA	94506
921	215321004	REEVES DAVID C & BECKY N TRE	133 SUNHAVEN RD	DANVILLE CA	94506
922	215322001	CURLEY DIANA H	143 SUNHAVEN RD	DANVILLE CA	94506
923	215322002	SUGERMAN RICHARD M & CAROL S	145 SUNHAVEN RD	DANVILLE CA	94506
924	215322003	LAX MICHAEL L	147 SUNHAVEN RD	DANVILLE CA	94506
925	215322004	SHOVLOWSKY ROBERT M & TERESA A	149 SUNHAVEN RD	DANVILLE CA	94506
926	215322005	RISSER ROLAND J & JANE C TRE	151 SUNHAVEN RD	DANVILLE CA	94506
927	215322006	DECKER CHRISTOPHER D	153 SUNHAVEN RD	DANVILLE CA	94506
928	215322007	BERTOLERO ARTHUR A & SARAH R	155 SUNHAVEN RD	DANVILLE CA	94506
929	215322008	JACKSON ROBERT C P JR & JANICE	158 SUNHAVEN RD	DANVILLE CA	94506
930	215323001	WORAM TERRY A & DEIDRE C	154 SUNHAVEN RD	DANVILLE CA	94506
931	215324003	SINGER DARREN A & BONNIE E	140 SUNHAVEN RD	DANVILLE CA	94506
932	215324004	STEELE ROBERT B & ROSLYN K	138 SUNHAVEN RD	DANVILLE CA	94506
933	215324005	ELLIOTT STEPHEN TRE	136 SUNHAVEN RD	DANVILLE CA	94506
934	215324006	NEARON JAMES E & BRINLY	134 SUNHAVEN RD	DANVILLE CA	94506
935	215324007	SWEET ROBERT E TRE	132 SUNHAVEN RD	DANVILLE CA	94506
936	215324008	DRAKE RANDALL A & TERESA	130 SUNHAVEN RD	DANVILLE CA	94506
937	215324009	MAZZOCCO MARK	128 SUNHAVEN RD	DANVILLE CA	94506
938	215324010	PRESSLER ARMIN & CHRISTINA	126 SUNHAVEN RD	DANVILLE CA	94506

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939	215324011	MALLEY SHEILA A	124 SUNHAVEN RD	DANVILLE CA	94506
940	215324012	JOHNSON WILLIAM D TRE	144 SUNHAVEN RD	DANVILLE CA	94506
941	215324013	MCHALE JOSPEH A & MARY M TRE	142 SUNHAVEN RD	DANVILLE CA	94506
942	215360001	NELSON DAN TRE	43 BRIGHTWOOD CIR	DANVILLE CA	94506
943	215360002	FONG BRYAN & LIZA	35 BRIGHTWOOD LN E	DANVILLE CA	94506
944	215360003	PADGETT DAVID K & NOLA A	39 BRIGHTWOOD E LN	DANVILLE CA	94506
945	215360004	HALLORAN THOMAS W & ROBIN L	41 BRIGHTWOOD LN E	DANVILLE CA	94506
946	215360005	RICKEY PATRICK L & APRIL A	37 BRIGHTWOOD E LN	DANVILLE CA	94506
947	215360006	BEANE WILLIAM L III TRE	33 BRIGHTWOOD LN E	DANVILLE CA	94506
948	215360007	PATTERSON DAVID JOHN & KELLY MARIE	31 BRIGHTWOOD CIR	DANVILLE CA	94506
949	215360008	RYAN ROXANNE F	29 BRIGHTWOOD CIR	DANVILLE CA	94506
950	215360009	COMMON AREA-TRACT 7668	4125 BLACKHAWK PLAZA CIR #230	DANVILLE CA	94506
951	215370001	WOODBURY JOHN & SHARON TRE	2 HAP TER	DANVILLE CA	94506
952	215370002	LYONS ROYAL & MARGARETE TRE	5 HAP TER	DANVILLE CA	94506
953	215370003	GARRETT BRUCE & CATHERINE	3 HAP TER	DANVILLE CA	94506
954	215370004	HOURIGAN TIMOTHY & MARY TRE	1 HAP TER	DANVILLE CA	94506
955	215370005	MATTHEW RAJIV	53 BRIGHTWOOD CIR	DANVILLE CA	94506
956	215370006	GONZALEZ YNOCENCIO TRE	51 BRIGHTWOOD CIR	DANVILLE CA	94506
957	215370007	PETERS DONNA C TRE	49 BRIGHTWOOD CIR	DANVILLE CA	94506
958	215370008	CARIFFE JOSEPH D & DENISE C	47 BRIGHTWOOD CIR	DANVILLE CA	94506
959	215370009	SPOSITO JEFFREY W & TERESA R	45 BRIGHTWOOD CIR	DANVILLE CA	94506
960	215370010	MCLEAN CRAIG IAN & TRACY	24 BRIGHTWOOD CIR	DANVILLE CA	94506
961	215370011	TADDEO ANTONIO & THERESA	3 BRIGHTWOOD WAY	DANVILLE CA	94506
962	215370012	ASHTON ANDREW J & NOREEN P TRE	5 BRIGHTWOOD WAY	DANVILLE CA	94506
963	215370013	ALBERT THOMAS J & WENDY M	7 BRIGHTWOOD WAY	DANVILLE CA	94506
964	215370014	BERGSTEN JAMES R & MARY E	8 BRIGHTWOOD WAY	DANVILLE CA	94506
965	215370015	MCCLOUGHLIN BRENDAN & K R TRE	6 BRIGHTWOOD WAY	DANVILLE CA	94506
966	215370016	TRAFAS BRIAN M & JUDY B TRE	4 BRIGHTWOOD WAY	DANVILLE CA	94506
967	215370017	ONEY MARK K & GAIL ANNE TRE	40 BRIGHTWOOD WAY	DANVILLE CA	94506
968	215370018	FORSTER RICHARD J TRE	44 BRIGHTWOOD CIR	DANVILLE CA	94506
969	215370019	POND RANDALL E & CYNTHIA M TRE	48 BRIGHTWOOD CIR	DANVILLE CA	94506
970	215370020	DELSANTO LAWRENCE A & KELLI H	52 BRIGHTWOOD CIR	DANVILLE CA	94506
971	215370021	BLICK WILLIAM ANDREW & MARILYN	2 BRIGHTWOOD CIR	DANVILLE CA	94506
972	215370022	HILBERG STEPHEN M & EILEEN TRE	102 WINDOVER DR	DANVILLE CA	94506
973	215370023	MESCALL THOMAS & DEBORAH TRE	104 WINDOVER DR	DANVILLE CA	94506
974	215370024	MEADORS GARY & MARILYN	101 WINDOVER DR	DANVILLE CA	94506
975	215370025	SIMMONS ROBERT J & JULIANNE M	4 WINDOVER TER	DANVILLE CA	94506
976	215370026	GUISTOLISE CHRISTOPHER J TRE	6 WINDOVER TER	DANVILLE CA	94506
977	215370027	VERGARI ERIC W & SUSAN A TRE	1 BRIGHTWOOD CIR	DANVILLE CA	94506
978	215370028	SHUTT ROLAND L & DENISE L TRE	3 BRIGHTWOOD CIR	DANVILLE CA	94506
979	215370029	SIMPSON DANIEL G & LAURA A	5 BRIGHTWOOD CIR	DANVILLE CA	94506
980	215370030	FALVEY JOSEPH L & BERYL H TRE	101 LEAFIELD RD	DANVILLE CA	94506
981	215370031	STARN PAUL H & MANDEE J	13 BRIGHTWOOD CIR	DANVILLE CA	94506
982	215370032	VICKERS STEVEN T & LISSA M TRE	15 BRIGHTWOOD CIR	DANVILLE CA	94506
983	215370033	BOSCIA PAUL T & CARRIE L	17 BRIGHTWOOD CIR	DANVILLE CA	94506
984	215370034	ARAC SABRI	515 KALTHOFF CMN	LIVERMORE CA	94550
985	215370034	BRILLANT DAVID JOSEPH & JESSICA EZPELETA	19 BRIGHTWOOD CIR	DANVILLE CA	94506
986	215370035	DEW BRIAN & ANGELA	21 BRIGHTWOOD CIR	DANVILLE CA	94506
987	215370036	VILFORT DENIS & LESLIE P	23 BRIGHTWOOD LN	DANVILLE CA	94506
988	215370037	ROTH JASON & ASHLIE	25 BRIGHTWOOD LN W	DANVILLE CA	94506
989	215370038	LOSI JAMES G & BEVERLY N TRE	27 BRIGHTWOOD LN W	DANVILLE CA	94506
990	215370039	VANBLERKOM DAVID C TRE	18 BRIGHTWOOD CIR	DANVILLE CA	94506
991	215370040	EWIN BARBARA J & RAYMOND E	14 BRIGHTWOOD CIR	DANVILLE CA	94506
992	215370041	ROWE FREDERICK ANDERSON III & CHANG KRIS JC	10 BRIGHTWOOD CIR	DANVILLE CA	94506
993	215370042	KAKURES DENNIS & SANDRA TRE	8 BRIGHTWOOD CIR	DANVILLE CA	94506
994	215370043	HUNTER JOHN D & CYNTHIA V TRE	4 BRIGHTWOOD CIR	DANVILLE CA	94506
995	215380001	RUSH MARK S & PATRICIA L TRE	106 WINDOVER DR	DANVILLE CA	94506
996	215380002	GUERRA GRANT & PAULA	108 WINDOVER DR	DANVILLE CA	94506
997	215380003	CARROLL CHRISTINA C TRE	110 WINDOVER DR	DANVILLE CA	94506
998	215380004	KINNEY DANIEL & KIMBERLY TRE	112 WINDOVER DR	DANVILLE CA	94506
999	215380005	BUDE BENJAMIN & CASEY A	114 WINDOVER DR	DANVILLE CA	94506
1000	215380006	BRECKE CHRISTOPHER & LEAH TRE	116 WINDOVER DR	DANVILLE CA	94506
1001	215380007	KOMEILY EMON & NASRIN TRE	118 WINDOVER DR	DANVILLE CA	94506
1002	215380008	RAY SUSAN T	120 WINDOVER DR	DANVILLE CA	94506
1003	215380009	WUNSCH LARRY A & SUSANNE TRE	122 WINDOVER DR	DANVILLE CA	94506
1004	215380010	LEONE LOUIS A & JOAN O TRE	124 WINDOVER DR	DANVILLE CA	94506
1005	215380011	RUETMAN TOOMAS S & DIANE TRE	126 WINDOVER DR	DANVILLE CA	94506

	A	B	C	D	E
1006	215380012	KOCINS JAMES E & ELLEN G TRE	128 WINDOVER DR	DANVILLE CA	94506
1007	215380013	BERTOLERO RAYMOND S & KIM K	130 WINDOVER DR	DANVILLE CA	94506
1008	215380014	HUI LAI SHUN & MARIA A	132 WINDOVER DR	DANVILLE CA	94506
1009	215380015	NASH GLENN J & MARY L TRE	134 WINDOVER DR	DANVILLE CA	94506
1010	215380016	TICKNOR STEPHEN B & CAMMY C	136 WINDOVER DR	DANVILLE CA	94506
1011	215380017	FENSTERMACHER JOHN T & PEGGY L	138 WINDOVER DR	DANVILLE CA	94506
1012	215380018	DILLINGHAM GREGORY A TRE	129 WINDOVER DR	DANVILLE CA	94506
1013	215380019	BRODBECK KELLY J & LESLI R TRE	127 WINDOVER DR	DANVILLE CA	94506
1014	215380020	GOBBELL RICHARD & CYNTHIA TRE	125 WINDOVER DR	DANVILLE CA	94506
1015	215380021	WATSON ROBERT C & CHRISTINA P	123 WINDOVER DR	DANVILLE CA	94506
1016	215380022	WHELAN STEVEN A	121 WINDOVER DR	DANVILLE CA	94506
1017	215380023	RUPLEY SEBASTIAN & AMY TRE	119 WINDOVER DR	DANVILLE CA	94506
1018	215380024	FRANKLIN BRUCE M & JILL D TRE	117 WINDOVER DR	DANVILLE CA	94506
1019	215380025	AZEVEDO ROBIN	115 WINDOVER DR	DANVILLE CA	94506
1020	215380026	MORRIS KEVIN M TRE	113 WINDOVER DR	DANVILLE CA	94506
1021	215380027	ALAMILLO JAVIER & ANGELINA TRE	111 WINDOVER DR	DANVILLE CA	94506
1022	215380028	CLARKE DENNIS N & NANCY G TRE	1 WINDOVER TER	DANVILLE CA	94506
1023	215380029	WINDSHEIMER DAVID M TRE	3 WINDOVER TER	DANVILLE CA	94506
1024	215380030	BYRNE TIMOTHY M & MARIE A TRE	5 WINDOVER TER	DANVILLE CA	94506
1025	215380031	BENNETT DUANE R & SANDRA E	2 WINDOVER TER	DANVILLE CA	94506
1026	215420001	STEVENS JOHN R	118 SHADEWELL DR	DANVILLE CA	94506
1027	215420002	CLAUSER DANNA MCKAY TRE	120 SHADEWELL DR	DANVILLE CA	94506
1028	215420003	FULWEILER SPENCER B JR	122 SHADEWELL DR	DANVILLE CA	94506
1029	215420004	WONG NORMAN & VICKY	124 SHADEWELL DR	DANVILLE CA	94506
1030	215420008	PLITT MATTHEW C & KAYE H	124 SHADEWELL DR	DANVILLE CA	94506
1031	215420009	DANGERS KEVIN E & MICHELLE TRE	131 SHADEWELL DR	DANVILLE CA	94506
1032	215420010	SYNIEWSKI KEVIN	129 SHADEWELL DR	DANVILLE CA	94506
1033	215420011	BLACKARD EUGENE JR & MICHELE	127 SHADWELL DR	DANVILLE CA	94506
1034	215420012	ROBERTSON DONALD J TRE	1 GLEN HOLLOW RD	DANVILLE CA	94506
1035	215420013	PROBST SCOTT D & JODI L	3 GLEN HOLLOW RD	DANVILLE CA	94506
1036	215420014	HOOPER WILLIAM G	5 GLEN HOLLOW RD	DANVILLE CA	94506
1037	215420015	SERPAN MICHAEL R TRE	7 GLEN HOLLOW RD	DANVILLE CA	94506
1038	215420016	GILBERT DAVID & LAURA	9 GLEN HOLLOW RD	DANVILLE CA	94506
1039	215420017	HAMMOND CHARLES & TRACY M TRE	11 GLEN HOLLOW RD	DANVILLE CA	94506
1040	215420018	DREUTH THILO & INGRID TRE	13 GLEN HOLLOW RD	DANVILLE CA	94506
1041	215420019	MOTTER JAMES G & ROBERTA	15 GLEN HOLLOW RD	DANVILLE CA	94506
1042	215420019	NEWQUIST JASON RYCHARD & EON J	9000 CROW CANYON RD #5-103	DANVILLE CA	94506
1043	215420021	GALLO SABINA V TRE	17 GLEN HOLLOW RD	DANVILLE CA	94506
1044	215420022	CANTRELL PAUL A & GEORGIA TRE	12 GLEN HOLLOW RD	DANVILLE CA	94506
1045	215420023	ODELL RONALD J & MARGO M	8 GLEN HOLLOW RD	DANVILLE CA	94506
1046	215420024	EVANS DAVID & MELODY	4 GLEN HOLLOW RD	DANVILLE CA	94506
1047	215420025	PAI VENKATRAO S TRE	2 GLEN HOLLOW RD	DANVILLE CA	94506
1048	215420026	LAST ANDREW J & JANE M	1 SHADEWELL CT	DANVILLE CA	94506
1049	215420027	FOX MARK A & CINDY R	3 SHADEWELL CT	DANVILLE CA	94506
1050	215420028	ANZILOTTI DEBORAH M TRE	5 SHADEWELL CT	DANVILLE CA	94506
1051	215420029	HALAS JOHN M & SUSAN	135 SHADEWELL DR	DANVILLE CA	94506
1052	215420030	LITTLE KATHLEEN TRE	133 SHADEWELL DR	DANVILLE CA	94506
1053	215420031	GREENBLATT ANDREW & ROBIN TRE	14 GLEN HOLLOW RD	DANVILLE CA	94506
1054	215430001	SCHRACKAMP JEFFREY & DEBRA TRE	137 SHADEWELL DR	DANVILLE CA	94506
1055	215430002	LANMAN KIPP A & ROBYN E	102 SHADEWELL DR	DANVILLE CA	94506
1056	215430003	GUARINO MATTHEW D & AMY H	104 SHADEWELL DR	DANVILLE CA	94506
1057	215430004	KENNEDY ADAM & KATHERINE TRE	106 SHADEWELL DR	DANVILLE CA	94506
1058	215430005	BRAUSE HERMAN W III & K C TRE	108 SHADEWELL DR	DANVILLE CA	94506
1059	215430006	WILLARD MICHAEL J TRE	110 SHADEWELL DR	DANVILLE CA	94506
1060	215430007	STUDER SLATE & AMY	112 SHADEWELL DR	DANVILLE CA	94506
1061	215430008	WOODBURY SPENCER H & DIANNA	114 SHADEWELL DR	DANVILLE CA	94506
1062	215430010	BOWEN THOMAS M	116 SHADEWELL DR	DANVILLE CA	94506
1063	215430011	CHAMBERLIN ROBERT & TAMARA TRE	4 SHADEWELL CT	DANVILLE CA	94506
1064	215430012	CLARK KEVIN D & KAREN GIBSON	117 SHADEWELL DR	DANVILLE CA	94506
1065	215430013	WORLEY DAVID A & JANE D	115 SHADEWELL DR	DANVILLE CA	94506
1066	215430014	SARVER DAVID E & JEAN C	113 SHADEWELL DR	DANVILLE CA	94506
1067	215430015	DROST WILLEM E	111 SHADEWELL DR	DANVILLE CA	94506
1068	215430016	HARMENING ANDREW J & DIANE D	109 SHADEWELL DR	DANVILLE CA	94506
1069	215430017	EID JEFFREY C TRE	107 SHADEWELL DR	DANVILLE CA	94506
1070	215430018	TOPOR STEPHEN & ELIZABETH TRE	105 SHADEWELL DR	DANVILLE CA	94506
1071	215430019	SHIPP ROBERT ALLEN & JULIE TRE	101 SHADEWELL DR	DANVILLE CA	94506
1072	215430020	NARDUCCI ANTHONY J & RACHEL A	7 BRIGHTWOOD CIR	DANVILLE CA	94506
			9 BRIGHTWOOD CIR	DANVILLE CA	94506

	A	B	C	D	E
1073	215430021	NEWTON MICHAEL P & JILL A TRE	11 BRIGHTWOOD CIR	DANVILLE CA	94506
1074	215430022	SMEDEGAARD MICHAEL & CHRISTINA	102 LEAFIELD RD	DANVILLE CA	94506
1075	215430023	GOULD STEVEN E & ELEANOR S	104 LEAFIELD RD	DANVILLE CA	94506
1076	215430024	NABAS ROBERT A & SALLY L TRE	106 LEAFIELD RD	DANVILLE CA	94506
1077	215430025	BOWDEN JAY A & GHATTA-BOWDEN PARMJEET K	5005 RAVEN WAY	CLAYTON CA	94517
1078	215430025	MCRAE MICHAEL J & DEBRA C	108 LEAFIELD RD	DANVILLE CA	94506
1079	215430026	ELLIOTT WILLIAM S & REBECCA L	110 LEAFIELD RD	DANVILLE CA	94506
1080	215430027	JOHNSON ROBERT L & CYNTHIA TRE	112 LEAFIELD RD	DANVILLE CA	94506
1081	215430028	MYERS SCOTT A & DEBORAH K TRE	114 LEAFIELD RD	DANVILLE CA	94506
1082	215430029	HEATHORN EDWARD W & WENDY TRE	116 LEAFIELD RD	DANVILLE CA	94506
1083	215430030	BURNS MICHAEL BRETT & VIRGADAMO AUTUMN DAWN	118 LEAFIELD RD	DANVILLE CA	94506
1084	215430031	KUBIAK JUSTIN & MARIA	120 LEAFIELD RD	DANVILLE CA	94506
1085	215430032	TULLY DAVID C JR & SUSAN T	119 LEAFIELD RD	DANVILLE CA	94506
1086	215430033	SELKOW SETH J & PAPAPSOMAS MARGARITA A	117 LEAFIELD RD	DANVILLE CA	94506
1087	215430034	MICHAUD NATHALIE M & DESPRES NORMAND	115 LEAFIELD RD	DANVILLE CA	94506
1088	215430035	GERBERICH ROBERT E & JOANIE M	113 LEAFIELD RD	DANVILLE CA	94506
1089	215430036	FIGLIUOLO AMY A & BAYLISS ANDREW N	111 LEAFIELD RD	DANVILLE CA	94506
1090	215430037	GASPAR TROY W & LISA R	109 LEAFIELD RD	DANVILLE CA	94506
1091	215430038	LAM LOUIS CHEE SEE	20204 MCGILL DR	WALNUT CA	91789
1092	215430038	ZINGRAF TIMOTHY P & PATRICIA A	107 LEAFIELD RD	DANVILLE CA	94506
1093	215430039	KELL THOMAS J & WILHELMINA TRE	105 LEAFIELD RD	DANVILLE CA	94506
1094	215430040	ENOCHIAN STEVEN R & KOBI TRE	103 LEAFIELD RD	DANVILLE CA	94506
1095	215430041	PHELPS DARRYL W JR TRE	8 SHADEWELL CT	DANVILLE CA	94506
1096	220800006	Squires M Franklin	1088 Yorkshire Pl	Danville CA	94506
1097	300000000	ADAMS SETH - SAVE MT DIABLO	1901 OLYMPIC BLVD. STE. 220	WALNUT CREEK CA	94596
1098	300000000	AKEY DEAN	200 FAIRWAY DR	DANVILLE CA	94506
1099	300000000	ANDERSON EMORY	2105 CANYON OAK LANE	DANVILLE CA	94506
1100	300000000	AUDREY KAMENA	2006 BLUE OAK CT	DANVILLE CA	94506
1101	300000000	BAGGETT HARRY & JACQUELIN	PO BOX 634	DIABLO CA	94528
1102	300000000	BEESON CHRISTOPHER W	2550 MOUNT DIABLO SCENIC BLVD	DANVILLE CA	94528
1103	300000000	BRANT RAY	PO BOX 728	DIABLO CA	94528
1104	300000000	BREITWIESER RICHARD J	PO BOX 711	DIABLO CA	94528
1105	300000000	BREITWIESER RICHARD JDIABLO CMTY SVS DIST	PO BOX 321	DIABLO CA	94528
1106	300000000	CHAPA MARNIE	102 MERANO ST	DANVILLE CA	94526
1107	300000000	CHOW VINCE	PO BOX 395	DIABLO CA	94528
1108	300000000	Crystal Nelson	2450 Roundhill Dr	Alamo CA	94507
1109	300000000	Dan Harrelson	364 Borica Dr.	Danville CA	94526
1110	300000000	DIABLO HISTORIC PRESERVATION COMMITTEE	PO BOX 383	DIABLO CA	94528
1111	300000000	Don Hunter	349 Bolero Dr.	Danville CA	94526
1112	300000000	Dr. Nadine Durant	324 Fontaine DR	Danville CA	94506
1113	300000000	Elizabeth Harvey	279 Verde Mesa Drive	Danville CA	94526
1114	300000000	Eric Edmondson	638 Sheri Lane	Danville CA	94526
1115	300000000	GEISLER TONY	115 EL NIDO CT	DIABLO CA	94528
1116	300000000	GINGRICH M/M RITCHIE	PO BOX 764	DIABLO CA	94528
1117	300000000	GREEN KEVIN	1711 EL NIDO	DIABLO CA	94528
1118	300000000	Greg McPherson	4085 Sugar Maple Drive	Danville CA	94506
1119	300000000	Heather Hackman	102 Club Terrace	Danville CA	94526
1120	300000000	Jackie Baldi	55 Headland Court	Danville CA	94506
1121	300000000	JAMI TUCKER & BRETT CHROMY	400 EDINBURGH CIR	DANVILLE CA	94526
1122	300000000	JAY GLEEMAN	67 GRADO CT	DANVILLE CA	94526
1123	300000000	JEFF MINI	PO BOX 598	DIABLO CA	94528
1124	300000000	JIBODH STEFAN & SONYA	51 SAN GREGORIO CT	DANVILLE CA	94526
1125	300000000	JOHN CICCARELLI	511 ANDERSON ST	SAN FRANCISCO CA	94110
1126	300000000	KAPLAN KATIE	78 MILANO COURT	DANVILLE CA	94526
1127	300000000	Kathleen Dunphy	14 MacPherson Place	Danville CA	94526
1128	300000000	KHOREY ROBERT	PO BOX 116	DIABLO CA	94528
1129	300000000	Kristin Johnson	144 Sunhaven Rd.	Danville CA	94506
1130	300000000	KUELZ ANNE & PAUL	2715 MOSSY OAK CT	DANVILLE CA	94506
1131	300000000	LEONE LOUIS ESQ, STUBBS & LEONE	2175 NORTH CALIFORNIA BLVD #900	WALNUT CREEK CA	94596
1132	300000000	MACINTOSH FIONA	25 MOSSY OAK CT	DANVILLE CA	94506
1133	300000000	Maria Medina_kirby	2277 Deer Oak Way	Danville CA	94506
1134	300000000	MARK BELOTZ	20 PATRICKS PLACE	DANVILLE CA	94526
1135	300000000	MATSUNAGA BEVERLY	1550 DIABLO ROAD	DANVILLE CA	94526
1136	300000000	MCCONNELL MAUREEN	162 BELGIAN DR.	DANVILLE CA	94526
1137	300000000	Melessa Hirschhorn	626 Mia Ct	Danville CA	94526
1138	300000000	MOSS JIM	2525 HOLLY OAK DR	DANVILLE CA	94506
1139	300000000	MOTTER JAMES G & ROBERTA	17 GLENN HOLLOW ROAD	DANVILLE CA	94506

	A	B	C	D	E
1140	300000000	Nancy Daetz	622 Glen Rd	Danville CA	94526
1141	300000000	NICOLINI LISA	PO BOX 630	DIABLO CA	94528
1142	300000000	Nystrom Barbra	PO Box 709	Diablo CA	94528
1143	300000000	PARKER DIANA	15 RAILROAD AVE	DANVILLE CA	94526
1144	300000000	Rachel & Renee Rogers	50 Marselle Ct	Danville CA	94506
1145	300000000	RAM NAMBURI	171 LA QUESTA DR	DANVILLE CA	94526
1146	300000000	REDMER MARGARET	2265 DEER OAK WAY	DANVILLE CA	94506
1147	300000000	Reed Ralph & Arlene	PO Box 785	Diablo CA	94528
1148	300000000	RITTER RANDY	3160 CROW CANYON PLACE # 150	SAN RAMON CA	94583
1149	300000000	Ruth Collins	654 Adobe Drive	Danville CA	94526
1150	300000000	Ryama Murty	49 Vicezna Ct	Danville CA	94526
1151	300000000	Ryan & Kimberlie Stow	304 Camaritas Way	Danville CA	94526
1152	300000000	Sally Bryden	1903 Rancho Verde Cr W.	Danville CA	94526
1153	300000000	SLAUGHTER JOHN	6 DONNA LANE	DANVILLE CA	94506
1154	300000000	STOWERS JODY & CRISTINA	2647 MOSSY OAK DRIVE	BLACKHAWK CA	94506
1155	300000000	Stuart M. Flashman	5626 Ocean View Drive	Oakland CA	94618

2.4 MASTER RESPONSES TO COMMENTS

Several recurring comments were raised during the public review process for the RDEIR. Master responses for each of these comments are provided in the following section. The master responses address comments raised by multiple commenters at one location. This ensures that each comment is thoroughly addressed and minimizes repetition.

2.4.1 Master Responses to Traffic Comments

I. Operations at Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard Without and With Signal

Comment: A number of comments identified concerns with traffic operations at the intersection of Diablo Road-Blackhawk Road & Mt. Diablo Scenic Boulevard, and/or with signalization of that intersection, which is identified as mitigation in the RDEIR.

Response: The RDEIR identifies a significant impact at the Mt. Diablo Scenic Boulevard intersection on Diablo Road/Blackhawk Road due to added project traffic. The intersection currently operates at a level of service (LOS) E in the AM peak hour and LOS F in the School PM peak hour. Mitigation Measure 4.3-1 would require the project applicant to install a traffic signal that would improve traffic flow and reduce delay without acquiring right-of-way from adjacent properties. The RDEIR identified the project's impact as significant and potentially unavoidable because Contra Costa County has jurisdiction over this intersection and it was unknown whether the County would approve the improvements described in the mitigation. Historically, Contra Costa County had not expressed interest in signalizing the Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard intersection, as Town staff indicated at the September 25, 2018 Planning Commission meeting to solicit comments on the RDEIR.

On October 15, 2018, however, the Contra Costa County Public Works Department submitted a letter (Comment Letter 1) that states that the County agrees that the Mitigation Measure 4.3-1 should be implemented, that the applicant should install the traffic signal at the intersection, and that "as a precursor to signalization of the intersection, the developer should conduct a study to determine if a roundabout would be effective at this location." As summarized below, this study has been conducted and confirms that signalization would be highly effective, and a roundabout would be both less effective and infeasible at this location.

An Intersection Control Evaluation (ICE) was performed for the intersection of Diablo Road-Blackhawk Road & Mt. Diablo Scenic Boulevard. ICE is recommended to determine the optimal geometric and traffic control solutions for an intersection through a data-driven, decision-making process and framework that provides a balanced and holistic approach to screening alternatives. A copy of the ICE is provided in Attachment A of this FREIR.

This ICE evaluated the following traffic control options:

1. All-Way Stop Control (AWSC) (Existing Control)
2. Single-Lane Roundabout (as requested by Contra Costa County)
3. Traffic Signal

The above control types were analyzed using Synchro (for AWSC and signalization) and SIDRA INTERSECTION 8 model software (for roundabout analysis). Analysis results showed that the traffic signal would provide the most optimal level of service and delay during all peak periods under all study scenarios with minimal or no impact to right-of-way. The roundabout alternative was found to operate unacceptably during the AM peak periods under Cumulative and Cumulative Plus Project Conditions, while the traffic signal would operate acceptably under all scenarios.

With signalization, the LOS during the AM peak hour would improve to LOS A under Existing Plus Project conditions and LOS B under Cumulative plus Project conditions. The LOS during the School PM peak would improve to LOS A under both Existing Plus Project and Cumulative Plus Project conditions. Queue length analysis results show that the traffic signalization would significantly reduce westbound queue lengths without increasing queues in other directions to an extent that would result in significant delays.

A traffic signal would improve operating conditions from the current all-way stop control. Traffic signal control provides the benefit of a protected left-turn phase from Diablo Road onto Mt. Diablo Scenic Boulevard, allowing traffic travelling in the eastbound direction to clear the intersection effectively. Additionally, a signal phase for the southbound left-turns would allow any vehicle traffic to clear the intersection consistently, reducing backups for southbound Mt. Diablo Scenic Boulevard.

Right-turning vehicles from Mt. Diablo Scenic Boulevard onto Diablo Road would benefit from the eastbound and southbound left-turn signal phases as they create gaps within the westbound traffic stream. When the westbound flow is stopped, drivers west of the intersection would be provided space to enter the Diablo Road corridor with fewer conflicts.

Overall, the new traffic signal would improve operating conditions by significantly reducing existing delay along the Diablo Road corridor.

In addition to the ICE analysis, a Cumulative Plus Project arterial LOS and queueing analysis was performed along the Diablo Road/Blackhawk Road corridor. This analysis assumed signalization of both the Diablo Road-Blackhawk Road & Mt. Diablo Scenic Boulevard intersection (Mitigation Measure 4.3-1) and the Blackhawk Road/Magee Ranch Road-Hidden Oak Drive intersection (where signal warrants will be met under Cumulative conditions). Comparing the Cumulative no-build scenario to the Cumulative Plus Project scenario shows minor changes in average travel time and speed, except in the westbound direction at the AM peak hour, where average travel time would be reduced by 39% and average speed would improve from 18-29 mph. The LOS at both intersections would improve to A and B. These signalizations would not affect operations at the intersection of Diablo Road/McCauley Road-Green Valley Road.

II. Proposed Crosswalk at Blackhawk Road

Comment: Several commenters identified concerns with the proposed crossing of Blackhawk Road at the main project entrance. The Contra Costa County Public Works Department recommended use of a system such as a HAWK crossing mechanism, per its comment letter dated October 18, 2018.

Response: The Town recommends the use of a Rectangular Rapid Flashing Beacon (RRFB) for the new crosswalk at the intersection of the main project entrance and Blackhawk Road. RRFBs are used in combination with pedestrian warning signs to provide high-visibility strobe-like warnings to drivers when pedestrians use a crosswalk. At this location, Blackhawk Road is two lanes wide, has a speed limit of 35 mph, provides ample sight distance, and is expected to experience low pedestrian volume from the project. An RRFB is intended for, and would provide sufficient crossing enhancement for, a crosswalk located at an uncontrolled intersection such as the Blackhawk Road and project entrance intersection.

A High-Intensity Activated Crosswalk beacon (HAWK) is a traffic control device used to stop road traffic as needed and allow pedestrians to cross safely. HAWK beacons are more typically used at midblock crossing locations with more than two travel lanes. A HAWK at the main project driveway accessing Blackhawk Road could create confusion for drivers exiting the project site since they may not be able to adequately assess whether they can maneuver onto Blackhawk Road.

RRFB installation is recommended at this location due to its effectiveness and applicability for the expected conditions. If the proposed project is approved, the project applicant will be required to coordinate with Contra Costa County to ensure that the design of the pedestrian crossing improvements is appropriate for the location as the County would ultimately control and maintain the traffic control device.

III. Traffic Safety

Comment: Several commenters expressed concerns that traffic from the project would impact traffic safety along the Diablo Road-Blackhawk Road corridor.

Response: As explained in the RDEIR, the Town reviewed collision history for the Diablo Road-Blackhawk Road corridor from California Highway Patrol's (CHP's) Statewide Integrated Traffic Record System (SWITRS) and Danville Police Department records between January 2005 and December 2017. This data only accounts for collisions reported and recorded by a police officer, which does not include near-misses or minor collisions where a police officer is not called.

Over the nearly 13-year study period, a total of 79 collisions were reported. For the study segment length and volume of vehicles it carries, Diablo Road shows an accident rate of 0.55 accidents per million vehicle miles, which is well below the Statewide Average Accident Rate of 1.14 per 2015 Caltrans data. In consideration of the corridor's existing accident rate and additional traffic volumes that would be generated by the project, the project would not have a significant impact on traffic accident rates throughout the corridor.

In addition, as noted in Section I above, traffic signal control at the Diablo Road/Blackhawk Road & Mt. Diablo Scenic Boulevard would generate gaps in the traffic stream along Diablo Road/Blackhawk Road, benefitting vehicles entering or exiting the numerous uncontrolled driveways and side streets along the corridor.

IV. TRAFFIX

Comment: Some comments expressed concerns that continuation of the TRAFFIX Program buses to local schools should not be assumed for the future.

Response: The TRAFFIX Board has approved a new five-year agreement for service with the option for extensions of up to three additional years. In addition, Measure J, which funds the TRAFFIX program, is funded through 2034. It is anticipated by TRAFFIX that ridership will continue to increase, particularly on routes that travel on the Diablo Road corridor, with the potential addition of a seventh bus that would serve Monte Vista High School based on future demand. In 2013, the project applicant agreed to provide a \$30,000 fund for new project homeowners to purchase TRAFFIX bus passes. The current applicant has agreed to provide \$30,000 in funding that could be used to subsidize TRAFFIX use or other school transportation programs.

V. Traffic Impacts during Construction

Comment: Several comments requested analysis of traffic impacts during construction and provision of mitigation for such impacts.

Response: Project approval would be subject to the following condition, which was included in the 2013 approval: “Limit the allowable hours for the delivery of materials or equipment to the site and truck traffic coming to and from the site for any purpose to Monday through Friday between 7:00 a.m. and 6:00 p.m. The allowable hours for delivery of materials and equipment to the site shall be further limited to avoid the area’s peak morning and afternoon weekday school commute hours of between 7:30 a.m. and 9:00 a.m. and between 2:30 p.m. and 4:00 p.m. Truck traffic related to the delivery of materials and equipment may exit the site to the east, but not the west, prior to 9:00 a.m. In addition, all cement trucks shall be limited to accessing the site from the easterly direction. Appropriate signage shall be posted on site to specific these restrictions, subject to review and approval by the Planning Commission.”

2.4.2 Master Responses to Bicycle Safety Comments

I. Use of BLOS to Analyze Project Impacts to Bicycle Safety

Comment: Several comment letters and oral comments state that the RDEIR should not have used Bicycle Level of Service (BLOS) methodology to analyze, and identify a significance threshold for, project traffic impacts to bicycle safety on Diablo Road and Blackhawk Road.

Response: The Highway Capacity Manual 2010 (HCM 2010) Bicycle Level of Service (BLOS) was selected to analyze the quality of service provided to bicyclists because it is standardized and nationally recognized to quantitatively assess the state of bicycle infrastructure.

In response to the Court of Appeal’s ruling that the 2013 project’s EIR needed to separately analyze the effects of project-induced vehicle traffic on bicycle safety, the Town sought a methodology for analyzing the impact and identifying a threshold of significance. The Town’s Transportation Division, along with Advanced Mobility Group experts (formerly with Stantec), searched for a technically supported method of analyzing the potential impacts of vehicle trips associated with a development project on bicycle safety.

The Town and the consultants found no widely accepted methodology that focused only on bicycle safety impacts from new vehicle trips or that correlated bicycle accidents to vehicle traffic volume. Nor have commenters suggested such a methodology. The Town did, however, identify two different traveler perception models that measure bicyclist comfort on roadways: 1) the Bicycle Compatibility Index (BCI) developed by the Federal Highway Administration (FHWA) in 1998 and 2) the Bicycle Level of Service (BLOS) methodology described in the 2010 Highway Capacity Manual (HCM 2010). The two methodologies were developed the same way, using bicyclist-rated conditions on various street segments throughout the United States.

In both models, factors affecting bicycle safety are the key determinant of bicyclist comfort, because bicyclists generally are not comfortable on roadways that they perceive to be unsafe.

Although both models would produce similar results, the Town selected the BLOS methodology given that it is cited in the Contra Costa Transportation Authority’s Technical Procedures (2013) as a standardized methodology that has been developed by a national committee and provides a “rigorous quantitative methodology for defining LOS by roadway segment separately for pedestrians, bicyclists, and transit.” Further, it is a newer model, based on data collected in the 2000s rather than the 1990s, and incorporates refinements to the BCI. In addition, another regional congestion management agency, the Santa Clara Valley Transportation Authority, specifically encourages the use of BLOS methodologies (including HCM 2010) because they measure features “that affect the comfort and safety of bicyclists from the user’s perspective” (SCVTA Transportation Impact Analysis Guidelines, Sections 5.2.5 and 9.3, October 2014).

BLOS scores are most heavily determined by the following safety-related parameters:

- Roadway cross section (lane and shoulder widths)
- Motorized vehicle volumes
- Motorized vehicle speeds
- Heavy vehicle percentage
- Pavement condition
- Number of through lanes
- Number of access points on the right side in the subject direction of travel

The proposed project would negatively affect one of these parameters - motorized vehicle volumes. The proposed project’s addition of 841 daily trips to Diablo Road/Blackhawk Road does not significantly affect the BLOS score, even though BLOS scores of D and E are, appropriately, more sensitive to increases in vehicular traffic volumes than are roadways with better starting BLOS scores.

The HCM 2010 does not recommend a level of change in BLOS scores that an agency might consider significant. The Town selected a five percent change as significant because that number is consistent with its threshold for vehicle traffic impacts, is within the limits of perceptibility of traffic changes, represents one half of the 10% daily variation in vehicle traffic experienced on this roadway, and is within the vehicle traffic study's margin for error. The BLOS analysis showed that none of the five roadway segments studied would experience even a one percent change in BLOS as a result of the proposed project for any segment at any peak hour (weekday AM Peak, PM School Peak, PM Peak or Weekend Bicycle Peak). In no scenario [Existing Plus Project or Cumulative Plus Project] would the proposed project cause existing BLOS to deteriorate from D to E or E to F.

Only one different significance threshold has been suggested in comments on the RDEIR. That suggestion is that *any* increase in vehicle traffic on Diablo Road/Blackhawk Road should be considered significant. Substantial evidence does not support this single-vehicle significance threshold, which would require full EIRs for otherwise exempt projects such as the construction of one single-family home.

One set of comments attempts to describe general conditions under which one additional vehicle trip should be considered to cause a significant impact to bicycle safety. The comments suggest the following triggers for the one-additional-vehicle significance threshold for a two-lane roadway with:

1. a volume-capacity (V/C) ratio of at least 0.3 on both sides of the road the V/C ratio would be measured; (The comment does not state over what roadway distance or time, e.g., daily, vehicle peak hours, bicycle peak hours.)
2. a 0.3 V/C ratio plus more than 20 bicyclists per hour plus no demarcated bicycle lanes; (The comment does not state whether the bicyclist usage would be measured on a daily or peak hour basis.)
3. a 0.3 V/C ratio and segments longer than ½ mile where passing is prohibited but shoulders and lanes are too narrow to allow 3-foot clearance between bicyclists and vehicle travel lanes; or
4. project-caused trips by large, slow-moving construction vehicles where there are no marked bicycle lanes but a significant volume of bicycle traffic.

Several of these suggested conditions are unclear, but many are so common that the one-vehicle test would necessitate EIRs for small, otherwise exempt projects. Roadways with V/C ratios of 0.3 are very common, particularly if a peak hour rather than daily measurement is applied. In addition, many roadways, particularly older roadways, are narrow and a construction project of any size, even for one single-family home, requires at least one large slow-moving construction vehicle. Finally, the suggested conditions that would lead to a one-vehicle significance threshold exclude most of the safety conditions that BLOS, using nationwide bicyclist surveys, does include.

II. Specific Critiques of BLOS

Comment: Several comments state that BLOS only measures subjective bicyclist comfort and not safety. Comments also state that BLOS is intended only for urban streets and does not apply to Diablo Road because this facility is rural.

Response: The roadway to which the BLOS analysis was applied, starting in the west at the intersection of Diablo Road/Green Valley Road/McCauley Road and ending in the east at the intersection of Blackhawk Road/Magee Ranch Road/Hidden Oak Drive, meets the HCM 2010 definition of an urban roadway, primarily due to the many righthand-turn intersections and driveways along the roadway.

As described in Section I above, seven objective safety factors are the primary determinants of BLOS. Several comments argue that BLOS does not take into account other factors that could affect bicycle safety such as sight distances, slopes, narrowest lane widths at any point on the roadway (as opposed to averages based on roadway measurements taken at every 100th linear foot), curves, number of bicyclists using the facility, sideways slopes of shoulders, pavement stability and hazards adjacent to the roadway such as trees and telephone poles. Pavement condition is, in fact, one of the BLOS factors but there is not a validated nationally accepted model or methodology that takes all of these factors into account and such an analysis would be infeasible. The BLOS model used for the project accounts for the most important and measurable determinants of bicycle safety, based on nationwide bicyclist surveys.

Through the Town's Pavement Management Program, pavement condition evaluations are documented for all Town-maintained streets, including Diablo Road, and are used as a tool for prioritizing pavement rehabilitation and preventative maintenance projects. Although the most recent pavement condition index (PCI) evaluation along Diablo Road from Green Valley Road to Avenida Nueva has an average PCI rating of 82, classified as "very good-excellent" condition, based on a 0-100 scale, a small number of isolated locations along the Diablo Road corridor have been identified for minor asphalt repairs and will be included in the Town's pavement rehabilitation project scheduled for spring 2019.

Through the BLOS analysis, existing conditions are measured to provide a baseline for comparison with alternate scenarios, such as with the addition of a project. This comparison provides a measurable change from the baseline condition, which defines whether a project significantly impacts bicycle transportation operations, primarily based on bicycle safety, and thus whether the project would be responsible for mitigating a significant impact.

Finally, the RDEIR's BLOS analysis reports an assumed bicycle running speed of 15 miles per hour. However, speeds on uphill eastbound sections are observed to be generally lower. While an assumed bicycle running speed of 15 mph is prescribed in the HCM procedures, assumed bicycle running speeds are simply reported in a BLOS analysis and do not factor into the calculation of the BLOS score. Nevertheless, this FREIR reports a more conservative assumed running speed for the eastbound direction of travel along the Diablo Road/Blackhawk Road corridor to account for the increase in road grade.

III. Bicycle Accident History

Comment: Several comments on the RDEIR call into question the accuracy and implications of the bicycle accident history along Diablo Road-Blackhawk Road corridor.

Response: In addition to the BLOS analysis, the Town reviewed the collision history for the Diablo Road/Blackhawk Road corridor from the California Highway Patrol's (CHP's) Statewide Integrated Traffic Record System (SWITRS) and Danville Police Department records between January 2005 and December 2017. This data only accounts for collisions reported and recorded by a police officer, which does not include near-misses or minor collisions where a police officer is not called. One commenter suggests that necessary facts include a description not only of bicycle accidents reported to police but also "near accidents" and their causes. It is not feasible for the Town to attempt to obtain reliable evidence on the numbers of near accidents, and their potential causes, that were not reported to police.

Over the nearly 13-year study period, a total of 79 vehicle collisions were reported. For the study segment length and volume of vehicles it carries, Diablo Road showed an accident rate of 0.55 accidents per million vehicle miles, which is well below the Statewide Average Accident Rate of 1.14 per 2015 Caltrans data.

During this same study period, there were ten 10 reported collisions involving bicycles along the corridor, one of which was actually west of Green Valley Road and two of which did not involve vehicles. As expected, and as reflected in the BLOS analysis, most of these accidents occurred at or near intersections, not on stretches of roadway with few intersections. This result translates to an average bicycle accident rate of 0.8 per year, which is not considered a substantial number of bicycle accidents for the corridor, as described in Section 4.3 of the RDEIR. Several comments assert that had the Town taken bicycle/vehicle accidents along the eastern Diablo Road/Blackhawk Road corridor more seriously, the RDEIR would have focused on that stretch of roadway. The RDEIR's bicycle safety analysis, including its BLOS analysis, is in fact closely focused on conditions along this corridor. Improvements that have been completed by the Town and County to enhance bicycle safety and wayfinding through the Diablo Road/Blackhawk Road include:

- Installation of Class II bike lanes and shared lane pavement markings and signage on Blackhawk Road from Camino Tassajara to Mt. Diablo Scenic, completed by Contra Costa County in May 2018.
- Installation of bicycle directional signage at Diablo Road/Green Valley intersection and along Diablo Road Trail from Diablo Road/Green Valley intersection to Calle Arroyo intersection, completed by the Town in 2015.
- Installation of bicycle shared lane pavement markings on Diablo Road from Calle Arroyo to Avenida Nueva intersections, completed by the Town in 2015.

- Installation of additional bicycle directional signage at Diablo Road/Green Valley Road intersection and additional bicycle shared lane pavement markings and signage on Diablo Road from Diablo Road/Green Valley Road to Calle Arroyo intersections, completed by the Town in January 2019.
- Installation of vehicle/bicycle detection hardware for signalized intersections at 12 locations including Green Valley Road/Diablo Road, Diablo Road/El Cerro Boulevard, and Diablo Road/Camino Tassajara. Completed by the Town in 2019 as part of CIP C-621.
- Spot pavement repair improvements on Diablo Road from Green Valley Road to Avenida Nueva intersections scheduled and to be completed by the Town in spring 2019.

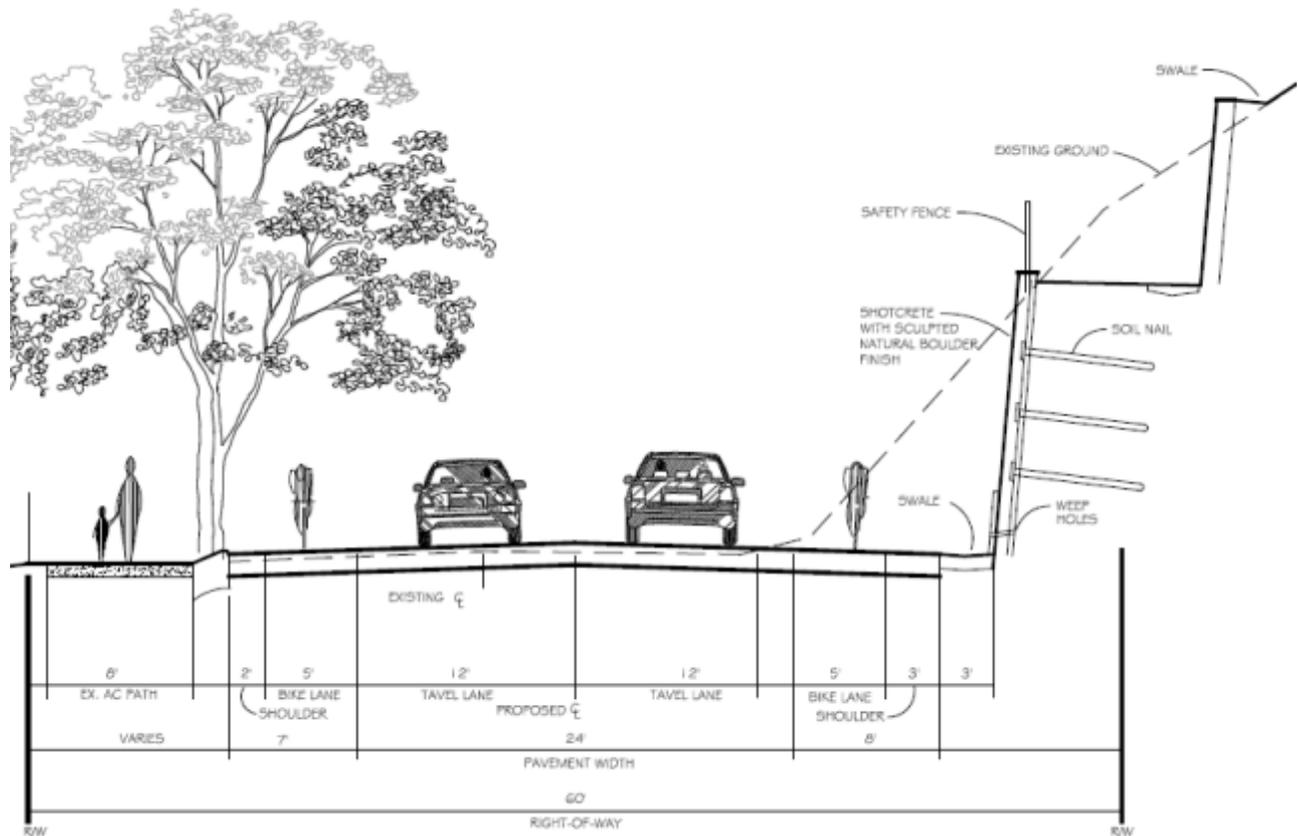
IV. Addition of Bike Lanes or Shoulders

Comment: A number of commenters raised questions about whether it is feasible to add physical infrastructure to address bike safety issues on Diablo Road.

Response: As a preliminary matter it should be noted that pursuant to CEQA and U.S. Supreme Court takings jurisprudence, a project is responsible only for impacts caused by the project itself; a project is not responsible for mitigating existing conditions.

The Town has intentionally not designated Diablo Road as a Class III bike route because there is an existing alternative route (Camino Tassajara to Blackhawk Road) that has designated Class II bike lanes or Class III bike routes for the entire distance and allows cyclists to reach Mt. Diablo Scenic Boulevard.

In response to public inquiries, the Town's Engineering Division prepared a feasibility analysis of the cost and environmental impacts of constructing Class II bike lanes on Diablo Road between Green Valley Road and Avenida Nueva, a distance of approximately 1.35 miles. This feasibility analysis is based on widening Diablo Road to current geometric design standards published by the American Association of State Highway and Transportation Officials (AASHTO), which would consist of a 42-foot wide roadway cross-section illustrated below.



Due to the topography and natural setting of the corridor, constructing these bike lanes would necessitate the following actions:

- Removing approximately 341 oak trees,
- Grading 61,000+ cubic yards of soil,
- Constructing ~5,450 linear feet of retaining walls, ranging from 3-17 feet in height,
- Realigning Green Valley Creek, near the entrance to the Diablo Country Club,
- Relocating 47 utility poles as well as all EBMUD fire hydrants, and
- Temporary one-lane travel on Diablo Road during an approximate 18-24 month construction period

Using Caltrans' actual cost data, the estimated costs of such a project for design and construction would total approximately \$54.8 million, as shown below. These cost estimates do not include the necessity to acquire additional right-of-way to construct the improvements. The precise amount of right-of-way required along the 1.35- mile stretch has not been determined, but would need to be acquired through dedication or acquisition.

Class II Bike Lanes Cost Breakdown	Estimated Subtotals	Estimated Total Cost
Project Component		
1. Project Design Engineering, surveys, geotechnical services, environmental permits		\$8,100,000
2. Site Preparation		\$23,758,000
• Site mobilization and traffic control	\$7,000,000	
• Tree removal	\$1,705,000	
• Removal of fences, road rail, retaining walls, drainage systems, etc.	\$1,863,000	
• Clearing and grubbing	\$3,500,000	
• Utility relocation (47 power poles, EBMUD fire hydrants)	\$6,500,000	
• Culvert crossing and creek realignment	\$2,950,000	
• Miscellaneous administrative	\$240,000	
3. Construction		\$15,751,074
4. Contingency (15%)		\$7,141,361
Project Total (Design & Construction):		\$54,750,435

Other commenters asked about the feasibility of installing four-foot wide shoulders in both directions, rather than actual Class II bike lanes. While this would reduce some environmental impacts and costs, it is still estimated that this would cost approximately \$49.7 million, as broken down below.

Install Four-Foot Shoulders Cost Breakdown	Estimated Subtotals	Estimated Total Cost
Project Component		
5. Project Design Engineering, surveys, geotechnical services, environmental permits, etc.		\$8,100,000
6. Site Preparation Utility relocations, tree removal, culvert crossing, creek realignment, etc.		\$23,258,000
7. Construction		\$11,865,630
8. Contingency (15%)		\$6,483,544
Project Total (Design & Construction):		\$49,707,174

While not required as an environmental mitigation under CEQA, the project proposes an amenity that would provide an alternative to Diablo Road for cyclists and pedestrians. The project proposes to construct an eight-foot wide pedestrian/bicycle (“multi-use”) trail to provide access from Blackhawk Road through the project panhandle and to the proposed residential portion of Magee East along Green Valley Creek. The trail would connect to the project’s new emergency vehicle access road. The trail, including the emergency vehicle access, would be approximately 3,085 feet in length, as shown in the attached trail exhibit (in green).

In addition to the multi-use trail to be constructed as part of the project, the project applicant would also be required to dedicate a public easement to the Town to construct an estimated 3,600 linear foot paved multi-use trail (shown in light blue in the trail exhibit) that would connect the existing Class I trail on the north side of Diablo Road (shown in dark blue in the trail exhibit).



TRAIL EXHIBIT

- Existing Pedestrian and Bicycle Path
- Proposed Public East Bay Regional Park District Regional Trail
- Proposed Land Provided to the Town for Future Expansion of the Paved Bike and Pedestrian Trail Along Diablo Road
- Proposed Public Bicycle & Pedestrian Path
- Proposed Staging Area & Public Parking Lot
- Existing & Potential East Bay Regional Park District Trails
- - - Magee Preserve Property Boundary



NORTH

NOT TO SCALE

EBRPD Potential Regional Route to Mt. Diablo State Park

EBRPD Existing Route to Sycamore Valley/Iron Horse Trail

MT. DIABLO SCENIC BLVD

DIABLO ROAD

BLACKHAWK ROAD

DIABLO ROAD

GREEN VALLEY ROAD

MCCAULEY ROAD

DIABLO ROAD

In 2018, the Town retained a consultant to determine the feasibility of constructing the approximately 3,600 linear foot multi-use trail within that easement. The study determined that it is feasible for the trail to be constructed and that the estimated cost of construction would be, at a minimum, in the range of \$1.5-\$2.6 million. Design and environmental review of that trail would be prepared by the Town separately if the Magee Preserve project moves forward.

Comment: Several comments were made regarding the 1994 Capital Improvement Project (CIP Project C-55B) and pavement conditions on Diablo Road.

Response: CIP Project C-55B, constructed in 1994, was primarily an asphalt overlay of Diablo Road. The project also included the addition of 2-foot wide aggregate (unpaved) shoulders where feasible. Almost 25 years later, it is not possible to determine where aggregate shoulders were added and to what extent they have eroded. In any event, that project never contemplated adding paved shoulders. C-55B also contained language that indicated a typical lane width of 12 feet. That plan did not guarantee a uniform lane width. Appendix K to Appendix E of the RDEIR does contain average lane and shoulder widths for the entire length of Diablo Road based on actual measurements in the field taken at 100-foot intervals (RDEIR, p. 4.3-9).

V. Other Suggested Changes to the Diablo Road/Blackhawk Road Corridor

Other bicycle-oriented changes to the Diablo Road/Blackhawk Road corridor suggested by commenters are summarized and addressed below.

Comment: The lane widths on Diablo Road are substandard.

Response: For the purposes of CEQA, the RDEIR identifies the existing road widths in Appendix K to Appendix E of the RDEIR. Those actual lane widths are a factor used in the BLOS methodology, meaning that the results of the BLOS account for road width. In the broader perspective, the fact that lane widths in some locations are less than 12 feet does not make them substandard. The Caltrans Highway Design Manual (Section 301.1) provides for a minimum lane width of 11 feet, while the American Association of State Highway and Transportation Officials (AASHTO) Geometric Design Manual finds that lane widths of 10-12 feet are acceptable for arterials.

Comment: The Town should replace “Share the Road” signs with “Bicycles May Use Full Lane” signs and Shared Lane Markings (“sharrows”).

Response: Comments were made that the existing bicycle symbol/Share the Road warning sign assemblies (CA MUTCD¹ Sign Nos. W11-1/W16-1P) are inadequate and should be replaced with Bicycles May Use Full Lane signs (2014 CA MUTCD sign No. R4-11). Comments reference other locations in Danville where the R4-11 sign has been utilized. The CA MUTCD allows for the use of either of the referenced signs to convey the message to road users of the potential presence of bicyclists within the travel way. Further, the CA MUTCD defines the practice and application of the referenced signs as “guidance” or “option” and allows for engineering judgement to serve the roadway conditions.

¹ 2014 California Manual on Uniform Traffic Control Devices.

The Town of Danville utilized the R4-11 sign in conjunction with Shared Lane Markings along a short roadway segment within its downtown; however, the prevailing conditions (on-street parking, frequent driveways, 25 mph speed limit, connection of a short gap in the Class II bike lane network) along that segment vary significantly from the prevailing conditions on Diablo Road.

Further, the comments state that the frequency of existing Shared Lane Marking or sharrow (2014 CA MUTCD Section 9C.07) pavement legends along Diablo Road are inadequate and should be increased in frequency. In 2019, the Town installed additional Shared Lane Markings on Diablo Road east of the Green Valley Road intersection to Calle Arroyo, adding to the existing network of shared lane pavement markings. The CA MUTCD prescribes “guidance” on the spacing of the Shared Lane Markings that allows for the latitude to apply engineering judgment appropriate to the roadway conditions. Currently, there are a total of 12 Bicycle Warning/Share the Road sign assemblies and 36 shared lane pavement markings on Diablo Road between Green Valley Road and Avenida Nueva.

Comment: The Town should improve the safety of the existing trail north of Diablo Road.

Response: Some comments raised concerns with the utility and safety of the existing path on the north side of Diablo Road between Green Valley Road and Calle Arroyo. The Diablo Road Trail is defined as a multi-use path in multiple Town governing documents including the 2030 General Plan, the Parks, Recreation and Arts Strategic Plan (2006), the Townwide Trails Master Plan (1989), and Danville Parks, Recreation and Strategic Plan Update (2017). All non-motorized modes of travel are permitted to use the facility, and further, provides an option for bicyclists to travel along a separated facility parallel to this portion of Diablo Road.

The Caltrans “Guide to Bikeway Classification” (2017) defines a Class I bikeway as follows: “Class I bikeways, also known as bike paths or shared-use paths, are facilities with exclusive right-of-way for bicyclists and pedestrians, away from the roadway and with cross flows by motor traffic minimized. Some systems provide separate pedestrian facilities. Class I facilities support both recreational and commuting opportunities. Common applications include along rivers, shorelines, canals, utility rights-of-way, railroad rights-of-way, within school campuses, or within and between parks.” While the existing trail does not meet all physical standards for a newly designed and constructed path under the current edition of the Highway Design Manual, that does not change the fact that the existing trail does meet the Caltrans standard to be classified as a Class I path. With respect to maintenance, the Town does maintain the path and vegetation along the path.

Comment: The Town should enforce prohibited passing and speed limits and install a large sign similar to that on El Cerro.

Response: Regarding police enforcement, some comments suggest both that the Town’s Police Department does not enforce the prohibition against crossing the double yellow line and that they only enforce the posted speed limit after accidents. The response of the Town’s Police Department is that the issuance of citations is only a component, and not always an accurate measurement of, the level of enforcement occurring in a specific area at a specific time. The Police Department

carries out regular traffic enforcement on Diablo Road as well as throughout the entire Town. In addition, the officer who provided the attached citation information to the commenter did not at any time say that “low enforcement” is due to the lack of safe places to pull over drivers.

A suggestion was made that the radar speed display signs with changeable messages indicating “No Passing Bicyclists” should be installed. California Vehicle Code Section 21760 dictates the manner in which motor vehicles may pass bicycles on highways. Further, the California Manual on Uniform Traffic Control Devices (CA MUTCD) establishes standards for the use of changeable message signs and specifically, vehicle speed feedback signs (CA MUTCD Section 2B.13). Vehicle speed feedback signs shall convey a singular message and be for the sole purpose of alerting drivers to their vehicle’s speed relative to the posted speed limit. Additional messaging in conjunction with radar speed display/speed control would not be an appropriate use of the traffic control device. A new radar speed display sign location on Diablo Road has been identified and will be included as a Condition of Approval of the project, as it was for the 2013 project approval. Future locations of vehicle speed feedback signs will be determined through the Town’s Capital Improvement Program.

Comment: Lowering the speed limit to 25 mph on Diablo Road would improve bicycle safety.

Response: Regulatory speed limits and speed zones are established according to California Vehicle Code (CVC) Sections 627, 22350, 22352 and 22358 (for local roadways). Speed limits are determined through engineering and traffic surveys and are conducted per requirements mandated in CVC Section 627 and CA MUTCD Section 2B.13. Arbitrary lowering of posted speed limits is not allowed; lowering of posted speed limits must be justified and in compliance with CVC Sections 627 and 22358 and CA MUTCD Section 2B.13. There is no survey or engineering data that would support lowering the speed limit on Diablo Road consistent with the Vehicle Code.

Comment: The Town should remove roadside hazards.

Response: Regarding utility poles, the Town has no authority to direct PG&E to relocate existing poles. In many instances, the existing poles are located at the outer edge of the existing public right-of-way, consistent with design standards. With respect to road and vegetation maintenance, the Town regularly trims vegetation encroaching on the right-of-way, repairs potholes and paints as needed. Diablo Road is also on the Town’s regular schedule for street sweeping. With respect to fences/walls, those referenced in comments are located outside the public right-of-way and outside of the Town’s boundaries. Finally, with regard to wildlife warning signs, Section 2C.50 of the MUTCD directs that the Deer Crossing (W11-3) sign should be used “only after confirmation from a Department of Fish and Wildlife warden having jurisdiction in the area that a substantial problem exists.” The Town has no such confirmation.

2.4.3 Master Responses to Measure S and Open Space Comments

Comment: Multiple comments were received that question the adequacy of the RDEIR regarding the potential application of Measure S to any project approval; the ability to develop homes on the

portions of the project site that are designated “Agricultural” in the Town’s General Plan; and the preservation of permanent open space through the use of P-1 zoning.

Response to Measure S Comments: Many of the comments call for the application of Danville’s Measure S to the proposed project. A brief explanation of Measure S is as follows.

Passed by Danville voters in 2000, Measure S amended the Town’s General Plan by adding a new policy regarding the process for changing three of the land use designations in the General Plan. Measure S provides that properties with the General Plan land use designations of “General Open Space,” “Parks and Recreation,” and “Agricultural” may only have those land use designations changed by either a vote of the people or by a 4/5’s vote of the Town Council based on specific findings. However, neither the public or Town Council approval requirements of Measure S apply to rezonings or other land use decisions that are allowed by a property’s existing “General Open Space,” “Parks and Recreation,” or “Agricultural” designations. As an example, properties with the General Plan designation of “Agricultural” have some limited residential development potential, while those designated as “General Open Space” and “Parks and Recreation” do not.

In addition, Measure S does not alter any other existing General Plan policies that may be applicable to the properties with one of the three specified land use designations, nor does it eliminate or reduce any development potential that existed under the designated land uses for those properties.

Prior Litigation and Measure S

After the Town’s previous approval of development on the Magee property (the 2013 Summerhill project), the organization SOS-Danville sued the Town on a number of grounds. One of the allegations in the suit was that the Town’s approval of the project constituted a general plan amendment, thus triggering the provisions of Measure S. The California Court of Appeal, First District, rejected this argument in 2015, concluding: “In sum, the General Plan’s discussion of the Magee Ranch special concern area suggests defendants [Town] are correct and the entire Project site, including the areas designated as agricultural open space, may be cluster developed and zoned P-1.” This judicial interpretation is binding.

Application of the 2030 General Plan

At least one commenter attempts to avoid the appellate court’s ruling regarding Measure S by arguing that the current project proposed by Davidon is being reviewed under a different General Plan than the 2013 proposal. This argument is without merit, as it disregards both the substance of the 2030 General Plan and the points previously argued by SOS-Danville in their 2013 litigation.

As background, when the prior application was filed with the Town, the applicable General Plan was the 2010 General Plan. While the previous Summerhill application was being processed, the Town adopted its current General Plan, the 2030 General Plan.

Early drafts of the 2030 General Plan proposed adding P-1 (Planned Unit Development) as a zoning designation consistent with the General Plan land use designation of Agricultural. As

explained in numerous public documents (such as staff reports and the Final EIR for the General Plan), deletion of this proposal would not change the application or effect of Measure S as applied to the Magee or any other properties with the Agricultural designation.

As the previous application continued to be processed, representatives of SOS-Danville asked which General Plan (2010 or 2030) was being applied to the project. The Town made clear, both in direct email correspondence, verbally in public hearings, and in findings of approval, that while the 2010 General Plan was being used, the 2030 General Plan contained identical language both with regard to Agricultural properties and the Special Concern Area text for the Magee property.

As mentioned above, the SOS-Danville suit over the 2013 approval alleged that the approval required a General Plan amendment and Measure S vote. The Petition and Complaint filed by SOS-Danville specifically recounted the history of the 2030 General Plan as described above (Petition, paragraphs 28-33) and incorporated those facts into their argument. Thus, the SOS litigation included these same allegations, allegations which the Court of Appeal found to be without merit.

Response to Preservation of Open Space Comments: Commenters on the RDIER raised two questions regarding open space: 1) the belief that the project approval is allowing residential development of existing open space, and 2) questions about how the project would ensure that open space to be created will be protected in the future.

Current Status of Open Space on the Magee Property

As illustrated in Table 3-2 of the RDEIR, the existing General Plan designations for the 410.3-acre Magee property are as follows:

- 205.7 acres with an existing General Plan Designation of Residential
- 198.7 acres with an existing General Plan Designation of Agricultural (which allows residential use)
- 5.9 acres with an existing General Plan Designation of General Open Space (this area is not proposed for development)

If approved, the property would be developed as follows:

- 23 acres would be developed with 69 single family homes
- 5.7 acres would be developed with street rights-of-way
- 381.6 acres would be preserved as permanent open space (using methods described below)

Methods to Preserve Open Space

As described above, with one small exception of 5.9 acres, the remaining 404.4 acres of the Magee property all have some level of development potential. However, should the project be approved, a total of 381.6 acres would be preserved as permanent open space with no potential for further development. This would be accomplished through the following methods to be incorporated as

conditions of approval for the project (similar conditions were imposed on the previous 2013 project approvals):

- The 381.6 acres outside of the areas to be developed will be designated as permanent open space on the final subdivision map.
- The developer will be required to dedicate a Scenic Easement for those same 381.6 acres to the Town, precluding any future development other than the trail system.
- The developer will be required to dedicate a conservation easement and/or deed restriction to be recorded on some or all of the 381.6 acres to preserve conservation value.
- The open space lands will be owned by either a Geologic Hazard Assessment District (GHAD) or the Homeowner's Association (HOA), but in either instance the GHAD will be required to prepare an open space management plan.

These mechanisms would ensure that the remaining 381.6 acres will be preserved as open space, with public access rights to the trail system. The Town has effectively used this mechanism for decades, including development of the Sycamore Valley, the Elworthy property and other large tracts of land.

2.4.4 Master Response to School Capacity Comments

Comment: Several comments identified concerns that the project would exacerbate the overcrowding of local schools.

Response: This issue is addressed in Appendix A of the RDEIR. The 2013 EIR found that the project would generate 62 school-aged children from development of 70 lots. (2013 DEIR, p. 4.11-6.) The 2013 DEIR found that this enrollment increase could result in a potentially significant impact. Mitigation Measure 4.11-1, which required compliance with the school impact fees imposed by Government Code Section 65995, was determined to mitigate the impact to less than significant. The fees set forth in Government Code Section 65996 constitute the exclusive means of both “considering” and “mitigating” school facilities impacts of projects [Government Code Section 65996(a)]. They are “deemed to provide full and complete school facilities mitigation” [Government Code Section 65996(b)].

2.4.5 Master Response to Hydrology and Erosion Comments

Comment letters and oral comments made at the Planning Commission raise questions regarding existing and future flooding, culvert inadequacy and erosion in and along Green Valley Creek. Most of these comments repeat comments from the 2017 scoping process and the 2013 EIR, and are fully addressed in the RDEIR under Hydrology, pages 1-8 to 1-9. SOS-Danville raised flooding, erosion, and siltation claims in its litigation challenging the 2013 EIR, but did not prevail on those claims. Additional responses are provided below.

Comment: Green Valley Creek has inadequate capacity downstream to convey post development flows if the project is implemented.

Response: See RDEIR pages 1-8 to 1-9. Based on ENGEO's hydrologic modeling and addenda prepared in 2013 and 2018, the project would not increase peak flows in the East Branch of the Green Valley Creek watershed downstream of the project (based on most recent project plans prepared by RJA). The project proposes to install a storm drain system that would collect stormwater runoff on the site and direct it to a detention basin. The detention basin would meter peak project rainfall runoff flows to pre-project levels, before discharging them into Green Valley Creek. In addition, the hydrologic modeling confirmed that the release of peak flows from the project into the Green Valley Creek would not occur at the same time that the regional watershed hydrograph peaks at the same location. Therefore, hydrologic impacts related to increase of downstream flooding issues are considered less-than-significant. The Contra Costa County Flood Control & Water Conservation District and the Town of Danville will review the project's final Hydrologic Analysis prior to issuance of any grading permits.

Comment: The Alameda Diablo culvert has insufficient capacity to carry 100-year flows and implementation of the project will exacerbate flooding in this area of Green Valley Creek.

Response: Analysis from ENGEO confirms that the existing capacity of the Alameda Diablo culvert is approximately 1,700 cubic feet per second (cfs) assuming approximately 7 feet of vertical difference between the top of pipe and the top of Diablo Road. Contra Costa County has reported a 100-year recurrence interval peak flow rate of approximately 1,850 cubic feet per second in the creek in this area. Thus, the existing culvert has capacity to transmit approximately 90% of the 100-year peak flow before overtopping Diablo Road.

As required by law and as demonstrated in the hydrologic modeling performed by ENGEO, the project would not increase peak flow rates downstream of the development area and in the area of the Alameda Diablo culvert along Green Valley Creek. Thus, while extreme events may currently cause overtopping of Diablo Road at the Alameda Diablo Road culvert, implementation of the project would have no impact on flooding in this area. Therefore, the project is not required to mitigate for impacts that it does not create. While it is not a required mitigation, the applicant has agreed to contribute toward the repair of the existing culvert as a condition of approval for the proposed project.

The project is proposing to relocate a storm drain outfall following consultation with resource agencies and immediate project neighbors. The storm drain outfall was originally located near the intersection of the proposed Charolais Court and emergency vehicle access (EVA) road. The outfall is proposed to be relocated approximately 1,000 feet downstream, closer to the intersection of Diablo Road and the proposed EVA Road. The relocated outfall would discharge in the same general location as the proposed project detention basin. ENGEO performed a hydrologic analysis for the relocated outfall, which is contained in Attachment C.

The results of the analysis provided in Attachment C indicate that the timing of project stormwater discharges into the creek would not coincide with the timing of peak discharges from the Green Valley Creek watershed and, therefore, would not increase peak flow discharges downstream of the proposed project.

Please refer to Section 3.0 for revisions related to the project's storm drainage plan. These revisions do not alter the responses or the impact conclusions of the RDEIR.

Comment: The project would exacerbate downstream erosion.

Response: The project would be subject to current Contra Costa County Clean Water Program standards, which include conformance to watershed hydromodification requirements. These standards require new development projects to slowly meter smaller flows (i.e., stormwater flows caused by rainfall events between 10% of the 2-year recurrence interval storm up to the 10-year recurrence interval storm) specifically to mitigate erosion potential downstream of the project in the project watershed. This requirement has been in effect in Contra Costa County since 2006 and is a far more rigorous hydrologic mandate than that previously imposed on similar past developments in the Green Valley Creek watershed. Given that peak flows would not increase with implementation of the detention basin and that smaller erosive flows would be addressed through hydromodification controls, potential impacts to downstream receiving waters would be less than significant.

2.4.6 Master Response to Alternatives Comments

Comment: Two commenters question the selection of project alternatives addressed in the RDEIR.

Response: The alternatives evaluated in the RDEIR are modeled on those evaluated in the 2013 EIR. The 2013 EIR analyzed the following alternatives:

1. No Project/No Build
2. No Project/Build without Subdivision (7 residential lots)
3. More Clustered Alternative/Minimum 5,000 SF Lots (78 residential lots)
4. Non-Clustered Alternative (78 residential lots)
5. Modified Design Alternative/20,000 SF Lots (66 residential lots)

The 2013 EIR also addressed two zoning alternatives suggested by commenters that would reduce units by allowing nine homes on 20-acre lots in the area currently zoned Agricultural, along with a reduced number of clustered residences elsewhere on the property. These commenters challenged the 2013 EIR's range of alternatives and the Town's responses to their proposed alternatives. The courts rejected that challenge.

The RDEIR includes the same alternatives previously studied, with two alterations to reflect changes in the proposed project. The RDEIR alternatives are as follows:

1. No Project/No Build
2. No Project/Build without Subdivision (7 residential lots)
3. More Clustered Alternative/Minimum 5,000 SF lots (69 residential lots)
4. Non-Clustered Alternative (78 residential lots, no zoning change)

For the RDEIR, the Town revised Alternative 3 from the 2013 EIR to include 69 rather than 78 lots in order to isolate the effects of reduced lot sizes compared to the currently proposed 69-unit project. The Town did not consider Alternative 5 from the 2013 EIR because 1) the proposed

project no longer includes custom lots, 2) 20,000-square-foot lots would increase the proposed project footprint impacts, and 3) the number of single-family units in this Alternative is virtually identical to the proposed project's 69 units.

As in 2013, the commenter suggests mechanisms for reducing the proposed project's unit count, either directly or by manipulating zoning in an explicit effort to reduce the number of residences that could feasibly be constructed. As in 2013, such alternatives are not necessary to provide a reasonable range of alternatives to the proposed project.

One of these comments suggests an alternative directly calculated to eliminate the proposed project's significant congestion impact at the Diablo Road/Mt. Diablo Scenic Boulevard intersection and asks how many of the proposed project units would need to be eliminated in order to avoid that significant impact. Congestion at this intersection is already at an unacceptable LOS E in the AM peak hour and LOS F at the school peak hour, fulfilling the prediction of the 2013 EIR that traffic congestion would deteriorate over time with or without the project. Because of that background deterioration, the addition of project traffic now results in a project-level impact rather than only a cumulative impact. Thus, the project will be required to fully fund and construct signalization of the intersection if Contra Costa County approves the proposed signal, as it is currently considering. If there were a project alternative that would not trigger a significant impact at the intersection, the alternative would not be required to fully fund signalization but rather would be required to make a smaller "fair share" payment toward potential future signalization if additional funds could be obtained. Signalization would improve operations at this intersection to LOS C or better at all peak hours, without causing significant congestion impacts elsewhere. See also the Master Response in Section 2.4.1 regarding traffic.

The commenter's second suggested alternative is essentially the same as the alternative proposed in 2013 (nine 20-acre parcels on land currently zoned Agricultural, with small clusters elsewhere on the site). The comment adds details to the previously suggested alternative in addition to an explicit goal of rendering most of the purportedly permitted development under the alternative infeasible, due to cost and topography.

Maintaining the existing A-2; General Agricultural District (five acre lot minimum) and A-4; Agricultural Preserve District (twenty acre lot minimum) would not provide for the clustering of potential development to a limited number of areas or result in the bulk of the site being set aside as permanent open space. This approach would also lead to more visible hillside development, impacting the views and vistas from Diablo Road.

Comments also stated that some of the residences build on the property could be accessed from Camino Tassajara to the south. This is not the case, as the Magee property has no legal access right to Camino Tassajara. Also, additional new driveway connections onto Diablo Road would add vehicular conflicts and reduce bicycle safety. Finally, through previous study, the Town found that it is infeasible to construct a signalized intersection at Clydesdale, including the addition of turn lanes, due to constraints posed by the adjacent creek and numerous mature oak trees.

Comments also suggested that spreading the proposed lots out would reduce bike safety issues. Leaving aside the other potential environmental impacts of such a plan (see above), this suggestion would actually have the potential for making both vehicular and bicycle travel more difficult. The BLOS methodology looks at the number of driveways and intersections as a factor in evaluating bike safety. The greater the number of such conflict points, the less safe the main route potentially is. This was a factor in the Town's initial review of the 2013 proposal because this earlier proposal included multiple driveways along Diablo Road, adding to the potential for vehicular conflicts associated with turning movements into and out of the project site.

The commenter suggests that the three "Magee West" residential lots be eliminated to avoid localized traffic impacts from these three lots. As stated in the RDEIR, however, no significant traffic impacts would result from these three residences (RDEIR pp. 4.3-42 to 4.3-44), and the proposed project includes implementation of the required striping plan on McCauley Road and the required improvements to the Diablo Road/McCauley Road/Green Valley Road intersection (RDEIR p. 4.3-32).

In addition to suggesting new alternatives, two commenters suggest that Alternative 4, the Non-Clustered Alternative, should not be included in the RDEIR. As noted above, this Alternative was included in the 2013 EIR, whose range of alternatives was approved by the courts. As stated in the RDEIR, this Alternative was included in response to public comments asserting that an alternative that did not require any zoning change on the property should be considered. As noted above, the non-clustered alternative would not fulfill the project objectives of clustering development and creating a large open space preserve on the project site.

2.4.7 Master Response to Wildfire and Emergency Access/Evacuation Comments

Comment: A number of comments were received raising concerns related to emergency access and evacuation along the Diablo/Blackhawk Road corridor from existing traffic combined with incremental increases in traffic from the project. Some comments also raised concerns regarding potential wildland fire hazards.

Response: Appendix A of the RDEIR addresses wildfire (see Section VII.g). This discussion notes that the San Ramon Valley Fire Protection District was contacted and confirmed its ability to respond to fires at and near the project site. In addition, the project would add a street south of Blackhawk Road neighborhoods and an emergency-vehicle-accessible one-half mile trail south of Diablo Road, connecting to an existing emergency vehicle access, thus adding a parallel emergency route through the project site. The Fire District has indicated that the existing roadway network is sufficient to accommodate emergency vehicles and meets minimum roadway standards. If vehicle access were impaired during an emergency or evacuation, the Fire District would be able to respond to the emergency from a number of different stations and could utilize a network of fire access trails in adjacent open space areas for emergency response purposes.

Appendix A also refers to the 2013 Magee Ranch Final EIR, which explains that the risk of spread of a wildland fire would be reduced through new emergency access as well as requirements for Class-A rated fire-resistant roofs, defensible space, vegetation management, roadway widths, turning radii, fire flow requirements, fire hydrant locations, and other requirements.

2.4.8 Master Responses to Biological Comments

Comment: Several commenters identified concerns regarding the presence and protection of biological resources on the project site. Comments specifically questioned impacts to special status species and habitat, including the riparian habitat, oak trees, and the wildlife corridor.

Response: As described in Appendix A of the RDEIR, the 2013 EIR found that impacts to biological resources (including special-status wildlife species) could be affected by the project and identified mitigation measures to reduce the potential impacts to less-than-significant. This analysis was based on a comprehensive biological evaluation prepared by Live Oak Associates. The analysis, particularly with respect to the California red-legged frog, was challenged in litigation, but the court upheld the EIR's analysis.

In May and June of 2017, field surveys by Live Oak Associates verified that the habitats on the project site are unchanged.

The biological assessment prepared by Live Oaks Associates includes a detailed description of the East Branch of Green Valley Creek riparian corridor, and the formal tree survey completed by HortScience (2017) shows the location of all trees occurring along the creek corridor. Mitigation Measures 4.4-12 and 4.4-13 include removal and replacement of an existing bridge, creek restoration, restoration of riparian woodland, replacement of wetland and riparian habitat at a 1:1 replacement-to-loss ratio, preparation of an on-site habitat mitigation and monitoring plan, and acquisition and compliance with all applicable permits to minimize impacts to riparian habitat. In addition, Mitigation Measures 4.4-14 through 4.4-17 would require the applicant to protect trees to be retained from construction damage, to replace all trees removed (at specified ratios) and implement a monitoring plan for the replacement trees. With these mitigation measures, the project's impacts from tree removals were found to be less-than-significant.

2.5 INDIVIDUAL COMMENT RESPONSES

Following are the responses to individual comments received on the RDEIR.



DANVILLE PLANNING COMMISSION
SUMMARY OF ACTIONS
MAY 28, 2019

1. CALL TO ORDER

The regular meeting of the Danville Planning Commission was called to order at 7:30 p.m.

Present: Andrew Verriere, Chair
Robert Combs, Vice-Chair
Archie Bowles, Commissioner
Mark Graham, Commissioner
Paul Radich, Commissioner
Chris Trujillo, Commissioner
David Havlik, Alternate Commissioner

Absent: Randy Haberl, Commissioner

Chair Verriere announced the postponement of the Consent Calendar (Item No. 3.1) to a future meeting.

2. PUBLIC COMMENTS

Clelen Tanner commented on bicycle safety along Diablo Road.

4. PUBLIC HEARINGS

- 4.1 Consider approval of Resolution No. 2019-05, recommending that the Town Council certify a Final Revised Environmental Impact Report, adopt findings and a Statement of Overriding Considerations, adopt mitigation measures and a mitigation monitoring and reporting program, and approve Preliminary Development Plan - Rezoning request (LEG10-0004), Major Subdivision request (SD9291), Final Development Plan request (DEV10-0072), and Tree Removal request (TR10-0028). The applicant (Davidon Homes) and Owner (Magee Investment Company & Teardrop Partners, L.P.) proposes to develop approximately 29 acres of the 410-acre project site, known as Magee Ranch, with 69 single family homes, seven attached accessory dwelling units, and associated roadways and infrastructure. Approximately 381 acres of the project site would

DANVILLE PLANNING COMMISSION
SUMMARY OF ACTIONS
MAY 28, 2019

be retained as permanent open space. The project site is located on the south side of Diablo Road and Blackhawk Road extending approximately two miles east from the intersection of Diablo Road/Green Valley Road/McCauley Road (APN: 202-050-071, 073, 078, 079 and 080; 202-100-017, 019, 038 and 040; and 215-040-002) (Project Planner: David Crompton).

Assistant Town Manager Tai Williams; David Crompton, Principal Planner (Project Planner); and Andy Dillard, Transportation Manager, presented the staff report.

Steve Abbs, Davidon Homes (Applicant), delivered a presentation about the project.

Chair Verriere opened the item to public comments.

The following individuals yielded their time to Al Kalin:

Jesse McKnight, Danville
Travis Sexton, Danville

Al Kalin, Danville, representing Mt. Diablo Cyclists and the Danville Bicycle Advisory Committee, spoke in support.

The following individuals yielded their time to MaryAnn Cella:

Edna Heath, Danville
Cathy Schmidt
Peter Schmidt
Janet Johnson, Danville
Pam Deas, Danville
Suzanne Hill, Danville
Robert Tiernan, Diablo
Tom Heath, Danville
Chris Southard, Danville

MaryAnn Cella, Diablo, spoke in opposition.

DANVILLE PLANNING COMMISSION
SUMMARY OF ACTIONS
MAY 28, 2019

The following individuals spoke in opposition:

Clelen Tanner, Danville
Pat Isom, Danville
Roger Tuma, Danville
Jon Walker, Danville
Rachel Crudale, Danville
Tom Sutak, Danville
Jose Velo, Danville
Sheila Malley, Danville
Ray Brant, Diablo
Jami Tucker, Danville
John Ciccarelli, San Francisco
Brian Cella
Kirsten Muzinich, Danville
Dana Pingatore, Diablo
Arlene Reed, Diablo

The following individuals spoke in favor:

Sandee Wiedemann, unincorporated Danville
Anna Jurgens, Walnut Creek, representing Bike East Bay
Mark Dedon, Dublin, representing Valley Spokesman
Juan Pablo Galván, representing Save Mount Diablo
Tom Magee, Danville
Seth Adams, representing Save Mount Diablo
Judy Lloyd, Danville
Tena Gallagher, Danville

The following individuals submitted speaker cards in opposition but did not wish to speak.

DeeDee Cross, Danville
C.T. Cross, Danville

The following individuals submitted speaker cards in favor but did not wish to speak.

Jim Holmes, Danville

DANVILLE PLANNING COMMISSION
SUMMARY OF ACTIONS
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The following individuals submitted speaker cards but did not speak or register their opinion:

Don Means

Chair Verriere closed the item to public comments.

Steve Abbs, Davidon Homes, responded to public comments.

David Crompton (Project Planner), Tai Williams, Andy Dillard, and City Attorney Rob Ewing answered questions that arose from public comments.

There was a consensus by the Planning Commission to support the project. Chair Verriere stated that while he likes the project, he is concerned the Bicycle Level of Safety study does not satisfy the Court of Appeals requirement regulating bicycle safety.

MOTION BY COMMISSIONER GRAHAM, SECOND BY COMMISSIONER COMBS, TO ADOPT RESOLUTION NO. 2019-05, RECOMMENDING THAT THE TOWN COUNCIL CERTIFY A FINAL REVISED ENVIRONMENTAL IMPACT REPORT, ADOPT FINDINGS AND A STATEMENT OF OVERRIDING CONSIDERATIONS, ADOPT MITIGATION MEASURES AND A MITIGATION MONITORING AND REPORTING PROGRAM, AND APPROVE PRELIMINARY DEVELOPMENT PLAN - REZONING REQUEST (LEG10-0004), MAJOR SUBDIVISION REQUEST (SD9291), FINAL DEVELOPMENT PLAN REQUEST (DEV10-0072), AND TREE REMOVAL REQUEST (TR10-0028) WITH THE FOLLOWING MODIFICATION:

- ADD ADDITIONAL PARKING IN TRAIL HEAD STAGING AREA

MOTION CARRIED 6-1-0-0; COMMISSIONER VERRIERE OPPOSED

5. COMMISSION REPORTS

There were no Commission Reports.

6. COMMUNICATIONS

There were no communications.

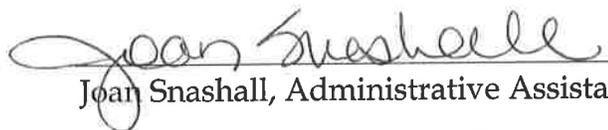
DANVILLE PLANNING COMMISSION
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7. ADJOURNMENT

The regular meeting of the Danville Planning Commission was adjourned at 10:55 p.m.



Kevin Gailey, Chief of Planning



Joan Snashall, Administrative Assistant



GREEN VALLEY ROAD
DIABLO

GREEN VALLEY ELEMENTARY

3 HOMES

DIABLO ROAD

DIABLO ROAD

DIABLO ROAD

MT. DIABLO SCENIC

MCCAULEY ROAD

EBMUD (NOT A PART)

BLACKHAWK ROAD

66 HOMES

TO SHORTRIDGE/SYCAMORE VALLEY OPEN SPACE

ATTACHMENT F

- Existing Town Trail
- Proposed EBRPD Trail
- Proposed Public Trail Easement (dedicated to Town of Danville)
- Proposed Multi-Purpose Trail (connects to public easement)
- Proposed Multi-Purpose Trail and Staging Area
- Existing Trail

David Crompton

From: CHARLES S WAITMAN <cgwaitman@sbcglobal.net>
Sent: Tuesday, June 18, 2019 3:16 PM
To: Steve Abbs; David Crompton; David Havlik; Rob Ewing; Karen Stepper; Newell Arnerich; Archie Bowles; Mark Graham; Paul Radich; Randy Haberl; Robert Combs; Lisa Blackwell; Renee Morgan; Robert Storer
Cc: John Murray; Maryann Cella
Subject: Street Lights Davidon
Attachments: 190607 Outdoor Lighting Basics.pdf

*****CAUTION*****

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

In a note to one of my neighbors, Mr Abbs indicated there would be some street lights associated with the proposed development. As an amateur astronomer I have witnessed the increase in light pollution both from my backyard and the summit of Mount Diablo as developments have been built over the last 30 yrs. Attached is an article on outdoor lighting basics which lists 5 of the most important principles. The first of these "Only when necessary" deserves particular attention. I surveyed the streets East of Mt Diablo Scenic and South of Diablo Road and found that street lights were not present, presumably found to be unnecessary, excepting a very few locations (the first cross street on side streets - perhaps thought to be necessary because of the unusual incidence of an intersection) in Magee Ranch. I am not sure why Davidon would believe that street lights would be necessary in their project.

I urge you to eliminate unnecessary street lights from the project, with a critical assessment of the word "necessary." To the extent a light or two meets that test, I urge you to follow the other 4 guidelines.

Thank you,

Chuck Waitman
51 Diablo Creek Place

[MENU](#)

[Home](#) » [Our Work](#) » [Lighting](#) » [Lighting for Citizens](#) » [Outdoor Lighting Basics](#)

Outdoor Lighting Basics

Modern society requires outdoor lighting for a variety of needs, including safety and commerce. IDA recognizes this but advocates that any required lighting be used wisely. To minimize the harmful effects of light pollution, lighting should

- Only be on when needed
- Only light the area that needs it
- Be no brighter than necessary
- Minimize blue light emissions
- Be fully shielded (pointing downward)

The illustration below provides an easy visual guide to understand the differences between unacceptable, unshielded light fixtures and those fully shielded fixtures that minimize skyglow, glare and light trespass.

[Glossary of Lighting Terms](#)

[Are you looking for dark sky friendly lighting fixtures? Search our Fixture Seal of Approval database.](#)

Types of Light

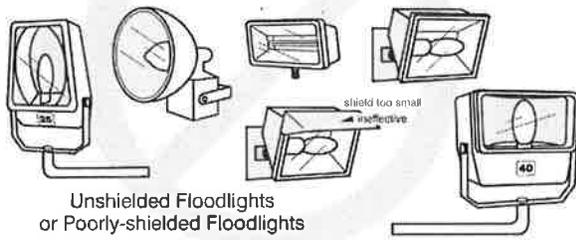
Most people are familiar with incandescent or compact fluorescent bulbs for indoor lighting, but outdoor lighting usually makes use of different, more industrial, sources of light. Common light sources include low-pressure sodium ("LPS"), high-pressure sodium ("HPS"), metal halide and light emitting diodes ("LEDs").

LPS is very energy efficient but emits only a narrow spectrum of pumpkin-colored light that some find to be undesirable. Yet, LPS is an excellent choice for lighting near astronomical

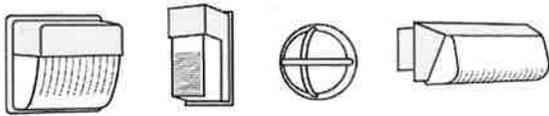
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Unacceptable / Discouraged

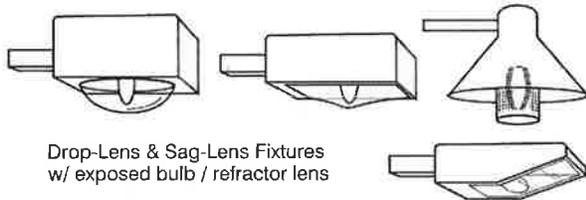
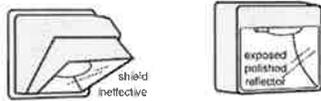
Fixtures that produce glare and light trespass



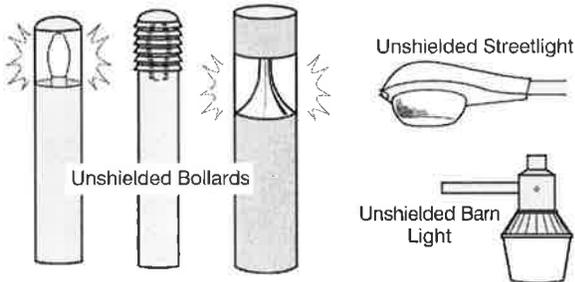
Unshielded Floodlights or Poorly-shielded Floodlights



Unshielded Wallpacks & Unshielded or Poorly-shielded Wall Mount Fixtures



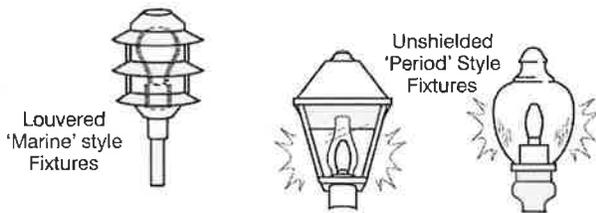
Drop-Lens & Sag-Lens Fixtures w/ exposed bulb / refractor lens



Unshielded Bollards

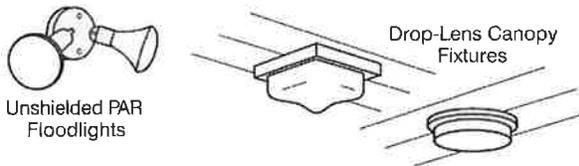
Unshielded Streetlight

Unshielded Barn Light



Louvered 'Marine' style Fixtures

Unshielded 'Period' Style Fixtures

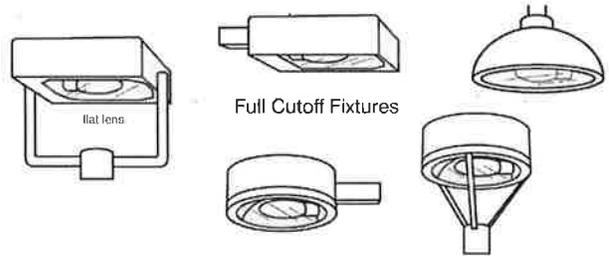


Unshielded PAR Floodlights

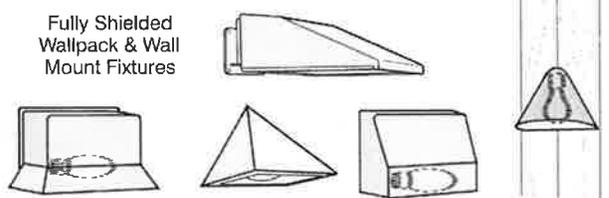
Drop-Lens Canopy Fixtures

Acceptable

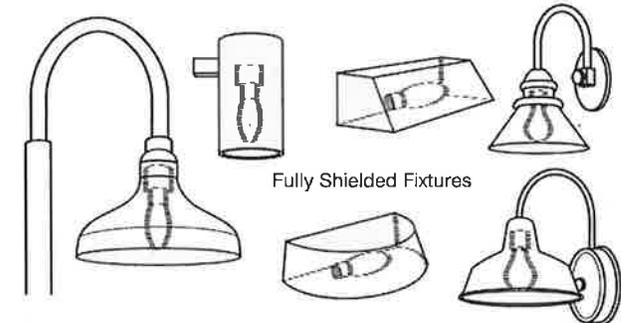
Fixtures that shield the light source to minimize glare and light trespass and to facilitate better vision at night



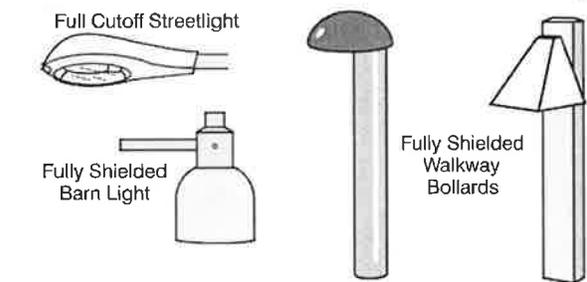
Full Cutoff Fixtures



Fully Shielded Wallpack & Wall Mount Fixtures



Fully Shielded Fixtures



Full Cutoff Streetlight

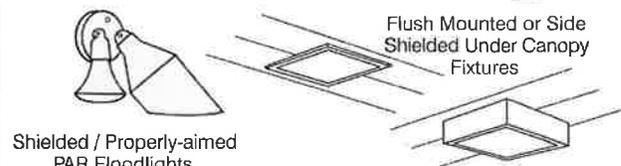
Fully Shielded Barn Light

Fully Shielded Walkway Bollards



Fully Shielded Decorative Fixtures

Fully Shielded 'Period' Style Fixtures



Shielded / Properly-aimed PAR Floodlights

Flush Mounted or Side Shielded Under Canopy Fixtures

Illustrations by Bob Crelin © 2005. Rendered for the Town of Southampton, NY. Used with permission.

observatories and in some environmentally sensitive areas.

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colored light, its coloring is more “true to life” than that of LPS.

In areas where it’s necessary to use white light, two common choices are metal halide and LEDs. One of the advantages of LED lighting is that it can be dimmed. Thus, instead of always lighting an empty street or parking lot at full brightness, LEDs can be turned down, or even off, when they aren’t needed and then brought back to full brightness as necessary. This feature both saves on energy and reduces light pollution during the night.

Because of their reported long life and energy efficiency, LEDs are rapidly coming into widespread use, replacing the existing lighting in many cities. However, there are important issues to consider when making such a conversion. See our [LED Practical Guide](#) for more information.

Color Matters

As the illustration above, it is crucial to have fully shielded lighting, but we now know that the color of light is also very important. Both LED and metal halide fixtures contain large amounts of blue light in their spectrum. Because blue light brightens the night sky more than any other color of light, it’s important to minimize the amount emitted. Exposure to blue light at night has also been shown to harm [human health](#) and [endanger wildlife](#). [IDA recommends](#) using lighting that has a color temperature of no more than 3000 Kelvins.

Lighting with lower color temperatures has less blue in its spectrum and is referred to as being “warm.” Higher color temperature sources of light are rich in blue light. IDA recommends that only warm light sources be used for outdoor lighting. This includes LPS, HPS and low-color-temperature LEDs. In some areas, the white light of even a low-color-temperature LED can be a threat to the local nighttime environment. In those cases, LPS or narrow-spectrum LEDs are preferred choices.

Finding What You Need

IDA doesn’t sell dark sky friendly lighting, but our [Fixture Seal of Approval program](#) makes it easy for you to find the right products. The FSA program certifies dark sky friendly outdoor lighting – these are fixtures that are fully shielded and have low color temperature. [Search our database](#) and then check with your local retailer.

IN THIS SECTION

Outdoor Lighting Basics

Find Dark Sky Friendly Lighting

Lighting Ordinances

Lighting For Policy Makers

Residential/Business Lighting

My Neighbor's Lighting

Bad Streetlights

Model Lighting Laws & Policy

LED Practical Guide

Find a Dark Sky Friendly Lighting





Illuminating
ENGINEERING SOCIETY



ida INTERNATIONAL
DARK-SKY
ASSOCIATION

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Model Lighting Ordinance
(MLO)
with USER'S GUIDE**

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- Parks and Protected Areas
- Sea Turtle Conservation
- Education and Outreach

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IDA International Headquarters, 3223 N. First Avenue, Tucson, Arizona 85719 USA

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Share This



David Crompton

From: Rebecca Lantz <rebecca.lantz18@gmail.com>
Sent: Tuesday, June 11, 2019 4:04 PM
To: David Crompton
Subject: Monte Vista Mountain Bike Team

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi David,

I didn't realize that there was a vote on this a few weeks ago. For what it's worth, we have a son on the MV MBT and I agree with Mike's letter below that was sent to you.

Thanks so much,
Rebecca Lantz

May 22, 2019
Danville Planning Commission
510 La Gonda Way
Danville, CA 94526

Dear Planning Commission:

I am a coach for the San Ramon Valley Mountain Bike Club. Each year our club has 80 to 90 middle school and high school student members and about 20 coaches. From January to May, about 3 days each week, we ride on bike-legal trails in Mount Diablo State Park, East Bay Regional Parks and Walnut Creek Open Space. We are very successful at getting kids outside and enjoying nature.

As such, I want to express my support for the Magee Preserve project. This project has many great features but the ones that impact us the most are:

- 381 acres of new open space land
- a new EPRPD trail that will connect Sycamore Valley park to the Green Valley area
- a new paved bike trail along Diablo Rd that provide a way for bikers to safely pass the narrow and dangerous section of Diablo Rd.

The new regional park trail through Magee Preserve will increase the size of the trail system associated with Sycamore Valley park enough that it will become an enjoyable place to ride a mountain bike. The access to the Green Valley area will also make it much more accessible to the bulk of Danville's mountain bike riders. One of our most frequent rides enters Mount Diablo State Park at the gate on South Gate Rd.

In order for our club to ride on Mount Diablo we frequently to ride from the Green Valley area to South Gate Rd. As you know, riding a bike on Diablo Road is dangerous. This is particularly true in our case when we are riding with groups of students. The proposed paved bike path will provide a safer option for all riders that are navigating this dangerous section of road.

So, overall, this project will be of great benefit to the young mountain bike riders in our community. However, as with any project there are a few things that could make it better. I have included these suggestions in an appendix for your review.

Thank you

Mike Anciaux

Assistant Coach, San Ramon Valley Mountain Bike Club

Dear Members of the Danville Town Council:

Many of us were deeply disappointed that the Danville Planning Commission recommended the approval of the Magee Preserve. If the Magee Family gives a strip of land on the south side of Diablo Road so that it could be used to widen Diablo Road, many people would feel more satisfied. A strip from Green Valley to Mt. Diablo Scenic or at least to Avenida Nueva would not deprive the Magee Family of much land but would provide a great deal of safety for everyone. It would be especially vital for bicycles and everyone in a fire or other emergency. BEFORE APPROVAL, THE TOWN COUNCIL SHOULD PRESSURE FOR THIS AS A CONDITION FOR APPROVAL OF THE PROJECT. The project's offer to build a separate paved trail on the hillside for hikers, bicyclists, etc., does not solve the problem. Plus, it will be very expensive and difficult to maintain. How many bicyclists do you see using the path on the north side hill near Blackhawk? - None! Also, bicyclists do not use the path from St. Tim's to Green Valley. And they should not! Serious bicyclists will not be taken off Diablo Road with the project's proposed path. The Town of Danville should do the right thing and WIDEN DIABLO ROAD. IT IS A DEATH TRAP WAITING TO HAPPEN. Yes – It will be expensive but the Town can work with other governmental agencies to accomplish it. It should be obvious that Diablo Road, a country road from days of little traffic, is currently extremely dangerous and should not be part of the transportation system of 21st Century Danville. The future will bring many expensive lawsuits against the Town when accidents, injuries, and deaths occur from the Town's inaction to fix Diablo Road. DO SOMETHING NOW TO SAVE LIVES AND SAVE FUTURE EXPENTURES. FIX DIABLO ROAD.

Sincerely,

Arlene Reed, 2075 Casa Nuestra, (P.O. Box 785, Diablo, CA 94528)

David Crompton

From: Maryann Cella <maryann.cella@gmail.com>
Sent: Thursday, May 30, 2019 4:10 PM
To: David Crompton; Rob Ewing
Cc: Robert Storer; Newell Arnerich; Karen Stepper; Lisa Blackwell; Renee Morgan
Subject: Date of the Town Council hearing on the Magee Preserve FEIR and rezoning

Follow Up Flag: Follow up
Flag Status: Completed

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi, David and Rob.

Please enter this email into the record for the Magee "Preserve" project.

We respectfully request a one month notice regarding the above-referenced hearing. If the date is now known or reasonably anticipated to be a certain date, please tell us now what it is.

Despite numerous requests for the date of the Planning Commission hearing, we only learned of the date through mailings when the date was obviously known well in advance of our receipt of those mailings. Did Davidon Homes know of the date before the public did?

Moreover, we reiterate our belief that the new mitigation requiring Davidon to pay for and build a signal at the Mt. Diablo Scenic/Diablo Road/Blackhawk Road intersection required a recirculation of the draft EIR. There was no time to examine the impacts of constructing such an intersection.

Furthermore, the current condition of approval is that the signal be installed upon "completion" of the project. Some builders never complete their projects. The condition as it is written is unacceptable. There should be a condition of approval that the intersection signal improvements be completed by the time 1/2 of the homes have been built, and before the second half have been started. That is a common requirement for builders. Better yet, the signal should be the first thing built. That is what the County suggested. Then there would be time to assess the negative consequences and attempt to address them before the additional construction traffic starts. There should be a bond posted to pay for the intersection in the event that the builder attempts to renege.

Finally, bike lanes should be part of the improvements at that intersection and also as part of the extension of the turning lane at the Green Valley/Diablo Road intersection. That needs to be a condition of approval as well.

Thank you for your assistance.

Sincerely,

Maryann Cella
SOS-Danville Group

David Crompton

From: John Dube <johnddube@gmail.com>
Sent: Thursday, May 23, 2019 2:15 PM
To: David Crompton
Subject: Support for Magee Preserve project

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Mr Crompton,

I just wanted to express my support for the Magee Preserve project proposal. I do a lot of mountain biking on Mt Diablo, and am a coach for the SRVHS mountain bike club. We need more trails to ride, especially less-steep alternatives to Mt Diablo and Las Trampas that are easy to access after school. I also would love to see a bike path that parallels Diablo Road and provides safer access to trails on Mt Diablo. Riding through the community of Diablo has been a safer alternative, until recently residents have started harassing and even assaulting bicyclists. I view the Magee Preserve project as an opportunity to increase bicycle access and safety, and in particular to support biking as an exciting, healthy, and safe activity for our kids.

John Dube
591 Sycamore Cir, Danville, Ca 94526

Kevin Gailey

From: Ray Lamanno <rslaman@pacbell.net>
Sent: Saturday, June 22, 2019 4:39 PM
To: Kevin Gailey
Subject: Magee Preserve

*****CAUTION*****

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Kevin Gailey,
Danville Chief of Planning

I am a strong supporter of the Magee Preserve. This is a unique opportunity to protect 381 acres of open space. While it's important to build new housing, it is more important to protect wildlife habitat and connect surrounding open space. This is a tremendous tradeoff . Please support this endeavor.

Ray Lamanno
15 Monaco Court
Danville 94506

Kevin Gailey

From: halbergm@cs.com
Sent: Sunday, June 23, 2019 9:06 AM
To: Kevin Gailey
Subject: MacGee Preserve Project -- YES!!

*****CAUTION*****

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,

I am a Danville resident and decades long supporter of Save Mt. Diablo. I recently attended a hike showcasing the wonderful MacGee property and I am very excited about it's potential addition to our beautiful open space areas that I am so proud of here in Danville.

Given that such a small portion of the property will be developed and such a large portion will be preserved and protected, I am completely in favor of what Davidon Homes is proposing.

A resounding "Yes" to the MacGee Preserve proposal.

Thank you from Maggie Halberg

Kevin Gailey

From: Bob McCleary <bob.mccleary@comcast.net>
Sent: Sunday, June 23, 2019 9:25 AM
To: Kevin Gailey
Cc: Tai Williams
Subject: Magee Preserve Project

*****CAUTION*****

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Gailey:

As a resident of Danville and the retired Executive Director of the Contra Costa Transportation Authority, I offer my strong support for approval of the Magee Preserve housing and open space preservation project. The project has multiple benefits to the community, including:

- Increasing the housing supply in Danville;
- Preserving 93 percent of the 410 acres of property as open space, protecting the hills and ridge lines;
- Adding two miles of new public trails to the EBRPD; and
- Adding street, cycling and road improvements to and along Diablo Road.
-

During my career, I dealt with both transportation and growth management issues. I believe this is one of the best projects I have seen in my 30 years of living in Contra Costa County, and I urge the Council's approval!

Sincerely,

Bob McCleary

Joan Snashall

From: Rob Ewing
Sent: Monday, June 24, 2019 9:39 AM
To: Joan Snashall
Subject: FW: Magee "Preserve"
Attachments: email 6.3.19 to Stepper.pdf

From: Louis Leone [mailto:lleone@leonealberts.com]
Sent: Monday, June 24, 2019 9:01 AM
To: Robert Storer <RStorer@danville.ca.gov>; Newell Arnerich <NArnerich@danville.ca.gov>; Renee Morgan <RMorgan@danville.ca.gov>; Karen Stepper <KStepper@danville.ca.gov>; Lisa Blackwell <lblackwell@danville.ca.gov>
Cc: Joe Calabrigo <JCalabrigo@danville.ca.gov>; Rob Ewing <REwing@danville.ca.gov>; jhrobinson@bayareanewsgroup.com; jprieve@bayareanewsgroup.com; tips@patch.com
Subject: Magee "Preserve"

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

I am attaching an email issued to Council Member Stepper on June 3, 2019. I have yet to receive any response and since I am not sure she shared it with others I have taken the liberty to do so.

What is truly astonishing to me is that our Town Council has, on an issue of high concern to residents on Danville, scheduled the meeting to decide the issue of approval for the Magee "Preserve" on July 2, 2019, right before the 4th of July holiday. Anyone who knows our Town is keenly aware that many of us vacation in July, especially around the time of the July 4th Holiday. So why would the Council schedule a vote on this issue when many of the citizens are not around to voice their concerns? The irony of the scheduling of this meeting on the heels of the day our country declared its independence and demanded the right of its citizens to be heard and counted is astounding. I would encourage you to do the right thing, and reset the Council meeting to a date in September when most of the people you are sworn to serve can actually participate in this important aspect of our democratic process.

Please include this email and the attachment as part of the record with respect to this project. Thank you,

Louis A. Leone Esq.
Leone & Alberts
Attorneys at Law
2175 North California Blvd.
Suite 900
Walnut Creek, Ca. 94596
925-974-8600 x105
925-974-8601 (fax)



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Louis Leone

From: Louis Leone
Sent: Monday, June 03, 2019 10:10 AM
To: 'kstepper@danville.ca.gov'
Subject: Magee "Preserve" Project

Karen:

As a follow up to our conversation at the Farmer's Market on Saturday, here are the two conditions I mentioned. There are referenced in the 5.28.19 memo to the Planning Commission, which I have pasted below. As you will see, the traffic signal is conditioned upon approval by the County which has not occurred. Also, the crosswalk proposed at Blackhawk is also conditioned on approval by the County. I will also tell you that I have been representing public entities including cities for over 30 years and mid street crosswalks, such as proposed at Blackhawk, are notoriously dangerous especially on a road where traffic is moving rather fast such as on Blackhawk Road.

Diablo Road/Blackhawk Road/Mt. Diablo Scenic

While the County has expressed agreement with Mitigation Measure 4.3-1, neither the intersection nor the traffic signal installation is within the Town's authority to approve. Therefore, it is recommended that a Statement of Overriding Considerations be adopted for Mitigation Measure 4.3-1 in the event that the County chooses not to allow construction of the signal.

Paved Multi-Purpose Trail

As described earlier, the project would build an approximate 3,750 linear feet of paved, publicly accessible, multi-purpose trail along the south side of Green Valley Creek through the eastern (main) portion of the proposed project that connects to Blackhawk Road (Figure 2: bright green trail segment). The western leg of this multi-purpose trail would also serve as the project's Emergency Vehicle Access, terminating at Diablo Road approximately 400 feet west of Avenida Nueva. At the main project entrance, where the project's paved multi-purpose trail would terminate, the applicant would be required to construct a crosswalk across Blackhawk Road to connect to an existing paved trail that runs along the north side of Blackhawk Road (Figure 2: orange trail segment). There are several pedestrian-actuated warning device system options available with various advance markings and signage to clearly warn the motorists of an upcoming pedestrian crossing. As the crossing treatment would be within the jurisdiction of Contra Costa County, the ultimate design and improvement plans will be routed through Contra Costa County for approval. A detailed assessment of crosswalk treatment options would be conducted prior to final design to determine the most appropriate treatment that would serve this specific location.

It also troubled me that the Town Council has scheduled a meeting in July to discuss the project. The Town, to my memory scheduled a July meeting last time the project was up for vote. The concern, again, is why is the Town scheduling a meeting in July when many of the citizens of the Town are on vacation? Why not hold the meeting in September when people are around so the Town Council can have full interaction with those interested in the project.

I also noted that the Court of Appeal decision posted on the Town's web site stops at page 12, and does not contain the full opinion. Why?

Regarding the Court of Appeal opinion dealing with approval of the project, the Court of Appeal decision provides that the decision of the Town in deciding that that the project is consistent or not consistent with the General Plan is given great weight. As such, since many years have passed and additional development has occurred, not to mention the decision regarding passage thru Diablo has occurred the Town, in my opinion, can reassess the projects consistency with the General Plan and based on changed circumstance decide now that it is not. Perhaps legal counsel needs to look over this issue.

Lastly, to say that the project achieves the goals of the Town's Inclusionary Housing is frankly absurd. To think that people that purchase multi-million dollar homes will rent the "second units" as low income housing is beyond belief. The Town's Inclusionary Housing goals are pasted below with my comments:

GOAL 1 Increase the supply of housing with a priority on the development of affordable housing, including housing affordable to lower income households.

How is this goal achieved by the construction of 69 multi-million dollar homes?

GOAL 2 Improve housing affordability for both renters and homeowners.

How is this goal achieved by the construction of 69 multi-million dollar homes?

GOAL 3 Increase the supply of appropriate supportive housing for special needs populations.

How is this goal achieved by the construction of 69 multi-million dollar homes?

GOAL 4 Maintain and improve the quality of existing housing stock and residential neighborhoods.

GOAL 5 Mitigate governmental constraints to housing development and affordability.

How is this goal achieved by the construction of 69 multi-million dollar homes?

GOAL 6 Promote equal opportunity for all residents to reside in the housing of their choice.

GOAL 7 Preserve the existing affordable housing stock in Danville.

How is this goal achieved by the construction of 69 multi-million dollar homes?

I would request that the Town reassess its position on this project and certainly move its meeting from July to September so this can be fully discussed at a Council meeting when full participation can be achieved. Democracy demands nothing less.

Please call with questions.

**Louis A. Leone Esq.
Leone & Alberts
Attorneys at Law
2175 North California Blvd.
Suite 900**

Walnut Creek, Ca. 94596
925-974-8600 x105
925-974-8601 (fax)
www.leonealberts.com



SuperLawyers

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Joan Snashall

From: David Crompton
Sent: Monday, June 24, 2019 1:36 PM
To: Joan Snashall
Subject: Fw: New Housing Development.

From: dollyhf@comcast.net <dollyhf@comcast.net>
Sent: Saturday, June 22, 2019 5:54:07 PM
To: David Crompton
Subject: New Housing Development.

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Please do not allow the 69 houses plus to be built in the hills. Absolutely nothing good will come from this development. Can't believe the Danville town council would pass such a thing. They obviously do not travel Diablo road. Do not ruin what makes Danville special. I am sick to death over more building.
Dolly Falvey.

Sent from my iPhone

Joan Snashall

From: David Crompton
Sent: Monday, June 24, 2019 1:37 PM
To: Joan Snashall
Subject: Fw: Magee Preserve--- Stop sign with light for bikes/pedestrians at Blackhawk Rd and Mt. Diablo Scenic

From: Adrian Van Poppel <vanpoppel@sbcglobal.net>
Sent: Saturday, June 22, 2019 7:59:11 PM
To: David Crompton
Cc: Paul Radich; Adrian Van Poppel
Subject: Magee Preserve--- Stop sign with light for bikes/pedestrians at Blackhawk Rd and Mt. Diablo Scenic

CAUTION

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David,

My name is Adrian Van Poppel and I live at 2120 Blackhawk Road across from Mt Diablo Scenic Blvd. At an early city council meeting one of the speakers indicated that adding a stop light at my intersection was the responsibility of the County and that the early indication from the County was that they had no interest in adding a light. In a recent flyer I received in the mail promoting the project, Paul Radish (copied) was quoted saying, "There's also going to be a signal at Blackhawk and Mt. Diablo Scenic". I did fill out a card at the earlier meeting asking for a light but did not specify what kind. I'm VERY concerned about the stop sign being eliminated and would be opposed to removing the current stop sign. The location of the westbound stop sign is held back a bit from Mt. Diablo Scenic to allow several houses on my shared private street to have safe access out of our street. I'm not sure where the new bike path would come out or where the crosswalk would be but if the project is approved I would ask that the light be exclusively used for pedestrians and bikes. Allowing the current stop signs to remain in place for car traffic. With the signs in place, cars move slowly passed our street creating less noise and a safer outlet should small children or pets wonder out of our street. If a traffic light is installed, cars anticipating a green light would speed by my home at almost highway speeds. Additionally, if a light was installed for our street, I'm concerned about the delay it may add to wait for a green light and about a near constant red light shining into my home. The speeding traffic and less rural feel that a light brings would significantly decrease the value of the homes on our street.

Below is a picture I found showing the combination of a stop sign for auto traffic and a light for the crosswalk. Please let me know what kind of signal is being proposed and what my options might be. Thanks

Adrian Van Poppel
925-984-4222

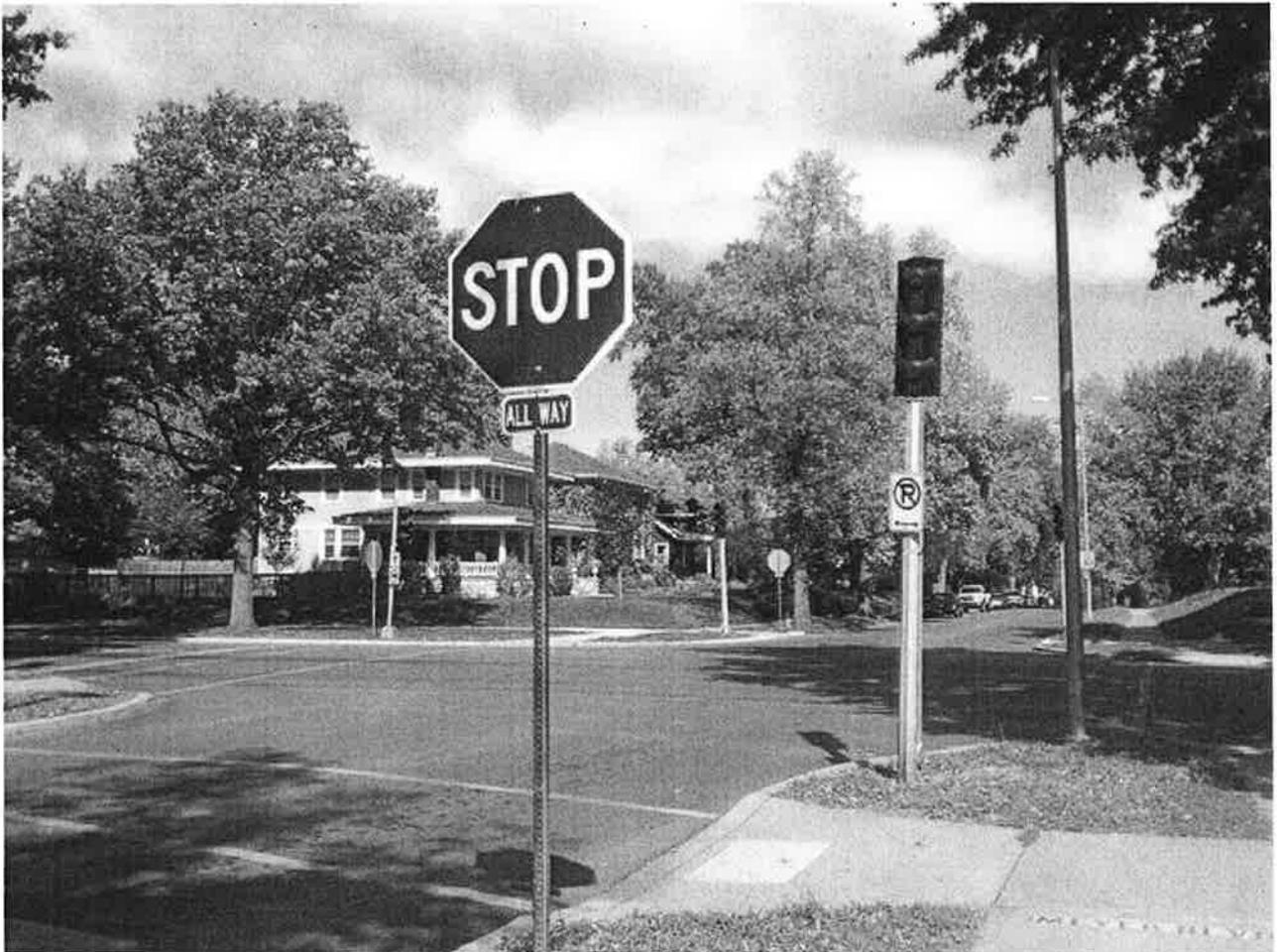
Begin forwarded message:

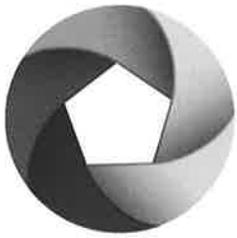
From: <vanpoppa@wellsfargo.com>

Subject: Stop sign with light for bikes/pedestrians

Date: June 21, 2019 at 10:00:47 AM PDT

To: <vanpoppel@sbcglobal.net>





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June 21, 2019

Robert Storer, Mayor
Town of Danville
510 La Gonda Way
Danville, CA 94526

RE: Housing and Development

Dear Mayor Storer & Town Council,

As you are aware, California housing prices and rents are higher than most states in the U.S. and while we are seeing the housing market straighten out, families are still unable to find housing due to a lack of inventory. According to the California Legislative Analysis Office (LAO) in 2017, they estimated that California needed to produce at least 100,000 additional units on top of the 140,000 annual production to keep up with demand, meaning that California is still short of reaching that goal.

As you know, California is a desirable place to live, including Contra Costa County, yet there is not enough housing to accommodate all the households that want to reside here. With communities' resistance to housing, environmental restrictions and policies, and the limited land constraints, new housing construction is struggling.

As REALTORS® we understand that there are limitations and requirements that are required to be fulfilled prior to approval of the Town Council. However, we ask that you consider all new housing construction requests that are brought forward for your approval, for example the Magee Preserve Project, the West El Pintado Townhomes, and the Mason Major Subdivision.

While as an Association we do not favor one development over another, we do favor more housing to fill the needs of our growing community.

Thank you for your time.

Regards,

Rachael Hand, 2019 President
Contra Costa Association of REALTORS®

TOWN OF DANVILLE
RECEIVED
JUN 24 2019
Town Manager's Office
DANVILLE, CALIFORNIA

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 2:14 PM
To: Tai Williams
Subject: FW: Magee Preserve Project

From: Carol Hughes [mailto:cghughes@pacbell.net]
Sent: Monday, June 24, 2019 12:08 PM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: Magee Preserve Project

CAUTION

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Dear Mr. Gailey,

I am writing to urge the Town Council to support the Magee Preserve Project. Protecting 381 acres of Magee Ranch in exchange for developing 29 acres is a win-win for everyone. East Bay Regional Park District and Save Mt. Diablo strongly support this exchange and they are excellent stewards of our open spaces.

Sincerely,
Carol Hughes

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:38 PM
To: Tai Williams
Subject: FW: I support Magee Preserve

From: Wendy Cole [mailto:wendylcole@gmail.com]
Sent: Tuesday, June 25, 2019 7:37 PM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I support Magee Preserve

CAUTION

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An amazing opportunity to allow open space for the community and allow a long term ranching family to develop part of their property. Remember this whole valley started as Ranch and Farmland.

Wendy

Wendy Cole

wendylcole@gmail.com

775 Glasgow Cir, Danville, CA 94526

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:38 PM
To: Tai Williams
Subject: FW: I Support Magee Preserve

From: Nick Sharrock [mailto:nicksharrock01@gmail.com]
Sent: Tuesday, June 25, 2019 8:12 PM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I Support Magee Preserve

CAUTION

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Dear Mr Gailey,

As a 15 year resident of Danville and a volunteer on Mt Diablo as a Backcountry Rover for the Mt Diablo Interpretive Association, I strongly support the proposed development. I believe that it is great compromise between the need to protect our Open Space and development needs. I have toured the Ranch and examined the plans and I am impressed by the benefits that this development will bring to Danville.

Unfortunately, I am unable to attend the upcoming planning meeting, but wanted to ensure my views were known.

Yours,

Nick Sharrock

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:38 PM
To: Tai Williams
Subject: FW: I Support Magee Preserve and Town action to complete a class A bike path

From: Don Medwedeff [mailto:donmedwedeff@gmail.com]
Sent: Tuesday, June 25, 2019 9:35 PM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I Support Magee Preserve and Town action to complete a class A bike path

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Mr. Gaile,

I am writing to express my support for the Magee Preserve project, in case I should be unable to attend the hearing on July 2nd.

I have live on Roan Drive for 19 years and a regular user of open space in the area for both hiking and bicycling. My review of the project and visit there sponsored by Save Mount Diablo led me to whole heartedly support it as most recently proposed.

To support the expansion and maintenance of legacy open space, my wife and I have supported Save Mount Diablo for over 15 years. The fact that this independent and dedicated organization supports the plan is additional confirmation that the project will have long term environmental as well as the obvious recreational value.

The project also offers an opportunity to improve highway safety and recreational options opening up a strip of right of way along Diablo Road. To take full advantage of this rare opportunity, I would like to see the Town of Danville commit to fully funding a class A bike trail along this path. This path, which has been in the Town's plan for decades, will better connect East and West Danville, and most importantly save lives by separating car and bike traffic in this beautiful but dangerous stretch of road.

Don Medwedeff
146 Roan Dr, Danville

--

Don

Donald A. Medwedeff

Chevron Fellow, emeritus

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:37 PM
To: Tai Williams
Subject: FW: I Support Magee Preserve"

From: Haiyan Jia [mailto:haiyanjia2000@gmail.com]
Sent: Wednesday, June 26, 2019 7:04 AM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I Support Magee Preserve"

CAUTION

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Dear Mr. Gailey,
My name is Haiyan Jia, I have been a resident in Danville for 15 years. I live at 1417 Fountain Springs Cir, Danville CA 94526. I am outdoor enthusiast, enjoying running, biking and hiking. I support the proposal to build more trails and make Mt Diablo more accessible safely. Thank you!

Regards!
-Haiyan

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:37 PM
To: Tai Williams
Subject: FW: I Support Magee Preserves!

-----Original Message-----

From: Andy [mailto:ybsui@yahoo.com]
Sent: Wednesday, June 26, 2019 9:09 AM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I Support Magee Preserves!

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Dear Kevin,

I believe Magee Preserve Proposal is a great project and I support it.

Regards,
Andy Sui

Sent from my iPhone

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:36 PM
To: Tai Williams
Subject: FW: Magee Preserve Proposal

From: DanaWellingtonHomes.com [mailto:dana@danawellington.com]
Sent: Wednesday, June 26, 2019 9:15 AM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: Magee Preserve Proposal

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hi,
Please include me on the list to approve the proposal at 7:30pm on 7/2/19.
Thank you

Warmest Regards,

As always, please be sure to share my contact information with anyone you know who may need real estate advice.

Let Real Estate be the GPS to Your Financial Growth!



Dana Wellington, Broker Associate/M.A.

GRI, ABR, MIRM, e-Green, CDPE, CHS (HAFSA), ePro, PMC, RSPS, GBI, Relocation Specialist, HUD certified, property manager, trainer, speaker, author, investments and 1031 Exchanges, Danville Area Chamber of Commerce Director, Membership Chair for Rotary Club of Alamo, Danville Exchange Club Membership Chair, Blackhawk Museum Fashion Show Chair, Alamo Rotarian of the Year 2015-2016, Wheelchair Foundation member; WCR member; former Contra Costa District III Commissioner for Women, Leadership Contra Costa Alumni Assoc. alumna, past President Contra Costa Women's Council of Realtors, past member of CCAR Diversity Committee, past CBA's Commercial Builder's Council Board Member

Wellington Team

Legacy REA

370 Diablo Road #103

Danville, CA 945265

E. dana@danawellington.com DanaWellingtonHomes.com

D. (925) 785-6445/text message

DRE #00665689 Gen'l Contractor Lic.#500424 NMLS Id 211087

Member of ERA

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:34 PM
To: Tai Williams
Subject: FW: I Support Magee Preserve

From: Housen, Graham (GHousen) [mailto:GHousen@chevron.com]
Sent: Wednesday, June 26, 2019 11:08 AM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I Support Magee Preserve

CAUTION

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Hi Kevin,

I would like to offer my support to the Magee Preserve project based on the related improvements for bike safety and access in the Diablo area of Danville. Please let me know if you need anything further to support the July 2 town meeting.

Graham Housen
Of 293 Remington Loop Danville, CA 94526
925 314-6074

Graham C. Housen
Chevron Upstream Strategy and Planning
6001 Bollinger Canyon Road, Rm B-2252, San Ramon, California USA 94583
Tel: 925 842-3937, Mob: 925 314-6074, ghousen@chevron.com

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Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:34 PM
To: Tai Williams
Subject: FW: I Support Magee Preserve

From: Lauren Pufpaf [mailto:lauren.pufpaf@gmail.com]
Sent: Wednesday, June 26, 2019 11:12 AM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I Support Magee Preserve

CAUTION

This email originated from outside of the organization. Do not click on links or open attachments unless you recognize the sender and know the content is safe.

Hello,
I just moved to Danville to raise my daughter a year ago.
One of the reasons we chose this area is open space and access to nature.
As a resident of Cameo Acres, I strongly support the initiative and ask you to consider limiting development.
Thank you, Lauren Pufpaf

Tai Williams

From: Kevin Gailey
Sent: Wednesday, June 26, 2019 1:33 PM
To: Tai Williams
Subject: FW: I Support Magee Preserve

From: Mike Anciaux [mailto:mike.anciaux@gmail.com]
Sent: Wednesday, June 26, 2019 12:39 PM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I Support Magee Preserve

CAUTION

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June 26, 2019

Kevin Gailey
Chief of Planning, Town of Danville

Dear Mr. Gailey,

I am writing to express my support for the Magee Preserve project proposed by Davidon Homes.

I am a coach for the San Ramon Valley Mountain Bike Club. Each year our club has 80 to 90 middle school and high school student members and about 20 coaches. From January to May, about 3 days each week, we ride on bike-legal trails in Mount Diablo State Park, East Bay Regional Parks and Walnut Creek Open Space. We are very successful at getting kids outside and enjoying nature.

As such, I want to express my support for the Magee Preserve project. This project has many great features but the ones that impact us the most are:

- 381 acres of new open space land
- a new EPRPD trail that will connect Sycamore Valley park to the Green Valley area
- a new paved bike trail along Diablo Rd that provide a way for bikers to safely pass the narrow and dangerous section of Diablo Rd.

The new regional park trail through Magee Preserve will increase the size of the trail system associated with Sycamore Valley park enough that it will become an enjoyable place to ride a mountain bike. The access to the Green Valley area will also make it much more accessible to the bulk of Danville's mountain bike riders.

The proposed paved bike path will provide a safer option for all riders when we are riding from our gathering point near Los Cerros Middle School to the Dan Cook trail near the gate on South Gate Rd in Mount Diablo State Park. Navigating this section of Diablo Rd is dangerous for anyone but particularly for a group of students.

So, overall, this project will be of great benefit to the young mountain bike riders in our community. However, as with any project there are a few things that could make it better. I have included these suggestions in an appendix for your review.

Thank you,

Mike Anciaux
Assistant Coach, San Ramon Valley Mountain Bike Club
160 Patricia Lane
Alamo, CA 94507
mike.anciaux@gmail.com



Appendix: Suggestions to Make Magee Preserve Better for Trail Users

We hope the parties who implement the proposed project will be able to include some or all of these suggestions

1. Keep the slopes on the trails and roads to 6% or less.
Many of the trails in our area are quite steep. There are not a lot of trails in our area that are suitable for beginners of any age. Trails in the 4% to 6% slope are climbable for most mountain bike riders and would open this area to a wider range of users. These less steep trails likely will require curves or switchbacks up and down hills. Navigating the curves dramatically slows riders thereby making the trails safer for all users.

2. Extend the proposed paved trail along Diablo Rd to McCauley Rd
I understand there are difficulties in building in this hilly area but I fear that bike riders will continue to use Diablo Rd if the trail option requires them to cross Diablo Rd twice.
3. Open up all the current roads/trails to the public
The current plan only shows EBRPD taking control of the main road from Sycamore Valley Park to the EBMUD water tank. There are other roads on the property that would make for better hiking and biking loops. We hope these other roads/trails will still be accessible for the public.
4. Make more narrow trails
Almost all trail users prefer narrow trails to ranch roads. They feel more like being in nature, are more peaceful, often are more shaded and are just more fun to travel on. We would like to see several narrow trails available to the public on the property.
5. Make the open space more like a public park than private open space
Currently the proposal is to have the HOA (or similar) own and manage the open space. We would hope that the HOA is set up to encourage public usage of the land unlike most HOAs that highly restrict public access.
6. Negotiate trail connections through connecting HOA open spaces
There are 3 places where Magee Preserve touches other private opens spaces. It would be great if one or all of these provided public access to Magee preserve. I believe that the park access will be of benefit to each of these communities. I recommend that access to the preserve be negotiated for each of the following
 - End of McCauley Rd
 - End of Merano St (off of McCauley Rd)
 - End of Campbell Pl (off of Glasgow Circle)

Tai Williams

From: Kevin Gailey
Sent: Thursday, June 27, 2019 8:41 AM
To: Tai Williams
Subject: FW: I support magee preserve

From: Steve pizzi [mailto:spizzihandyman@gmail.com]
Sent: Wednesday, June 26, 2019 9:15 PM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I support magee preserve

CAUTION

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As an avid mountain biker I look forward to taking advantage of all open space available to us.

Date: June 27, 2019

**To: Danville Town Council
Danville Town Manager**

**From: William and Lynn Dobert
25 Diablo Creek Pl.
Danville, CA 94506**

**RE: Magee Preserve
Agenda Item for July 2, 2019 Council meeting
Case File: LEG10-0004, SD9291, DEV10-0072, TR10-28**

Council members and Town Manager,

My name is Bill Dobert. My wife and I live at the address listed above on Diablo Creek Pl. We have lived there approximately 5 years. We have lived in Danville for 15 years.

Diablo Creek Pl. has 30 homes, and is located off Blackhawk Rd., close to the Diablo Scenic interchange.

I am not writing to object to the proposed Magee Preserve development, but instead to alert you to a likely traffic safety issue, and asking your help. It is an issue that will compound an already dangerous situation once the proposed traffic signal is installed at the Diablo Scenic intersection. The fix I am asking for is a simple one.

Diablo Creek Pl. intersects Blackhawk Rd., close to the Diablo Scenic intersection. When vehicles leave Diablo Creek Pl., and turn left onto Blackhawk Rd. they face a blind spot to the left. In other words vehicles traveling up Blackhawk Rd. from the Diablo Scenic intersection, as they are picking up speed, only have a split second to slow down once they see a vehicle turning left in front of them coming from Diablo Creek Pl. The blind spot is created by a fairly sudden turn in the road on Blackhawk Rd.

Fortunately, there is currently a stop sign at the Diablo Scenic intersection. This requires drivers heading up Blackhawk Rd. to first stop at the sign before continuing towards the turn at Diablo Creek Pl.

I am asking your help with the following;

Once the project is approved, a traffic signal will be installed at the Diablo Scenic intersection. There are peak traffic hours during the morning and afternoon school commute hours. I am not referring to that time. Other than the increased amount of cars, I do not think the Diablo Creek safety issue will be impacted. I am greatly concerned, however about the non-peak hours, when traffic is sparse, and here is why.

I've stated that currently drivers must stop at the sign at Diablo Scenic before they continue up Blackhawk Rd. This is a good thing! This needs to continue when a traffic light is installed. In other words, during non-commute hours the stop light's default setting MUST be set so that drivers heading up Blackhawk Rd. must first stop at Diablo Scenic before continuing up Blackhawk Rd. The light's default setting needs to be set at red, or at least blinking red. If the light's default setting is set at green then drivers will not slow down, but quickly increase their speed, and by the time they get to the sudden turn and Diablo Creek Pl. they will be travelling at or in excess of the speed limit. Currently, there are already too many "close calls", as well as high school age drivers who love to "rev it up".

My wife and I have three children who all live locally, some in Danville. This includes five grandchildren. They visit frequently. Put yourself in our shoes!

Before you merely write this off as an exaggeration, please drive up to Diablo Creek, leave the street and make a left onto Blackhawk Rd. Picture a vehicle quickly approaching out of the blind spot travelling at full speed. How did it feel? Now add your kids and grandchildren to that picture.

I cannot be at the July 2, 2019 meeting, we both will be out of town. I ask that this be introduced as testimony, and that when you have some time, someone who I addressed and delivered this letter to respond to me. Do you agree with my analysis, and, what can be done? You have my address. Thanks for your time. Danville IS a great town!

Sincerely,

Bill Doherty

Joan Snashall

From: Kevin Gailey
Sent: Thursday, June 27, 2019 1:28 PM
To: Tai Williams; Joan Snashall
Subject: FW: I support Maggee Preserve

From: Michelle Sinnott [mailto:michesinnott@gmail.com]
Sent: Thursday, June 27, 2019 9:11 AM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I support Maggee Preserve

*****CAUTION*****

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Dear Mr. Gailey,

I am writing to show my support for the Maggee Preserve Project which proposes to permanently preserve 381 acres of the foothills of Mount Diablo. I am an avid cyclist and everyday user of Mt. Diablo State Park and the Open Space surrounding this local treasure. Whatever measures you can take to ensure more protection for this area PLEASE do! The protections of public space you ensure now will be appreciated for generations to come.

Thank you so much for your time-

Michelle Sinnott Petersen
michesinnott@gmail.com
925-788-3042

Joan Snashall

From: Kevin Gailey
Sent: Thursday, June 27, 2019 1:28 PM
To: Tai Williams; Joan Snashall
Subject: FW: I Support Magee Preserve

From: Larry Feigenbaum [mailto:runinmn@gmail.com]
Sent: Thursday, June 27, 2019 9:22 AM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: I Support Magee Preserve

*****CAUTION*****

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I think the project will be great for the East Bay. As a bicyclist, I particularly would like to see a new paved bike path to make it safer for bicyclists, runners, and walkers!

--

Larry Feigenbaum

"We do not quit playing because we grow old; we grow old because we quit playing." ~ Oliver Wendell Holmes
"We must dare, and dare again, and go on daring" - Georges Jacques Danton

Joan Snashall

From: Kevin Gailey
Sent: Thursday, June 27, 2019 1:27 PM
To: Tai Williams; Joan Snashall
Subject: FW: Borel Property Residential Density

From: Joseph Warren [mailto:jwarren@valbridge.com]
Sent: Thursday, June 27, 2019 10:27 AM
To: Kevin Gailey <KGailey@danville.ca.gov>
Subject: Borel Property Residential Density

CAUTION

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Hi Kevin,

I'm working on an appraisal at the Borel property and according to the general plan the northern 7-Acres of the property are zoned medium/high density (20-30 units an acre) residential use. I was wondering if this density is still on par with what the city will allow/wants for this site?

Thanks,



Joseph Warren

Real Estate Analyst
Valbridge Property Advisors | [Northern California](#)

3160 Crow Canyon Place, Suite 245
San Ramon, CA 94583-1338

Office 925.327.1660 x 7213 | Direct 925-475-8513
Fax: 408.279.3428

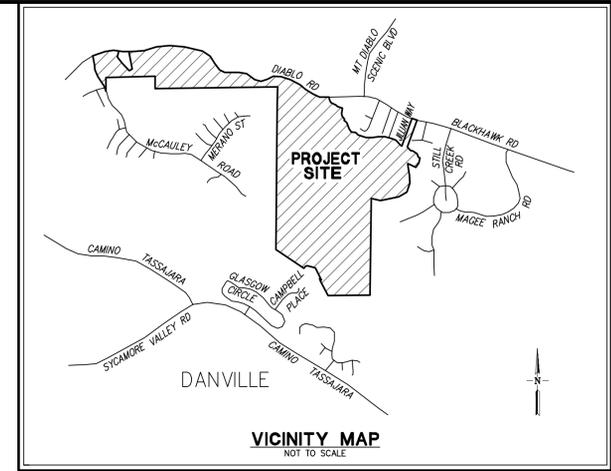


National Coverage. Local Knowledge. Valuation Independence.

BENCHMARK

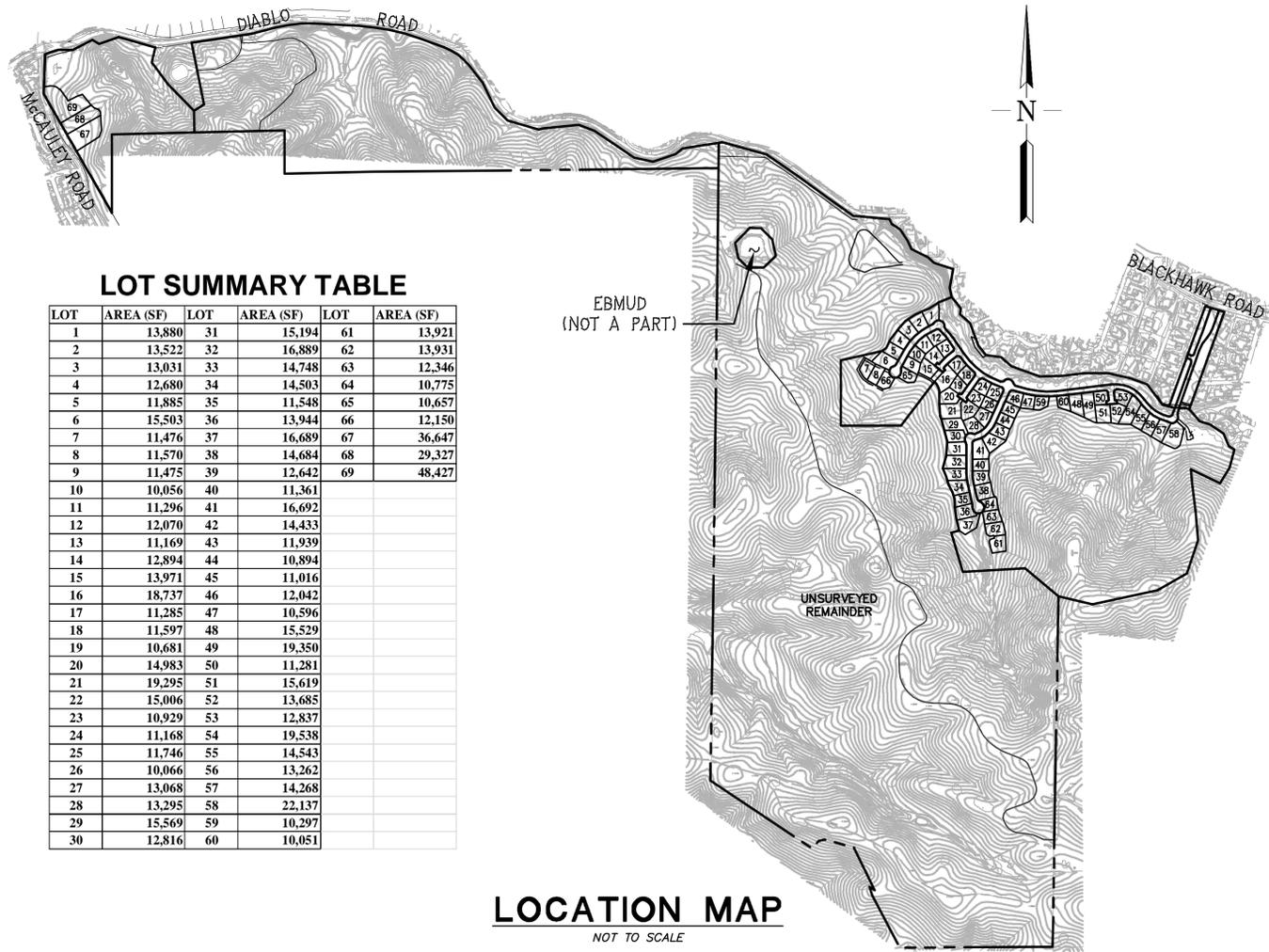
CONTRA COSTA COUNTY BENCHMARK # 1560
 STANDARD CONTRA COSTA COUNTY BENCHMARK PLATE SET IN TOP OF CONCRETE
 HEADWALL OF DOUBLE BOX CULVERT, EAST SIDE OF GREEN VALLEY ROAD AT THE
 INTERSECTION OF DIABLO ROAD AND GREEN VALLEY ROAD.
 ELEVATION = 429.118 1964 ADJ.

VESTING TENTATIVE MAP SUBDIVISION 9291 - MAGEE PRESERVE TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA



LEGEND

PROPOSED	DESCRIPTION	EXISTING
---	TRACT BOUNDARY	---
---	LOT LINE	---
---	RIGHT OF WAY	---
---	CENTER LINE	---
---	RETAINING WALL	---
---	EASEMENT LINE	---
12"SD	STORM DRAIN	EX 12"SD
8"SS	SANITARY SEWER	EX 8"SS
8"W	WATER	EX 8"W
---	CURB & GUTTER	EX FC
---	SIDEWALK	---
---	CONCRETE DITCH	---
---	SCENIC HILLSIDE LINE	---
---	RIDGE LINE	---
---	BUILDABLE AREA	---
■	STORM WATER INLET	□
■	FIELD INLET	□
●	MANHOLE	○
⊕	FIRE HYDRANT	⊕
⊖	BLOW OFF	⊖
⊕	WATER VALVE	⊕
⊕	WATER LATERAL WITH METER	⊕
⊕	STREET LIGHT	⊕
---	FENCE	---
---	SLOPE	---
---	HANDICAP RAMP	---
+	SAVE TREE	20" OAK (S)
×	REMOVE TREE	10" OLIVE (R)
130	CONTOUR ELEVATIONS	130
x 525.2	SPOT ELEVATION	x 525.2



LOT SUMMARY TABLE

LOT	AREA (SF)	LOT	AREA (SF)	LOT	AREA (SF)
1	13,880	31	15,194	61	13,921
2	13,522	32	16,889	62	13,931
3	13,031	33	14,748	63	12,346
4	12,680	34	14,503	64	10,775
5	11,885	35	11,548	65	10,657
6	15,503	36	13,944	66	12,150
7	11,476	37	16,689	67	36,647
8	11,570	38	14,684	68	29,327
9	11,475	39	12,642	69	48,427
10	10,056	40	11,361		
11	11,296	41	16,692		
12	12,070	42	14,433		
13	11,169	43	11,939		
14	12,894	44	10,894		
15	13,971	45	11,016		
16	18,737	46	12,042		
17	11,285	47	10,596		
18	11,597	48	15,529		
19	10,681	49	19,350		
20	14,983	50	11,281		
21	19,295	51	15,619		
22	15,006	52	13,685		
23	10,929	53	12,837		
24	11,168	54	19,538		
25	11,746	55	14,543		
26	10,066	56	13,262		
27	13,068	57	14,268		
28	13,295	58	22,137		
29	15,569	59	10,297		
30	12,816	60	10,051		

LOCATION MAP

NOT TO SCALE

GENERAL NOTES:

- OWNER: TEARDROP PARTNERS, L.P. AND MAGEE INVESTMENT COMPANY
3189 DANVILLE BOULEVARD #240
ALAMO, CA 94507-1956
CONTACT: STEVE ABBES (925) 945-8000
- DEVELOPER: DAVIDON HOMES
1600 S. MAIN STREET, SUITE 150
WALNUT CREEK, CA 94596
CONTACT: STEVE ABBES (925) 945-8000
- CIVIL ENGINEER: RUGGERI-JENSEN-AZAR
4690 CHABOT DRIVE, SUITE 200
PLEASANTON, CA 94588
CONTACT: KIRK MYERS (925) 227-9100
- SOILS ENGINEER: ENGEQ, INCORPORATED
2010 CROW CANYON PLACE, SUITE 250
SAN RAMON, CA 94583
CONTACT: PHILIP STUCCHELI (925) 866-9000
- ASSESSOR'S PARCEL NUMBERS: 202-050-071-2, 202-050-073-8, 202-050-074-6, 202-050-078-7, 202-050-079-5, 202-050-080-3, 202-100-017-5, 202-100-019-1, 202-100-038-1, 202-100-040-7, 215-040-002-2
- CURRENT USE: AGRICULTURE
- CURRENT ZONING: A-2 AGRICULTURAL, A-4 AGRICULTURAL, P-1 PLANNED UNIT DISTRICT
- PROPOSED USE: RESIDENTIAL
- PROPERTY DESCRIPTION: A PORTION OF THE SOUTHWEST 1/4 OF SECTION 23, TOWNSHIP 1 SOUTH, RANGE 1 WEST, MOUNT DIABLO BASE AND MERIDIAN, AND NEW LOT 3 AS SHOWN ON LOT LINE ADJUSTMENT LLA 2005-02 RECORDED OCTOBER 20, 2005 AS INSTURMENT NO. 2005-406420 O.R., AND THE PARCEL DESCRIBED IN PARCEL MERGER 00-01, RECORDED MAY 15 2000 AS SERIES NO. 2000-0098839 O.R., AND LOT 2 AS SHOWN ON THE LOT LINE ADJUSTMENT LLA 91-6, RECORDED OCTOBER 15, 1991, AS SERIES NO. 91-216873 O.R.,
- GROSS AREA: 410.1± ACRES
- TOTAL NO. OF PROPOSED RESIDENTIAL LOTS: 69
- UTILITIES:
 - WATER: EAST BAY MUNICIPAL UTILITY DISTRICT
 - GAS & ELECTRIC: PACIFIC GAS & ELECTRIC
 - SANITARY SEWER: CENTRAL CONTRA COSTA SANITARY DISTRICT
 - STORM DRAIN: CITY OF SAN RAMON, CONTRA COSTA COUNTY FLOOD CONTROL AND WATER CONSERVATION DISTRICT
 - FIRE: SAN RAMON VALLEY FIRE PROTECTION DISTRICT
 - TELEPHONE: AT&T
 - CABLE TV: COMCAST
- BOUNDARY AS SHOWN IS COMPILED FROM RECORD INFORMATION.
- ALL EROSION CONTROL MEASURES SHALL BE IN CONFORMANCE WITH THE CRITERIA AND STANDARDS OF THE TOWN OF DANVILLE.
- AERIAL TOPOGRAPHY WAS FLOWN IN APRIL 2010.
- THE PROPERTY LIES WITHIN ZONE X (AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN PER FLOOD INSURANCE RATE MAP COMMUNITY-PANEL NUMBER 06013C 0455F, DATED JUNE 16, 2009).
- MULTIPLE FINAL MAPS TO BE FILED AT THE DISCRETION OF THE OWNER/DEVELOPER.

ABBREVIATIONS

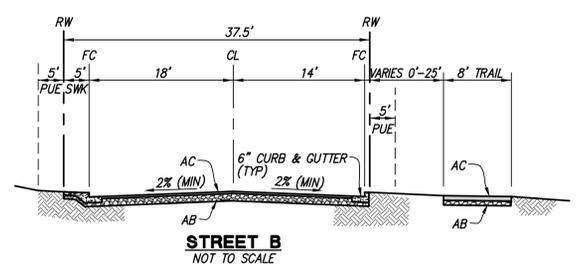
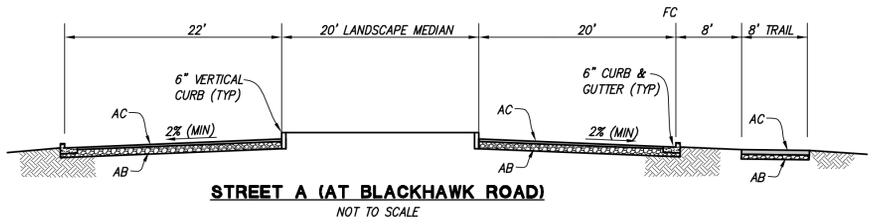
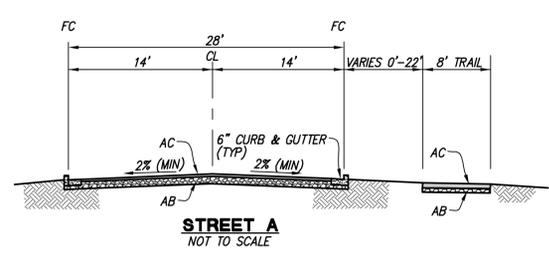
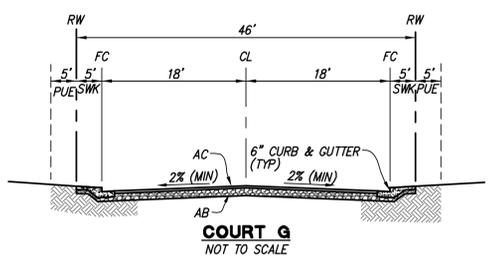
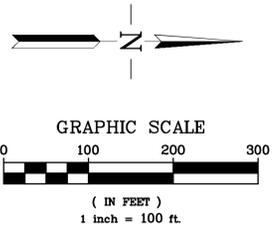
AB	AGGREGATE BASE	LP	LOW POINT
AC	ASPHALT CONCRETE	MH	MANHOLE
AD	AREA DRAIN	PAE	PRIVATE ACCESS EASEMENT
BC	BEGINNING OF CURVE	PCC	POINT OF COMPOUND CURVE
BO	BLOW OFF	PL	PROPERTY LINE
BW	BOTTOM OF WALL	PRC	POINT OF REVERSE CURVE
CCCSD	CENTRAL CONTRA COSTA SANITARY DISTRICT	PSDE	PRIVATE STORM DRAIN EASEMENT
CL	CENTER LINE	PUE	PUBLIC UTILITY EASEMENT
CMP	CORRUGATED METAL PIPE	PVC	POLYVINYL CHLORIDE PIPE
CP	CENTER POINT	RCP	REINFORCED CONCRETE PIPE
CS	CURB STATION	RET	CURB RETURN
DWY	DRIVEWAY	RW	RIGHT OF WAY
DIP	DUCTILE IRON PIPE	SDE	STORM DRAIN EASEMENT
EC	END OF CURVE	SNS	STREET NAME SIGN
EVAE	EMERGENCY VEHICLE ACCESS EASEMENT	SO	SIDE OPENING INVERT
EX	EXISTING	SSCO	SANITARY SEWER CLEAN OUT
FC	FACE OF CURB	STA	STATION
FG	FINISHED GRADE	SMI	STORM WATER INLET
FI	FIELD INLET	SWK	SIDEWALK
FL	FLOW LINE	TC	TOP OF CURB
GB	GRADE BREAK	TW	TOP OF WALL
GHAD	GEOLOGIC HAZARD ABATEMENT DISTRICT	WM	WATER METER
GR	GRATE		
HP	HIGH POINT		
INV	INVERT ELEVATION		

SHEET INDEX

SHEET NO.	DESCRIPTION
1	TITLE SHEET
2	SITE PLAN
3	SITE PLAN
4	SITE PLAN
5	GRADING PLAN
6	GRADING PLAN
7	GRADING PLAN
8	UTILITY PLAN
9	UTILITY PLAN
10	UTILITY PLAN
11	STORM WATER TREATMENT
12	STORM WATER TREATMENT
13	STORM WATER TREATMENT

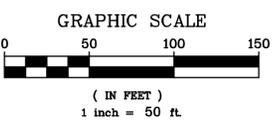
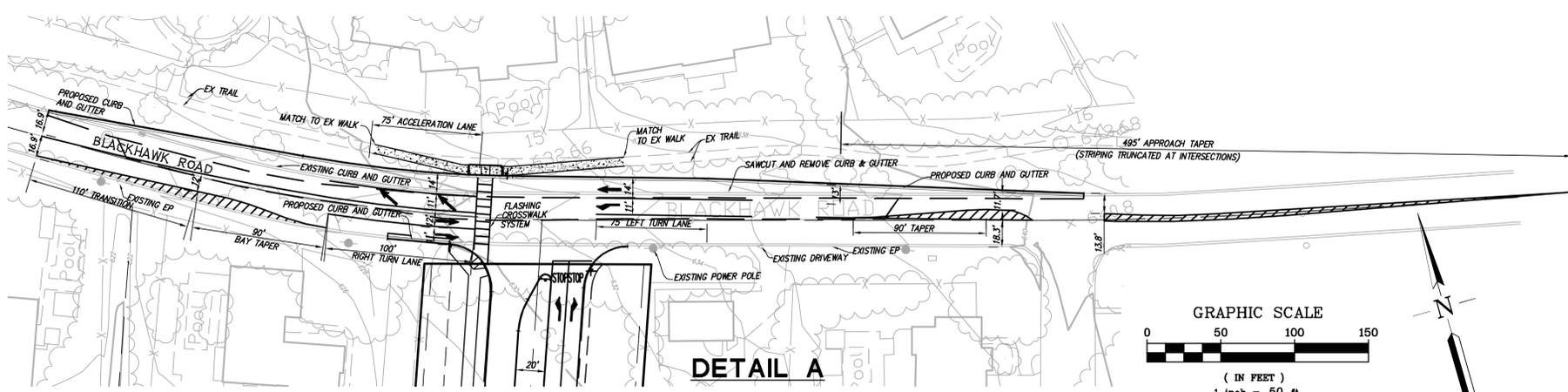


MATCH LINE - SEE SHEET 3



LOT SUMMARY TABLE

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8	11,570	38	14,684	68	29,327
9	11,475	39	12,642	69	48,427
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11	11,296	41	16,692		
12	12,070	42	14,433		
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SITE PLAN

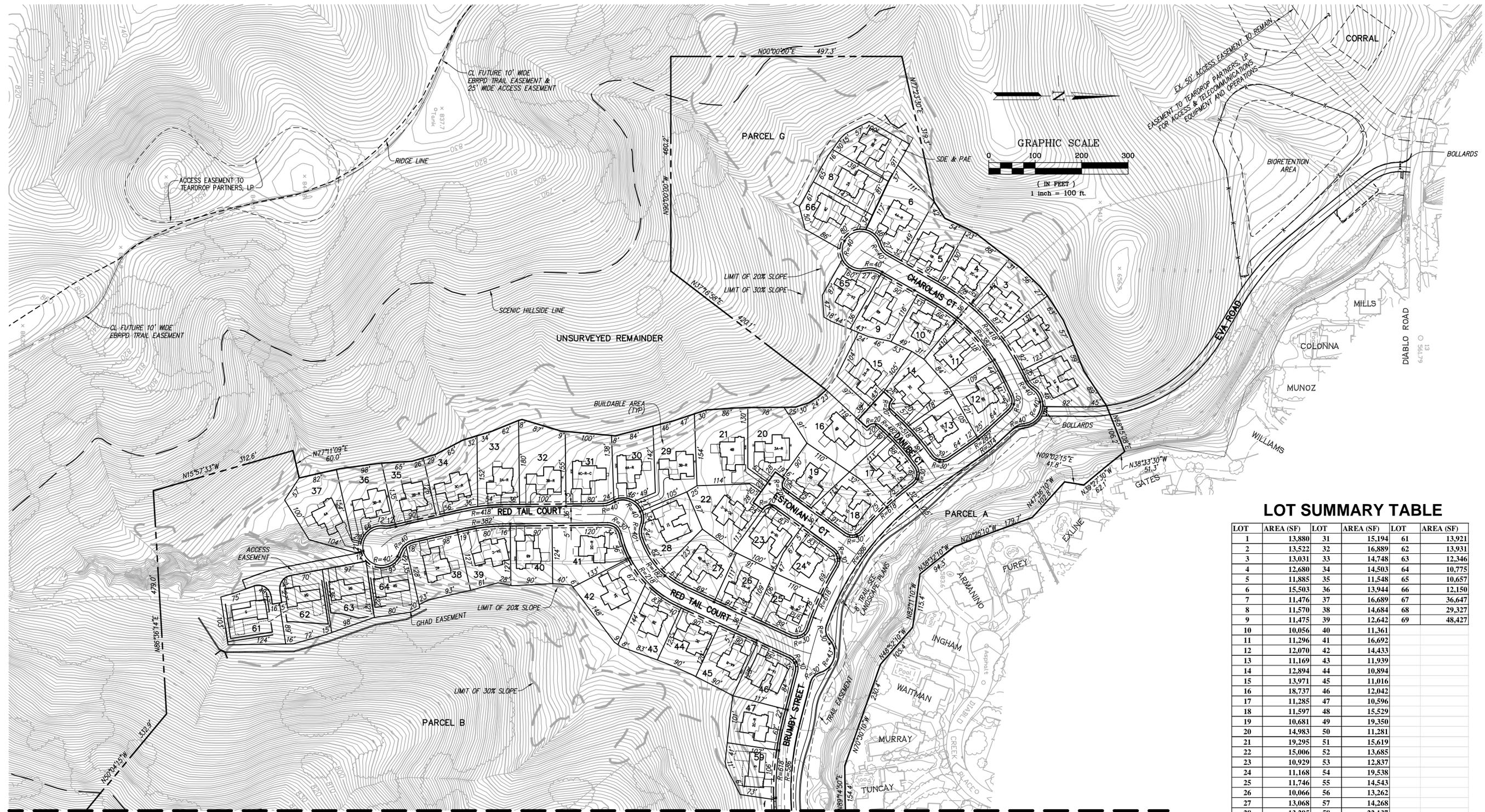
SUBDIVISION 9291 - MAGEE PRESERVE

TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA

NOTE:
HOUSE FOOTPRINTS WITH OPTIONS ARE SHOWN FOR PLANNING PURPOSES. FINAL FOOTPRINT CONFIGURATION WILL BE DETERMINED WITH CONSTRUCTION DOCUMENTS.

RJA
RUGGERI-JENSEN-AZAR
ENGINEERS • PLANNERS • SURVEYORS
4690 CHABOT DRIVE, SUITE 200 PLEASANTON, CA 94588
PHONE: (925) 227-9100 FAX: (925) 227-9300

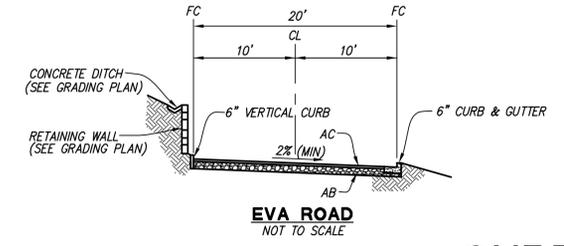
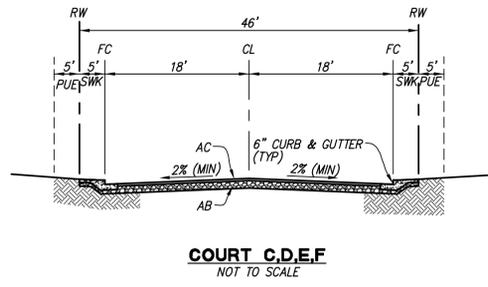
C:\JOB2009\091015\TEXT MAP1 2017 10M 091015-TM02-S.DWG 1/22/2019 3:25:26 PM KIM WILSON



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18	11,597	48	15,529		
19	10,681	49	19,350		
20	14,983	50	11,281		
21	19,295	51	15,619		
22	15,006	52	13,685		
23	10,929	53	12,837		
24	11,168	54	19,538		
25	11,746	55	14,543		
26	10,066	56	13,262		
27	13,068	57	14,268		
28	13,295	58	22,137		
29	15,569	59	10,297		
30	12,816	60	10,051		

MATCH LINE - SEE SHEET 2

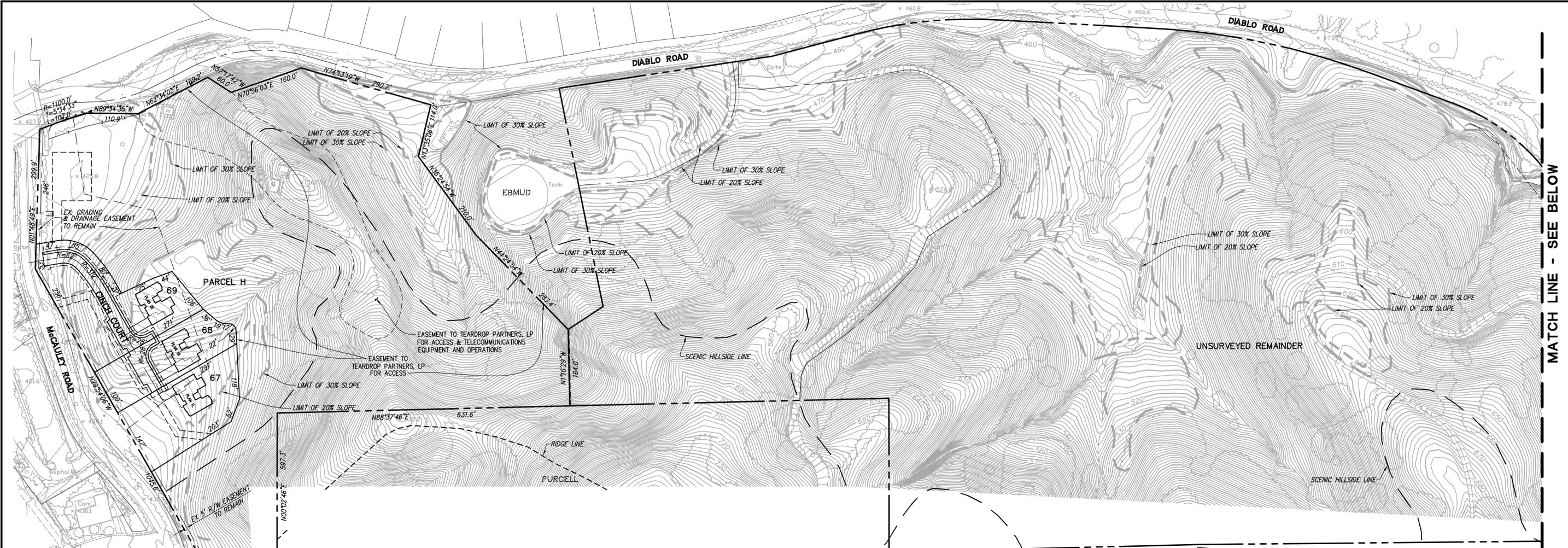


SITE PLAN
SUBDIVISION 9291 - MAGEE PRESERVE
TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA

NOTE:
HOUSE FOOTPRINTS WITH OPTIONS ARE SHOWN FOR PLANNING PURPOSES. FINAL FOOTPRINT CONFIGURATION WILL BE DETERMINED WITH CONSTRUCTION DOCUMENTS.

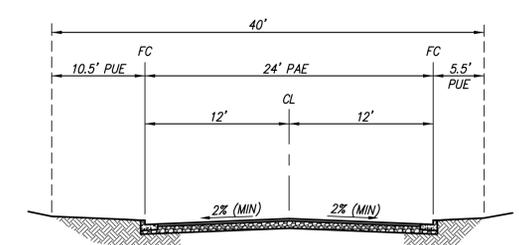
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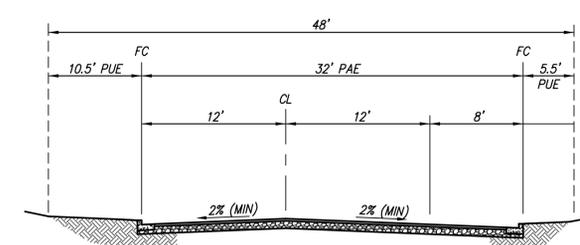


MATCH LINE - SEE BELOW

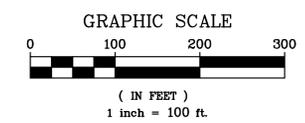
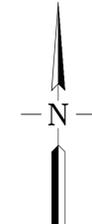
MATCH LINE - SEE ABOVE



COURT H
NOT TO SCALE



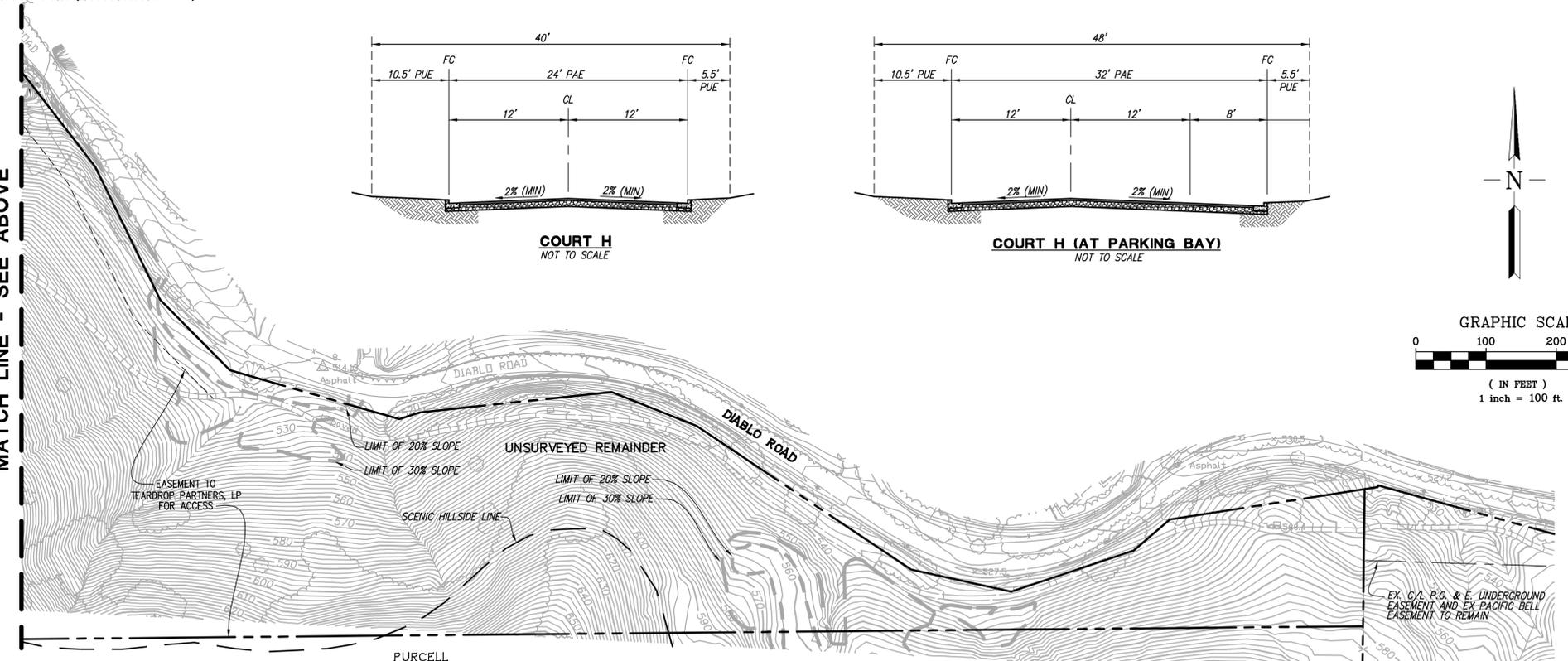
COURT H (AT PARKING BAY)
NOT TO SCALE



LOT SUMMARY TABLE

LOT	AREA (SF)	LOT	AREA (SF)	LOT	AREA (SF)
1	13,880	31	15,194	61	13,921
2	13,522	32	16,889	62	13,931
3	13,031	33	14,748	63	12,346
4	12,680	34	14,503	64	10,775
5	11,885	35	11,548	65	10,657
6	15,503	36	13,944	66	12,150
7	11,476	37	16,689	67	36,647
8	11,570	38	14,684	68	29,327
9	11,475	39	12,642	69	48,427
10	10,056	40	11,361		
11	11,296	41	16,692		
12	12,070	42	14,433		
13	11,169	43	11,939		
14	12,894	44	10,894		
15	13,971	45	11,016		
16	18,737	46	12,042		
17	11,285	47	10,596		
18	11,597	48	15,529		
19	10,681	49	19,350		
20	14,983	50	11,281		
21	19,295	51	15,619		
22	15,006	52	13,685		
23	10,929	53	12,837		
24	11,168	54	19,538		
25	11,746	55	14,543		
26	10,066	56	13,262		
27	13,068	57	14,268		
28	13,295	58	22,137		
29	15,569	59	10,297		
30	12,816	60	10,051		

NOTE:
HOUSE FOOTPRINTS WITH OPTIONS ARE SHOWN FOR PLANNING PURPOSES. FINAL FOOTPRINT CONFIGURATION WILL BE DETERMINED WITH CONSTRUCTION DOCUMENTS.



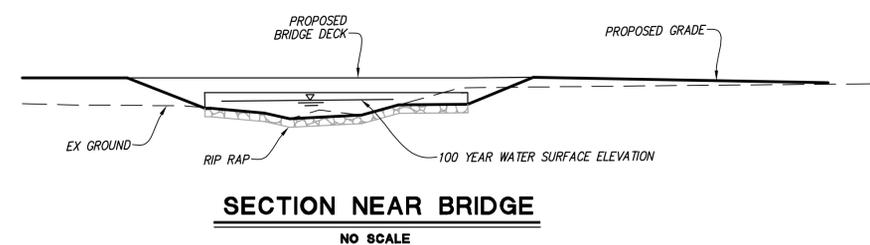
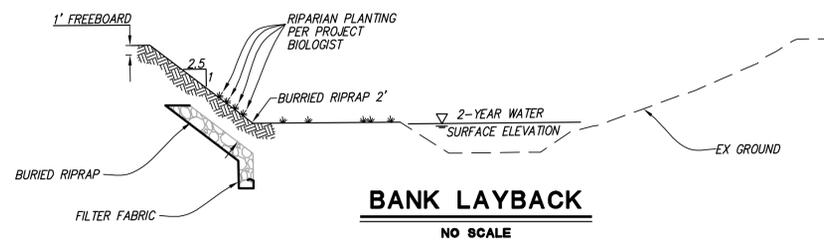
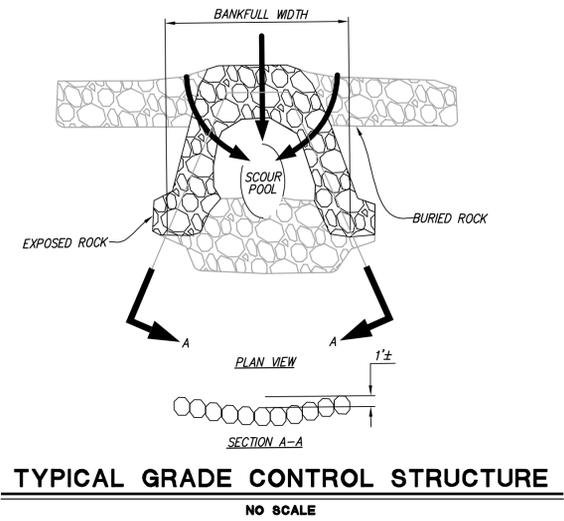
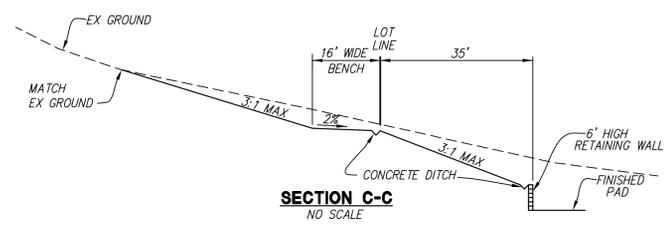
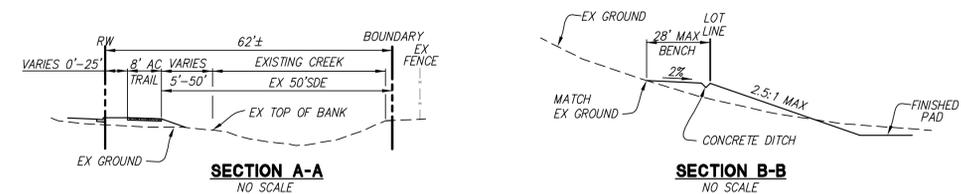
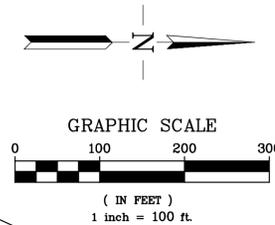
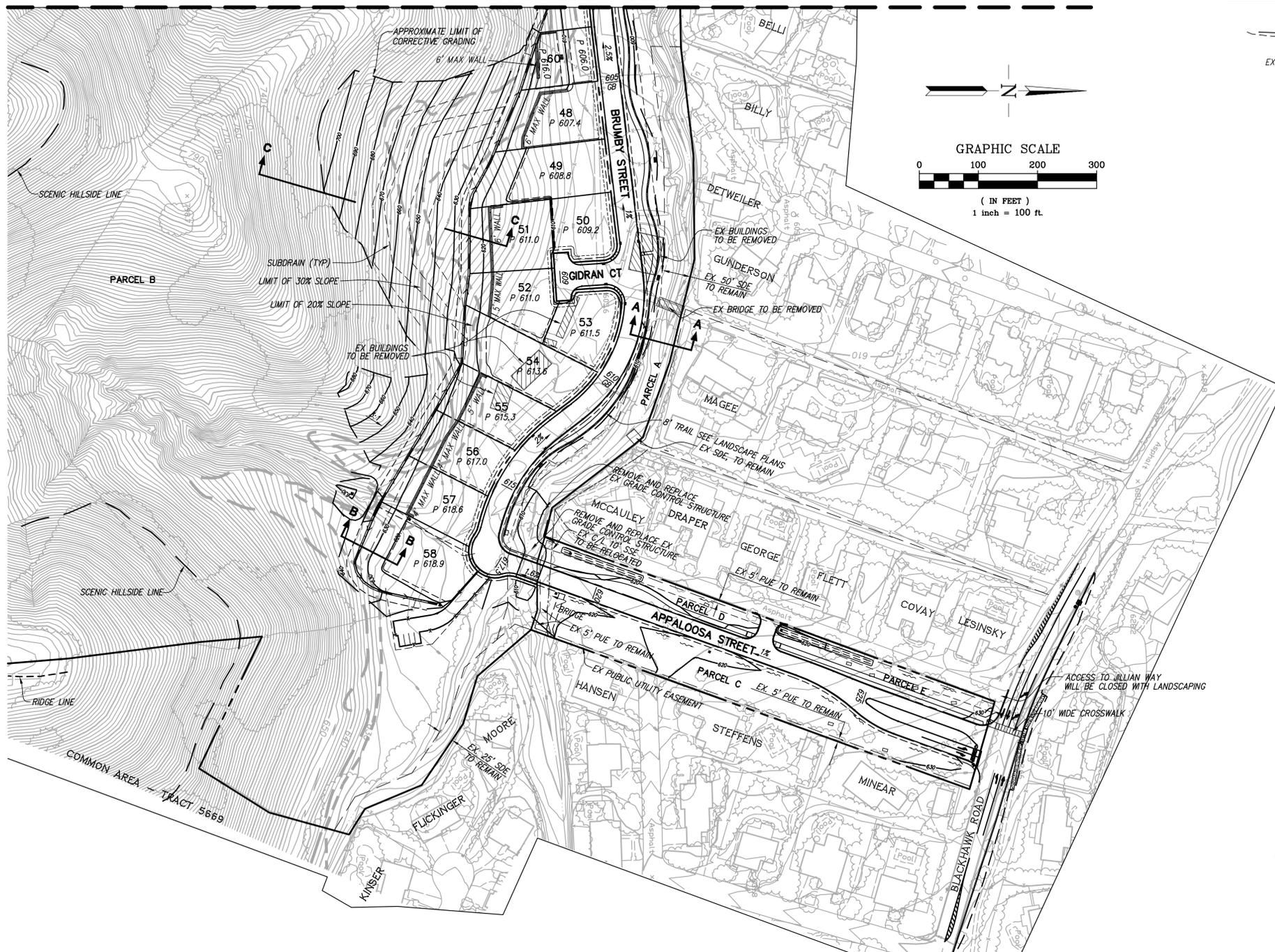
SITE PLAN
SUBDIVISION 9291 - MAGEE PRESERVE

TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA


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C:\JOB2009\091015\TEXT MAP\12017 17M UPD\SITE\1-091015-TM04-SUB-1722-2019 3:28:36 PM KIKI WERS

MATCH LINE - SEE SHEET 6



- LEGEND:**
- BANK LAYBACK
 - GRADE CONTROL STRUCTURE

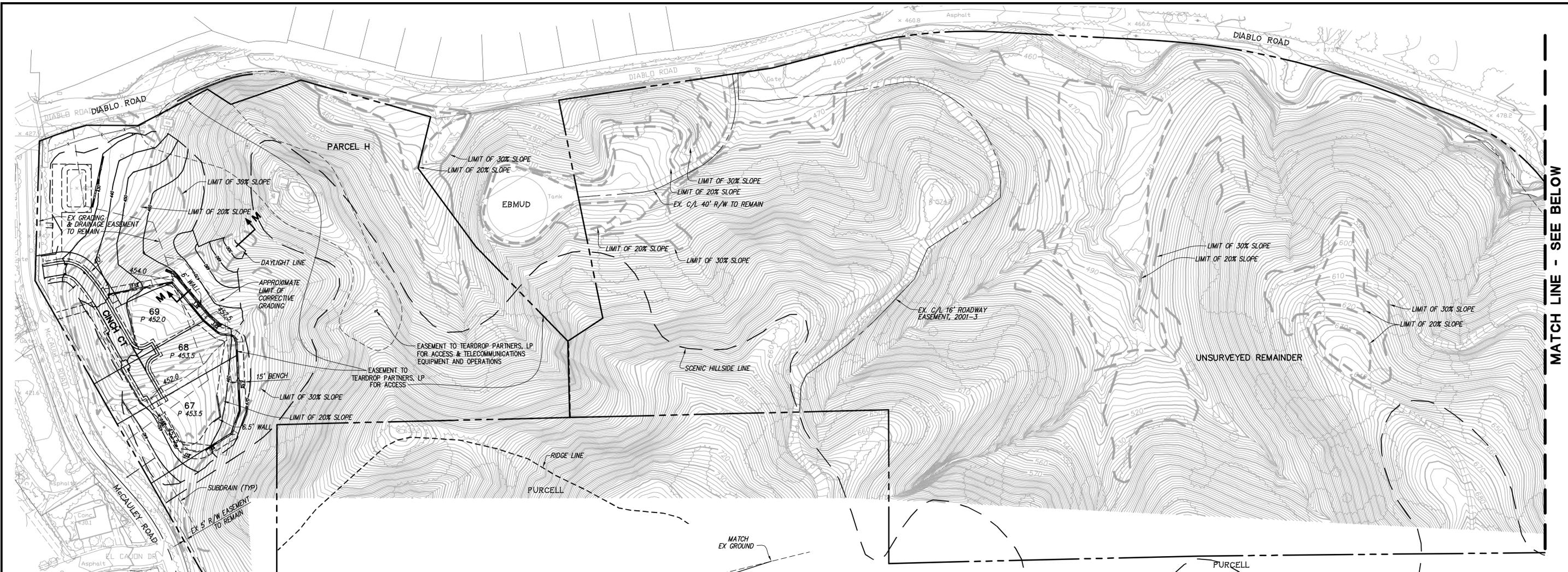
GRADING PLAN

SUBDIVISION 9291 - MAGEE PRESERVE

TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA

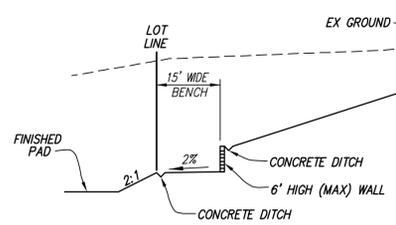
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C:\082009\091015\TENT MAP\12017_VTM_UPDATED\14-091015-TMS-CADD\11/26/2017 9:23:22 AM KIKI WEVERS

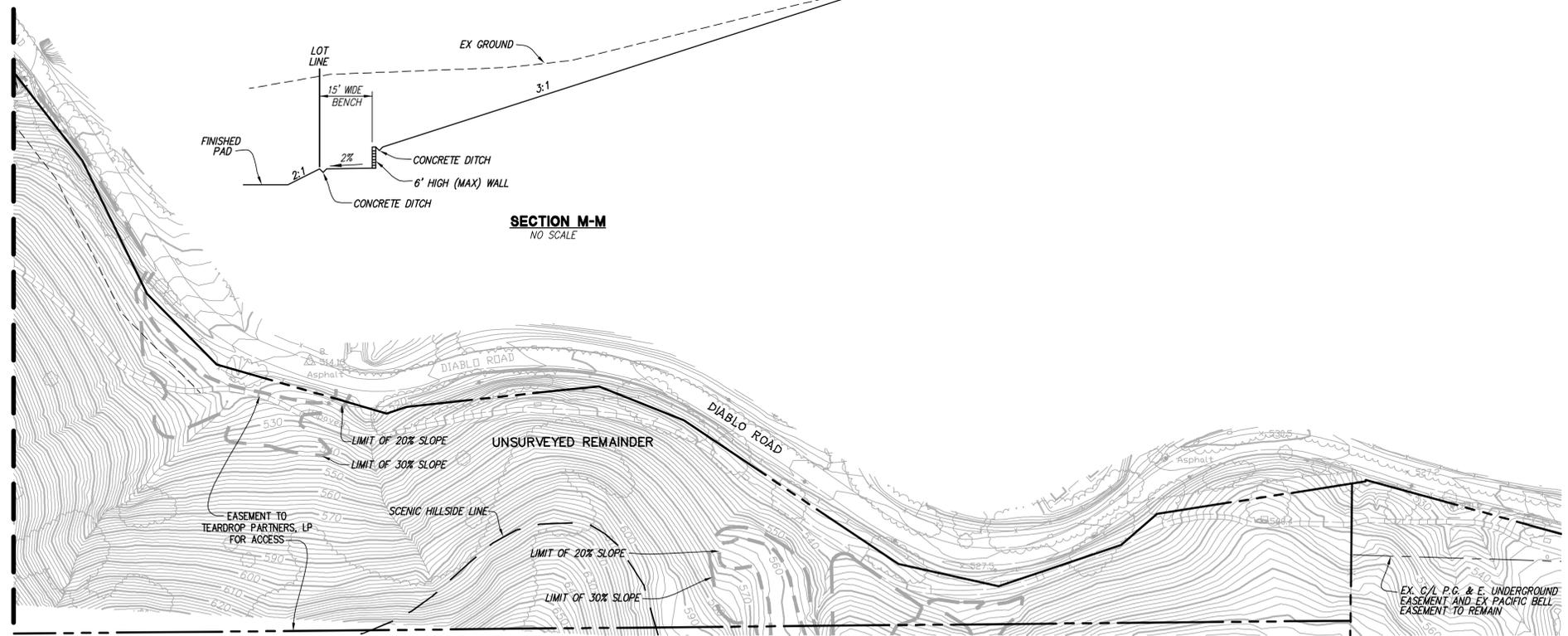
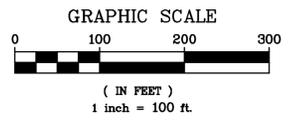
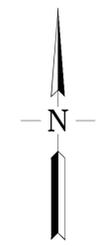


MATCH LINE - SEE BELOW

MATCH LINE - SEE ABOVE



SECTION M-M
NO SCALE



GRADING PLAN

SUBDIVISION 9291 - MAGEE PRESERVE

TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA

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C:\082009\091015\TENT MAP\2017_VTM_MAGEE\TENT-091015-TMD-CADD-11-16-2017_9:27:32 AM_KIKK_WIERS

MATCH LINE - SEE SHEET 9



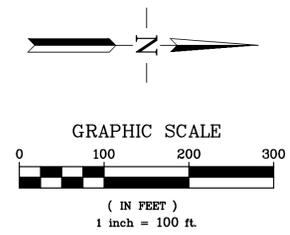
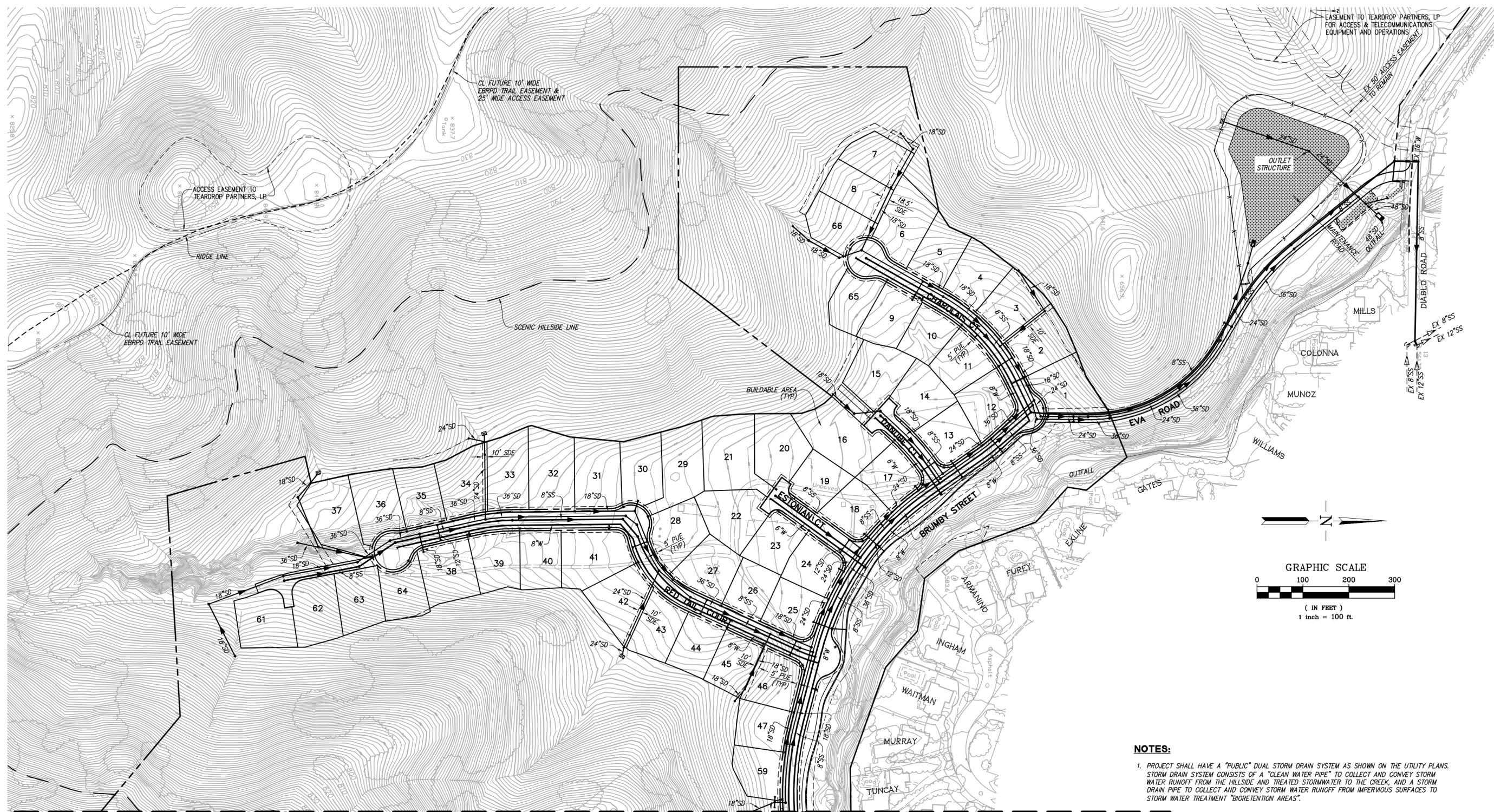
NOTES:

1. PROJECT SHALL HAVE A "PUBLIC" DUAL STORM DRAIN SYSTEM AS SHOWN ON THE UTILITY PLANS. STORM DRAIN SYSTEM CONSISTS OF A "CLEAN WATER PIPE" TO COLLECT AND CONVEY STORM WATER RUNOFF FROM THE HILLSIDE AND TREATED STORMWATER TO THE CREEK, AND A STORM DRAIN PIPE TO COLLECT AND CONVEY STORM WATER RUNOFF FROM IMPERVIOUS SURFACES TO STORM WATER TREATMENT "BIORETENTION AREAS".

UTILITY PLAN
SUBDIVISION 9291 - MAGEE PRESERVE

TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA

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NOTES:

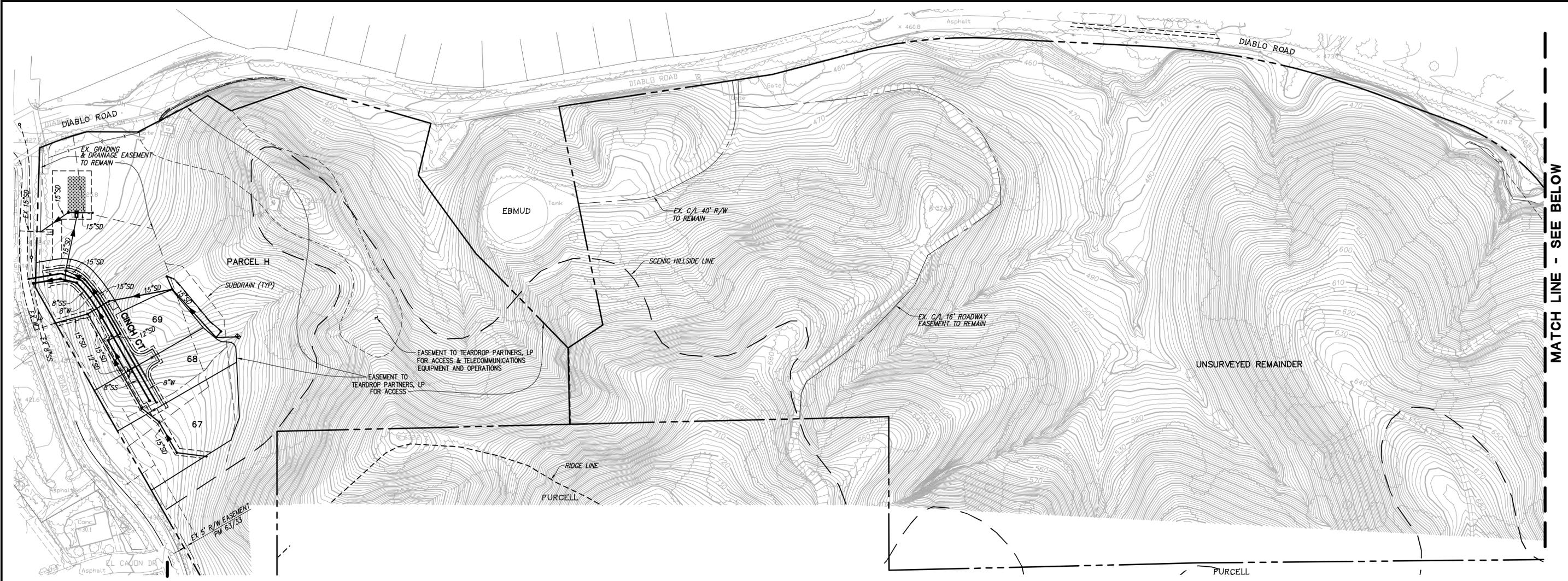
1. PROJECT SHALL HAVE A "PUBLIC" DUAL STORM DRAIN SYSTEM AS SHOWN ON THE UTILITY PLANS. STORM DRAIN SYSTEM CONSISTS OF A "CLEAN WATER PIPE" TO COLLECT AND CONVEY STORM WATER RUNOFF FROM THE HILLSIDE AND TREATED STORMWATER TO THE CREEK, AND A STORM DRAIN PIPE TO COLLECT AND CONVEY STORM WATER RUNOFF FROM IMPERVIOUS SURFACES TO STORM WATER TREATMENT "BIORETENTION AREAS".

MATCH LINE - SEE SHEET 8

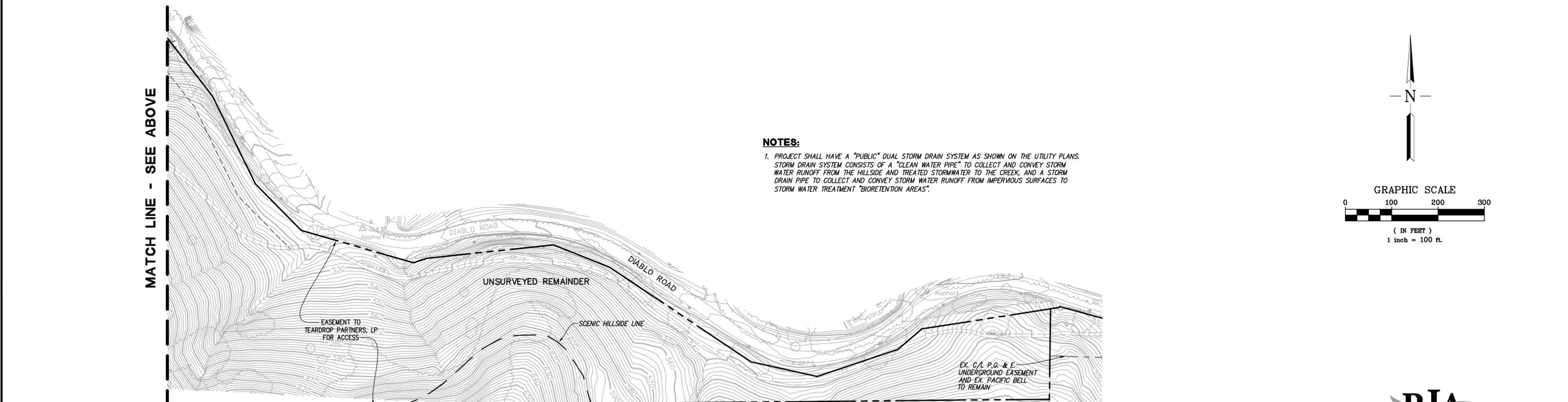
UTILITY PLAN
SUBDIVISION 9291 - MAGEE PRESERVE
 TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA


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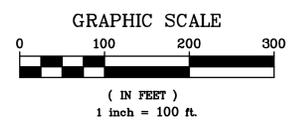
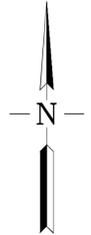
MATCH LINE - SEE BELOW



MATCH LINE - SEE ABOVE

NOTES:

1. PROJECT SHALL HAVE A "PUBLIC" DUAL STORM DRAIN SYSTEM AS SHOWN ON THE UTILITY PLANS. STORM DRAIN SYSTEM CONSISTS OF A "CLEAN WATER PIPE" TO COLLECT AND CONVEY STORM WATER RUNOFF FROM THE HILLSIDE AND TREATED STORMWATER TO THE CREEK, AND A STORM DRAIN PIPE TO COLLECT AND CONVEY STORM WATER RUNOFF FROM IMPERVIOUS SURFACES TO STORM WATER TREATMENT "BIORETENTION AREAS".



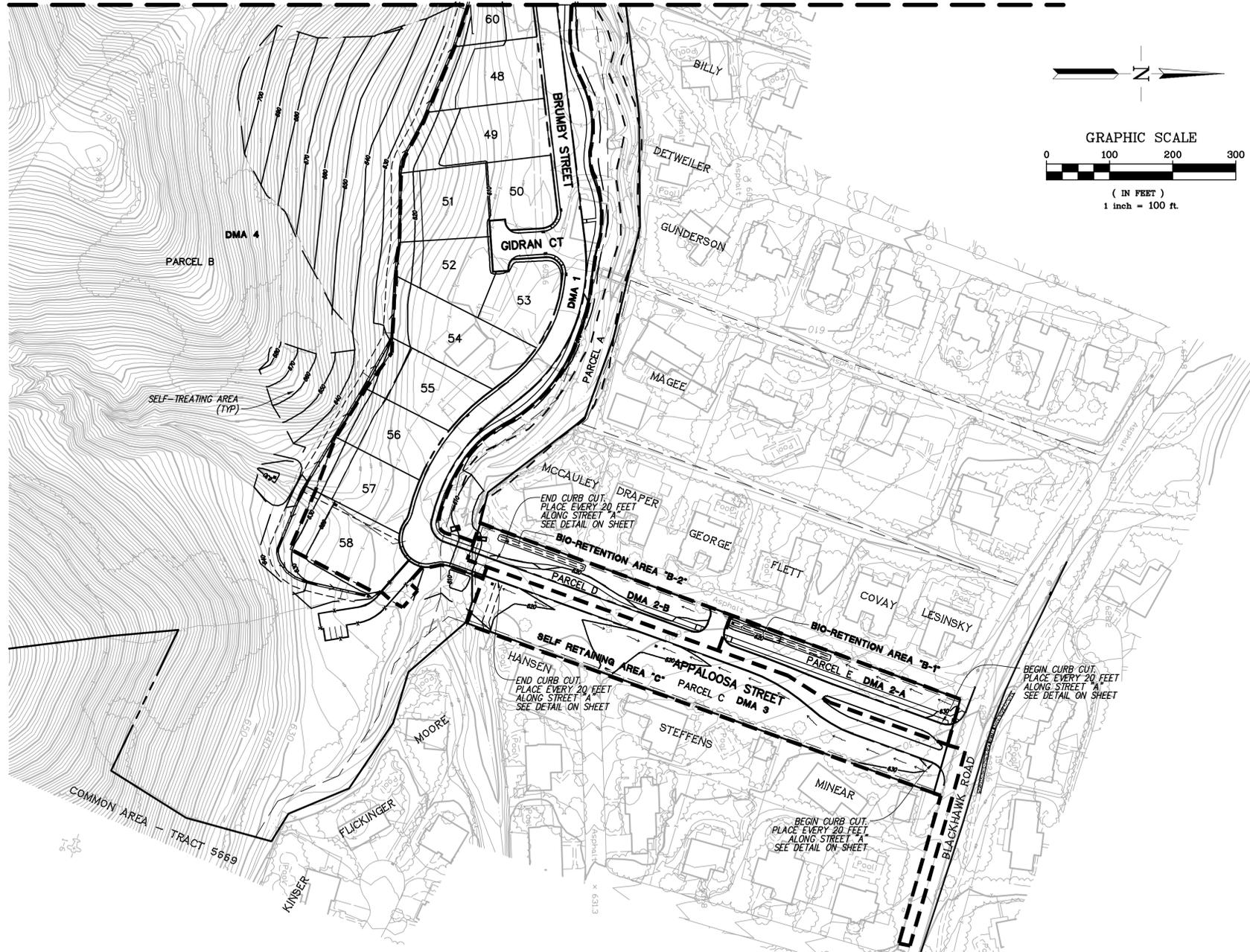
UTILITY PLAN
SUBDIVISION 9291 - MAGEE PRESERVE

TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA

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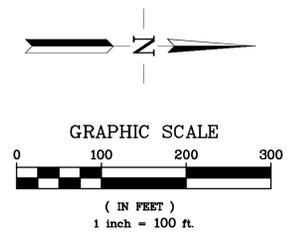
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MATCH LINE - SEE SHEET 12



LEGEND/ABBREVIATIONS

- STORM WATER TREATMENT AREA
- - - - - TRACT BOUNDARY
- FLOW DIRECTION
- BIORETENTION
- DMA DRAINAGE MANAGEMENT AREAS

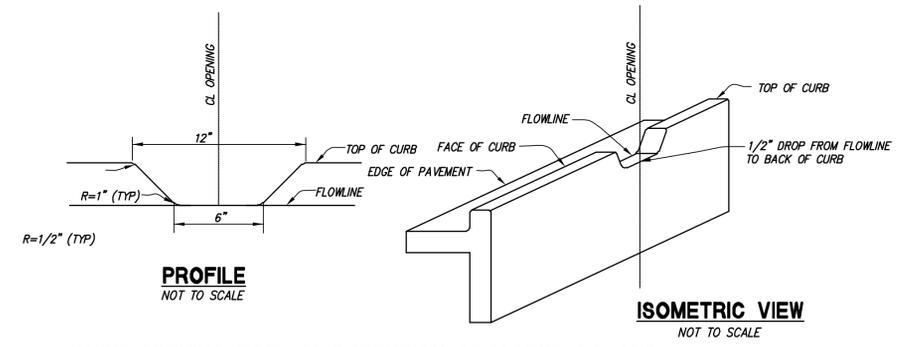


STORM WATER TREATMENT CALCULATION

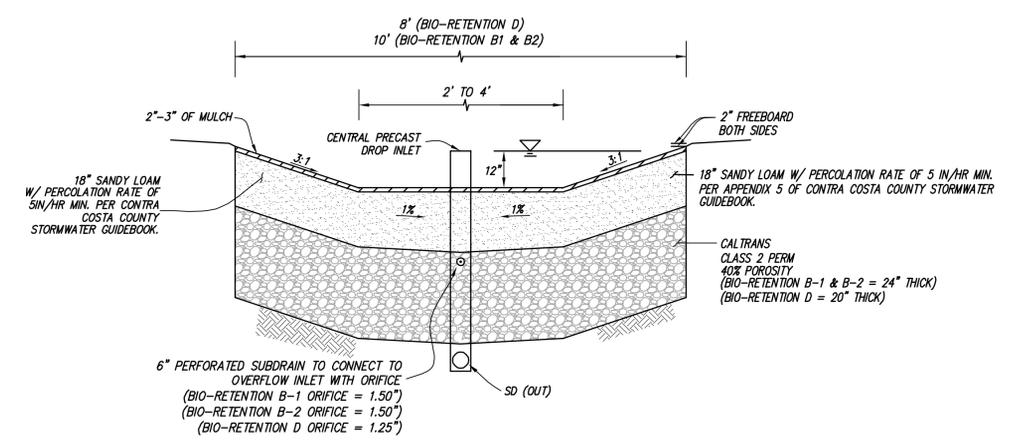
AREA ID	SURFACE	AREA (SF)	BMP USED	AREA REQUIRED (SF)	AREA PROVIDED (SF)
DMA 1	PAVING	167,065	BIO-RETENTION AREA "A" WITH VAULT	37,247	44,650
	ROOF	264,000			
	LANDSCAPING	649,476			
	SIDEWALK	28,665			
	TRAIL	16,800			
DMA 2A	PAVING	8,697	BIO-RETENTION AREA "B-1"	1,152	1,690
	LANDSCAPING	14,600			
	TRAIL	3,242			
DMA 2B	PAVING	6,832	BIO-RETENTION AREA "B-2"	979	1,450
	LANDSCAPING	13,120			
	TRAIL	2,823			
DMA 3	PAVING	19,445	SELF RETAINING AREA "C"	19,445	22,000
	LANDSCAPING	54,291			
DMA 4	NATIVE/LANDSCAPE	298,000	SELF TREATING - NONE REQUIRED	---	---

NOTES:

- THE VOLUMES ARE BASED ON THE CONTRA COSTA COUNTY CLEAN WATER PROGRAM, C.3 STORMWATER TECHNICAL GUIDANCE, 6TH EDITION, DATED FEBRUARY 2012 FOR TREATMENT-FLOW CONTROL.
- ASSUME EACH LOT = 4,000 SF IMPERVIOUS SURFACE.



CURB OPENING FOR BIO-RETENTION ADJACENT TO CURB
NOT TO SCALE

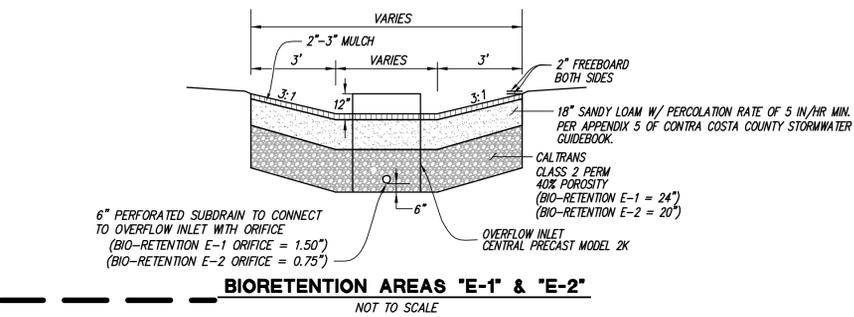
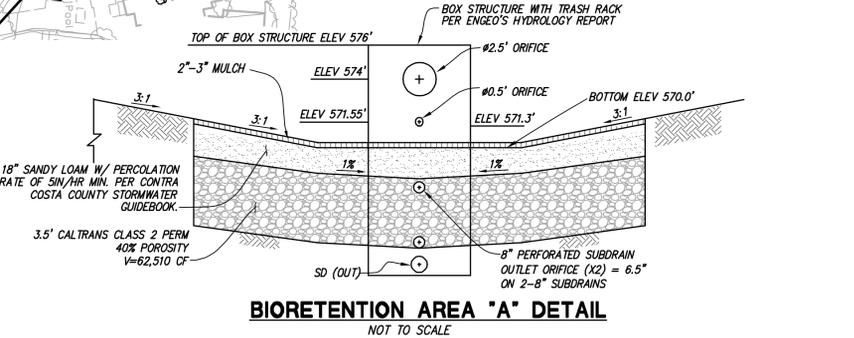
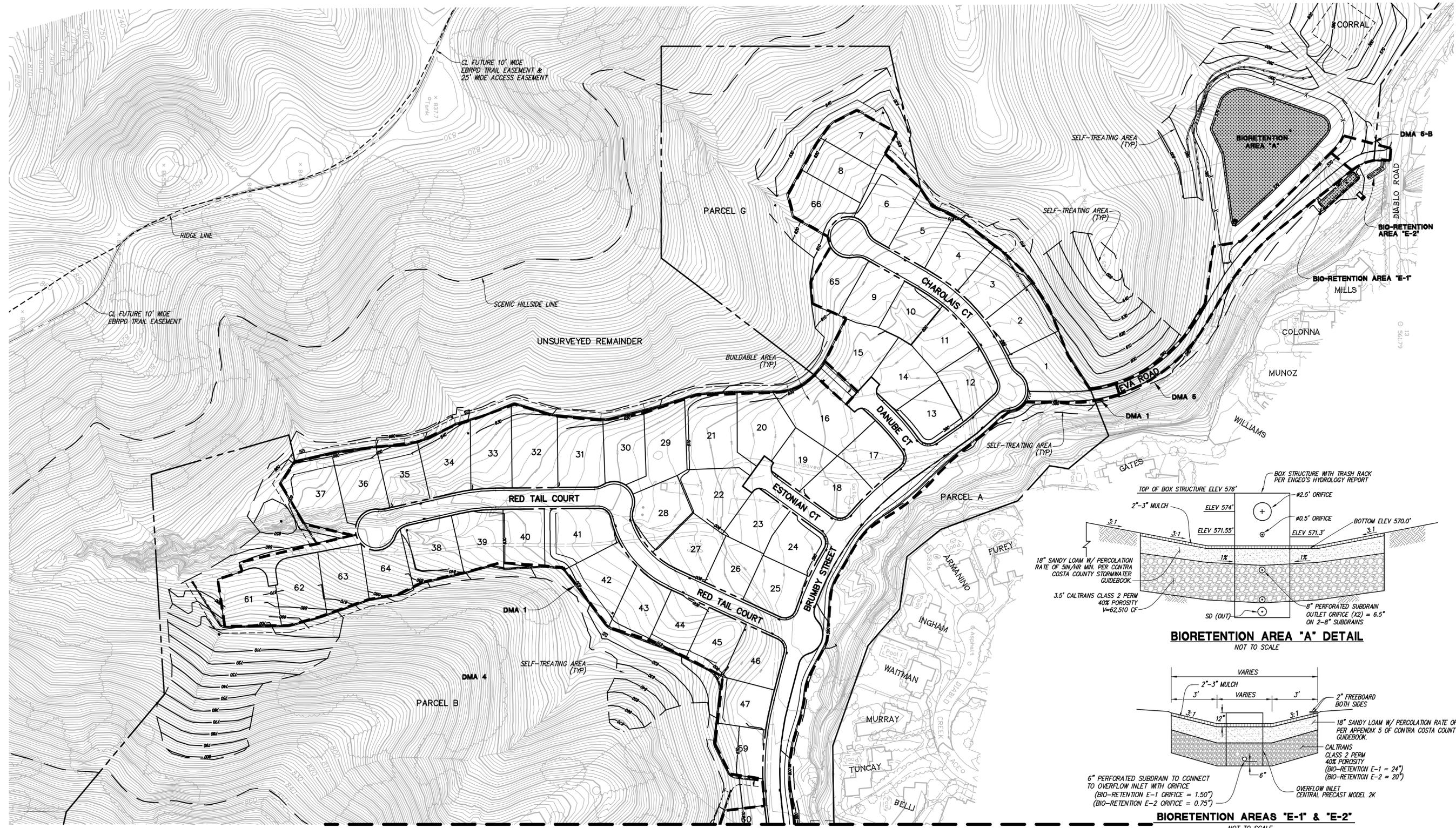


BIORETENTION AREAS "B-1", "B-2" & "D"
NOT TO SCALE

STORM WATER TREATMENT
SUBDIVISION 9291 - MAGEE PRESERVE
TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA


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STORM WATER TREATMENT CALCULATION

AREA ID	SURFACE	AREA (SF)	BMP USED	AREA REQUIRED (SF)	AREA PROVIDED (SF)
DMA 1	PAVING	167,065	BIO-RETENTION AREA "A" WITH VAULT	37,247	44,650
	ROOF	264,000			
	LANDSCAPING	649,476			
	SIDEWALK	28,665			
DMA 5	TRAIL	16,800	BIO-RETENTION AREA "E-1"	1,247	1,746
	PAVING	16,990			
	LANDSCAPING	10,005			
DMA 5-B	PAVING	2,140	BIO-RETENTION AREA "E-2"	233	406
	LANDSCAPING	3,334			

NOTES:

- THE VOLUMES ARE BASED ON THE CONTRA COSTA COUNTY CLEAN WATER PROGRAM, C.3 STORMWATER TECHNICAL GUIDANCE, 6TH EDITION, DATED FEBRUARY 2012 FOR TREATMENT+FLOW CONTROL.
- ASSUME EACH LOT = 4,000 SF IMPERVIOUS SURFACE.

MATCH LINE - SEE SHEET 11

STORM WATER TREATMENT SUBDIVISION 9291 - MAGEE PRESERVE

TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA

LEGEND

- STORM WATER TREATMENT AREA
- TRACT BOUNDARY
- BIORETENTION
- DRAINAGE MANAGEMENT AREAS

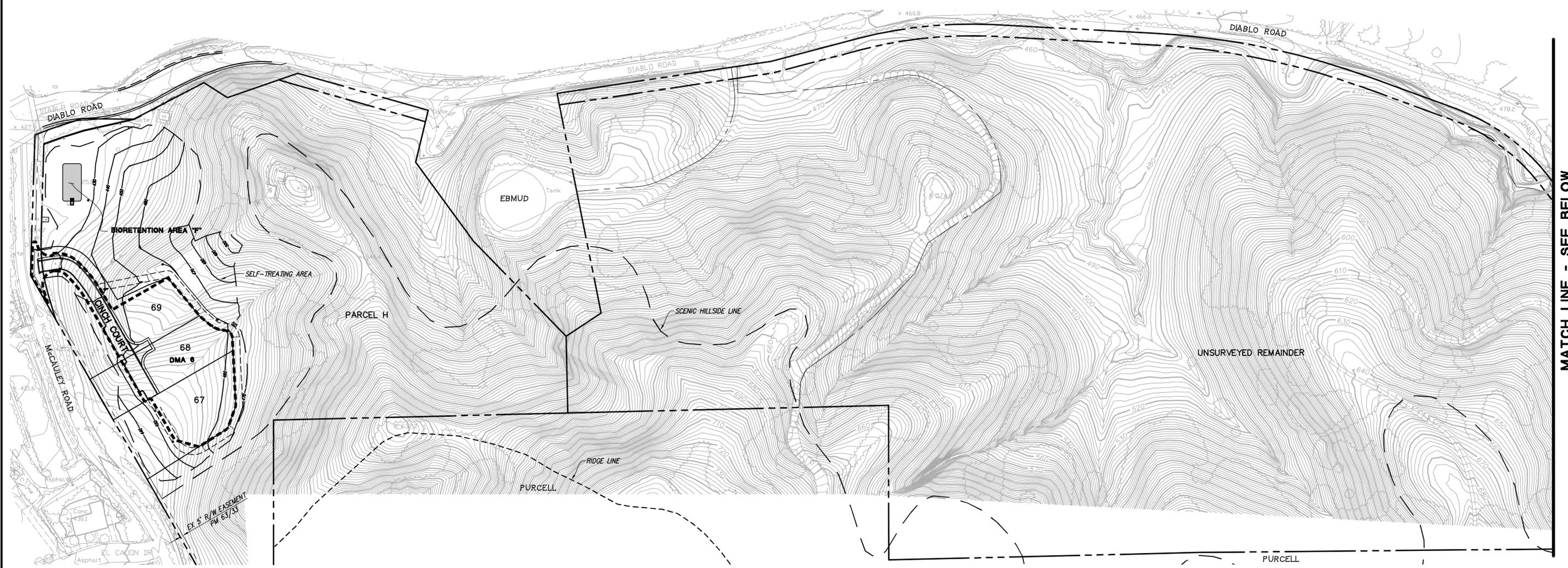
DMA

GRAPHIC SCALE

0 100 200 300
(IN FEET)
1 inch = 100 ft.

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MATCH LINE - SEE BELOW

LEGEND

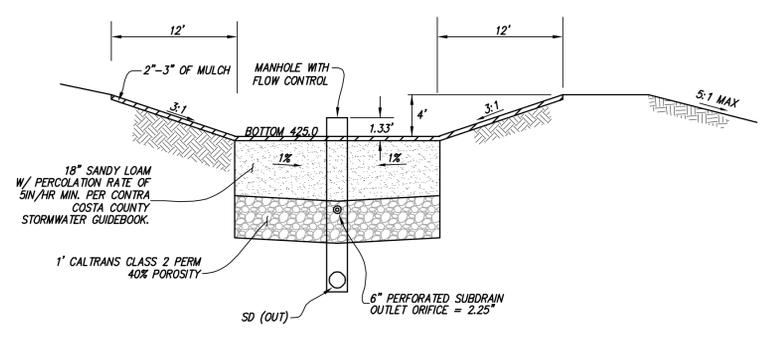
- STORM WATER TREATMENT AREA
- TRACT BOUNDARY
- BIORETENTION
- DRAINAGE MANAGEMENT AREAS

STORM WATER TREATMENT CALCULATION

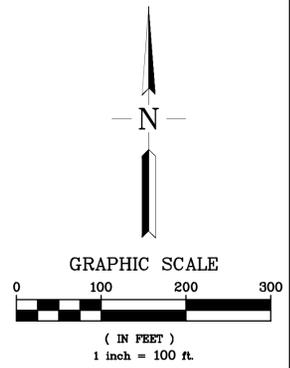
AREA ID	SURFACE	AREA (SF)	BMP USED	AREA REQUIRED (SF)	AREA PROVIDED (SF)
DMA 6	PAVING	12,117	BIO-RETENTION AREA "F"	2,770	3,178
	ROOF	15,000			
	LANDSCAPING	37,376	SELF TREATING AREA	---	---
	SELF-TREATING	145,122			

NOTES:

1. THE VOLUMES ARE BASED ON THE CONTRA COSTA COUNTY CLEAN WATER PROGRAM, C.3 STORMWATER TECHNICAL GUIDANCE, 6TH EDITION, DATED FEBRUARY 2012 FOR TREATMENT+FLOW CONTROL.
2. ASSUME EACH LOT = 4,000 SF IMPERVIOUS SURFACE.



BIORETENTION AREA "F" DETAIL
NOT TO SCALE



STORM WATER TREATMENT
SUBDIVISION 9291 - MAGEE PRESERVE
TOWN OF DANVILLE, CONTRA COSTA COUNTY, CALIFORNIA

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MAGEE PRESERVE

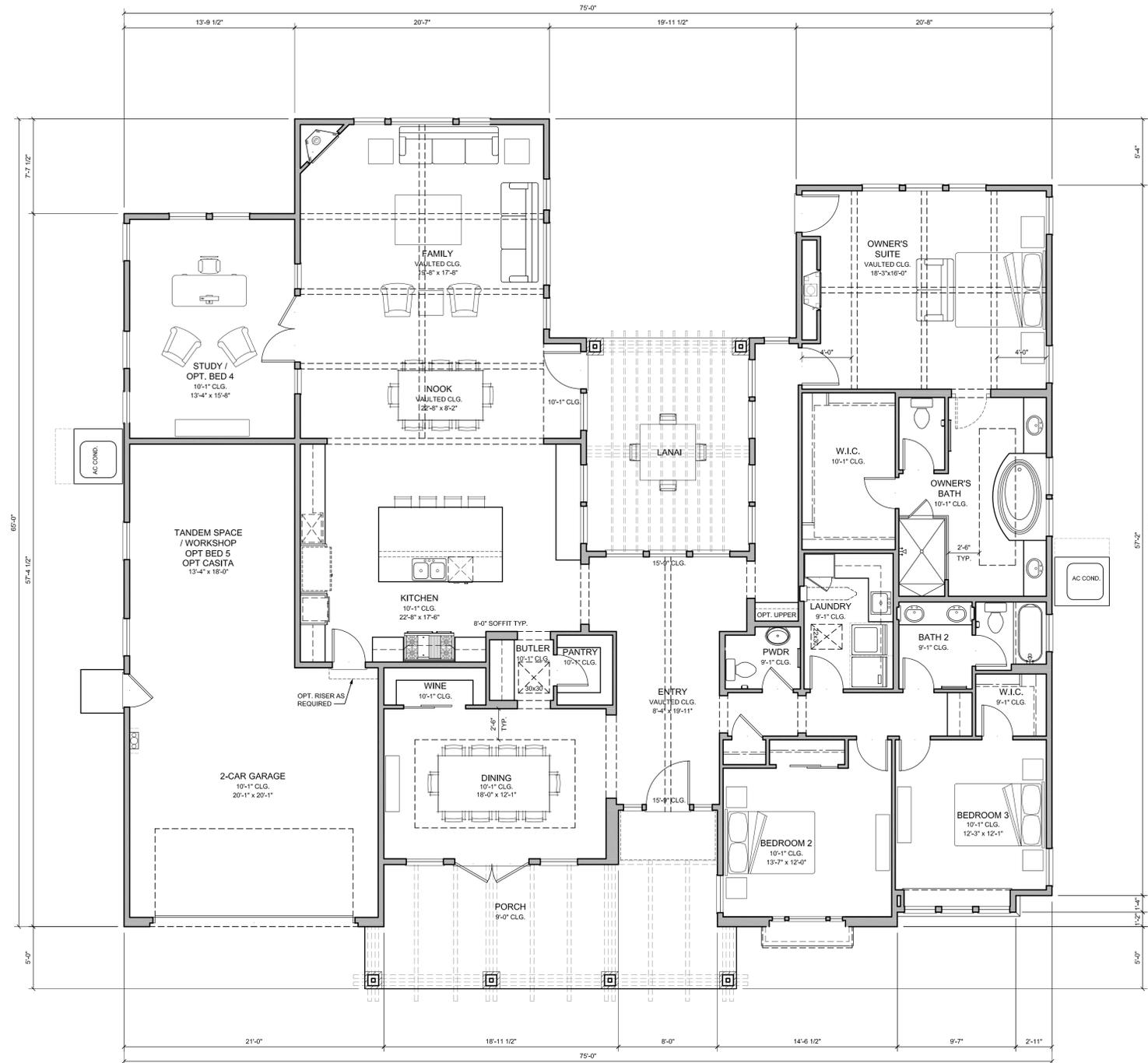
A proposed community by Davidon Homes
DANVILLE, CALIFORNIA
JANUARY 16, 2018



DAVIDON HOMES - MAGEE PRESERVE
DANVILLE, CALIFORNIA

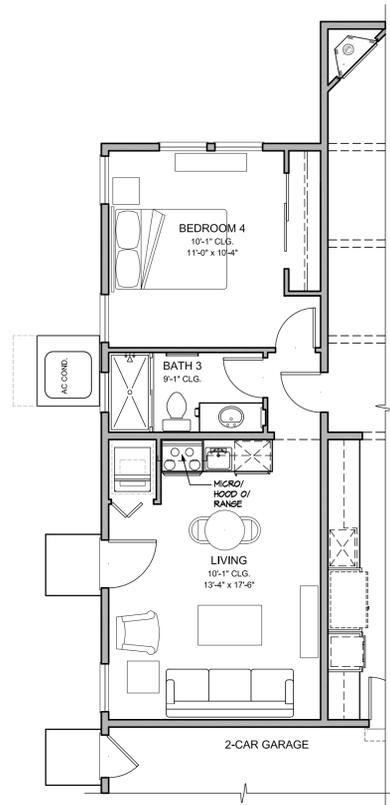


JOB NO. 1427.001
DATE 1-16-2018
5865 Owens Drive
Pleasanton, CA 94588
925-251-7200

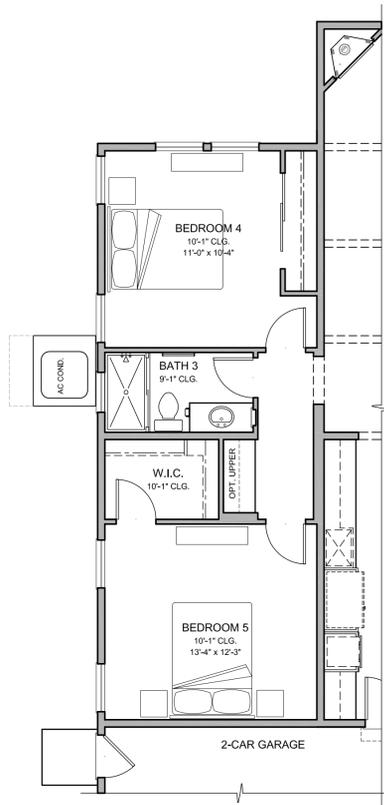


PLAN 1A FLOOR PLAN 1 - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"

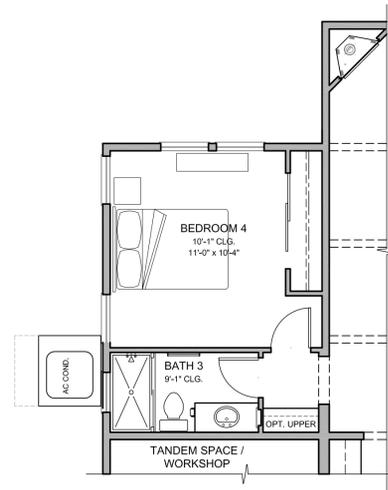
PLAN 1A CALIFORNIA RANCH		PLAN OPTIONS	
FIRST FLOOR:	3,216 sq.ft.	THERE IS NO INCREASE OR DECREASE AT BEDROOM 4 OPTIONS WHEN USING 2-CAR GARAGE OPTION	
TOTAL:	3,216 sq.ft.	BEDROOM 4 & 5 OPTION:	248 sq.ft.
3-CAR GARAGE:	679 sq.ft.	CASITA OPTION:	248 sq.ft.
2-CAR GARAGE:	431 sq.ft.		
FRONT PORCH:	320 sq.ft.		
LANA I:	226 sq.ft.		



OPTIONAL CASITA

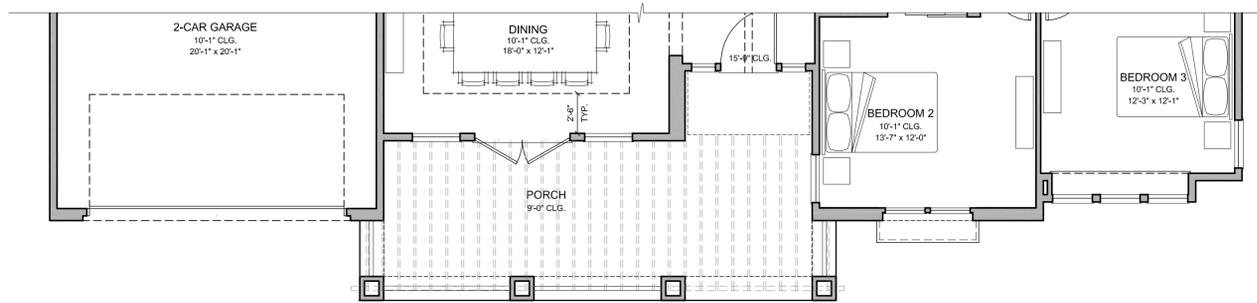


OPTIONAL BEDROOM 4 & 5



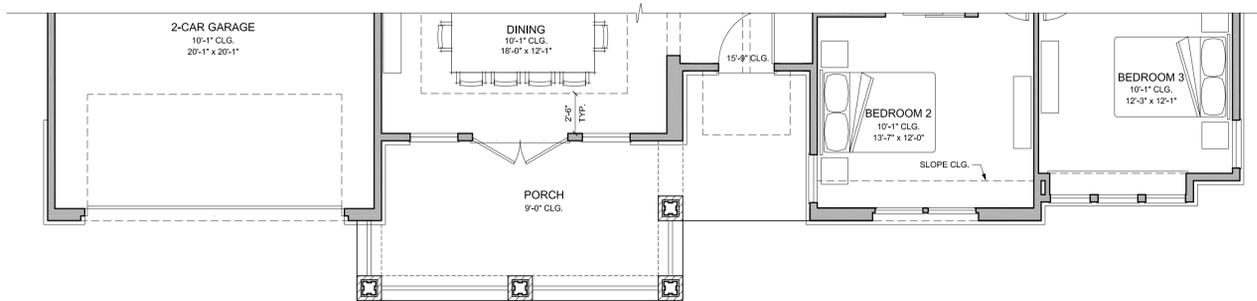
OPTIONAL BEDROOM 4

PLAN 1A		PLAN OPTIONS	
CALIFORNIA RANCH		THERE IS NO INCREASE OR DECREASE AT BEDROOM 4 OPTIONS WHEN USING 2-CAR GARAGE OPTION	
FIRST FLOOR:	3,216 sq.ft.	BEDROOM 4 & 5 OPTION:	248 sq.ft.
TOTAL:	3,216 sq.ft.	CASITA OPTION:	248 sq.ft.
3-CAR GARAGE:	679 sq.ft.		
2-CAR GARAGE:	431 sq.ft.		
FRONT PORCH:	320 sq.ft.		
LANAI:	226 sq.ft.		



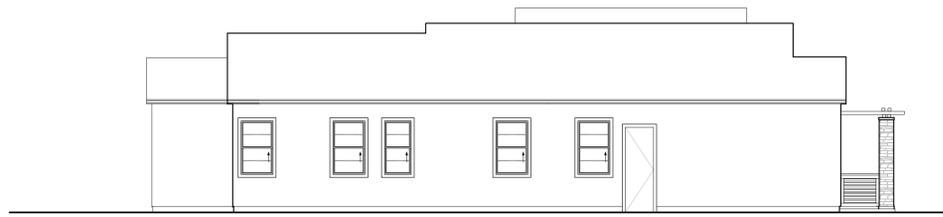
PLAN 1C PARTIAL FLOOR PLAN 1 - MEDITERRANEAN
 SCALE: 3/16"=1'-0"

PLAN 1C MEDITERRANEAN		PLAN OPTIONS	
FIRST FLOOR:	3,216 sq.ft.	THERE IS NO INCREASE OR DECREASE AT BEDROOM 4 OPTION	
TOTAL:	3,216 sq.ft.	BEDROOM 4 & 5 OPTION:	248 sq.ft.
3-CAR GARAGE:	678 sq.ft.	CASITA OPTION:	248 sq.ft.
2-CAR GARAGE:	428 sq.ft.		
FRONT PORCH:	320 sq.ft.		
LANAI:	320 sq.ft.		



PLAN 1B FLOOR PLAN 1 - CRAFTSMAN
 SCALE: 3/16"=1'-0"

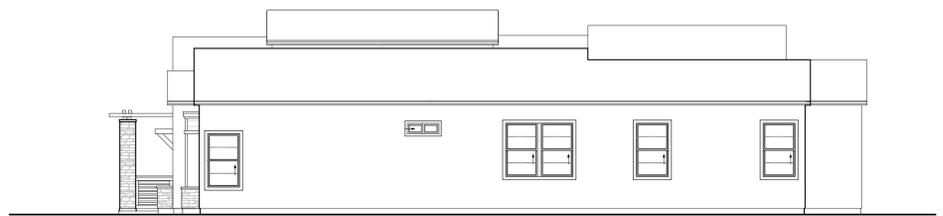
PLAN 1B CRAFTSMAN		PLAN OPTIONS	
FIRST FLOOR:	3,216 sq.ft.	THERE IS NO INCREASE OR DECREASE AT BEDROOM 4 OPTIONS	
TOTAL:	3,216 sq.ft.	BEDROOM 4 & 5 OPTION:	248 sq.ft.
3-CAR GARAGE:	679 sq.ft.	CASITA OPTION:	248 sq.ft.
2-CAR GARAGE:	431 sq.ft.		
FRONT PORCH:	197 sq.ft.		
LANAI:	226 sq.ft.		



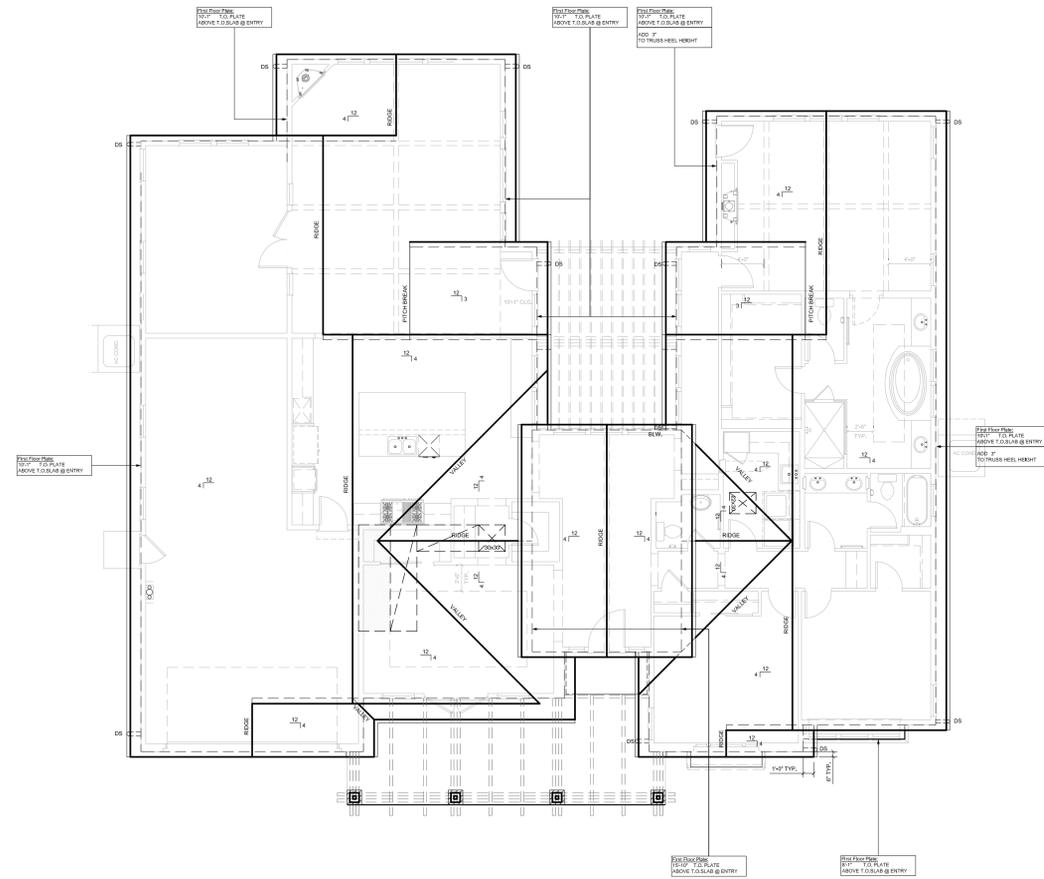
PLAN 1A - CALIFORNIA RANCH LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 1A - CALIFORNIA RANCH REAR ELEVATION
SCALE: 1/8"=1'-0"



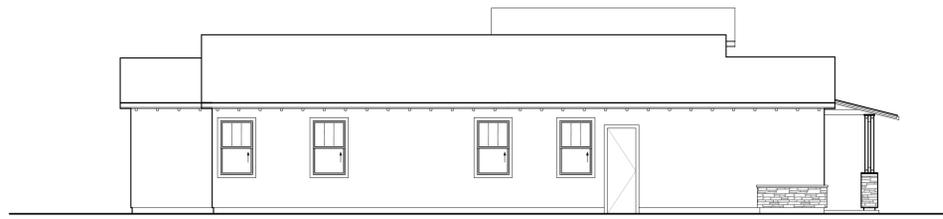
PLAN 1A - CALIFORNIA RANCH RIGHT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 1A - CALIFORNIA RANCH ROOF PLAN
SCALE: 1/8"=1'-0"



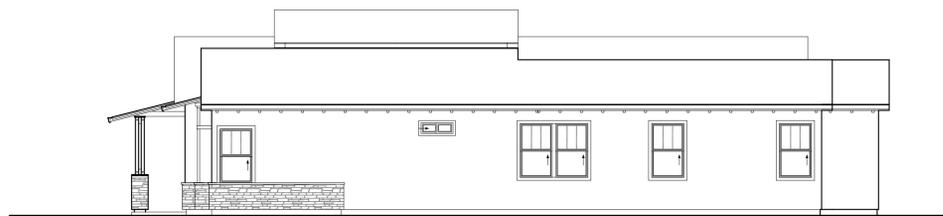
PLAN 1A - CALIFORNIA RANCH FRONT ELEVATION
SCALE: 3/16"=1'-0"



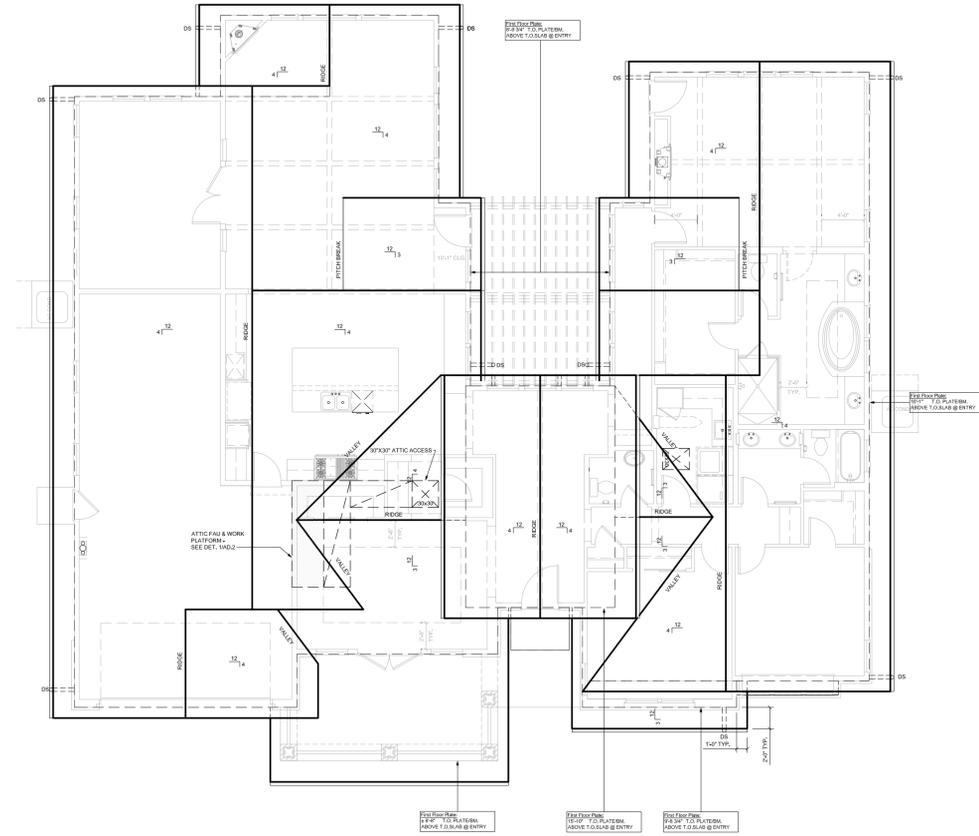
PLAN 1B - CRAFTSMAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 1B - CRAFTSMAN REAR ELEVATION
SCALE: 1/8"=1'-0"



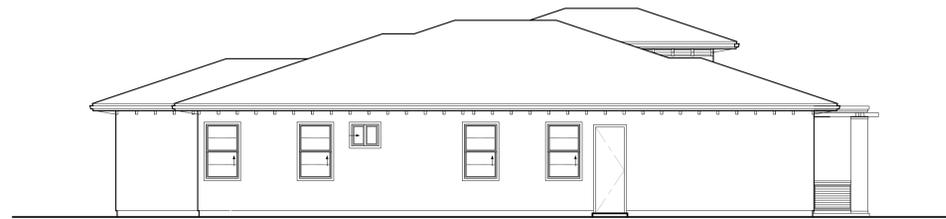
PLAN 1B - CRAFTSMAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 1B - CRAFTSMAN ROOF PLAN
SCALE: 1/8"=1'-0"



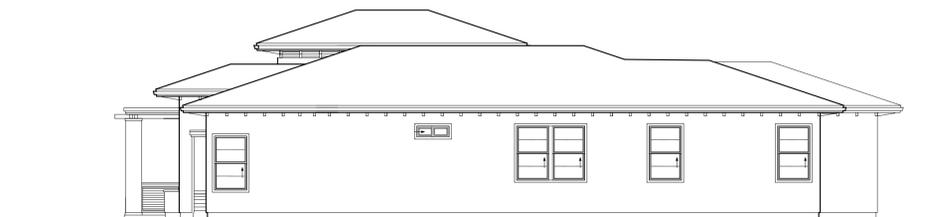
PLAN 1B - CRAFTSMAN FRONT ELEVATION
SCALE: 3/16"=1'-0"



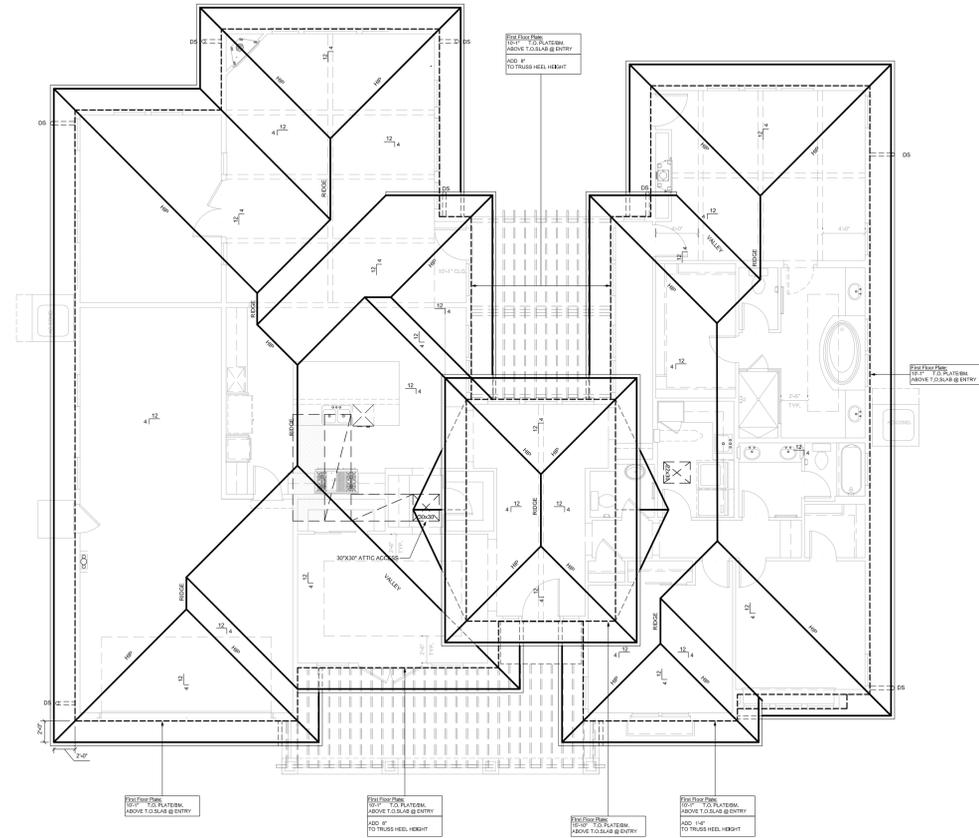
PLAN 1C- MEDITERRANEAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 1C- MEDITERRANEAN REAR ELEVATION
SCALE: 1/8"=1'-0"



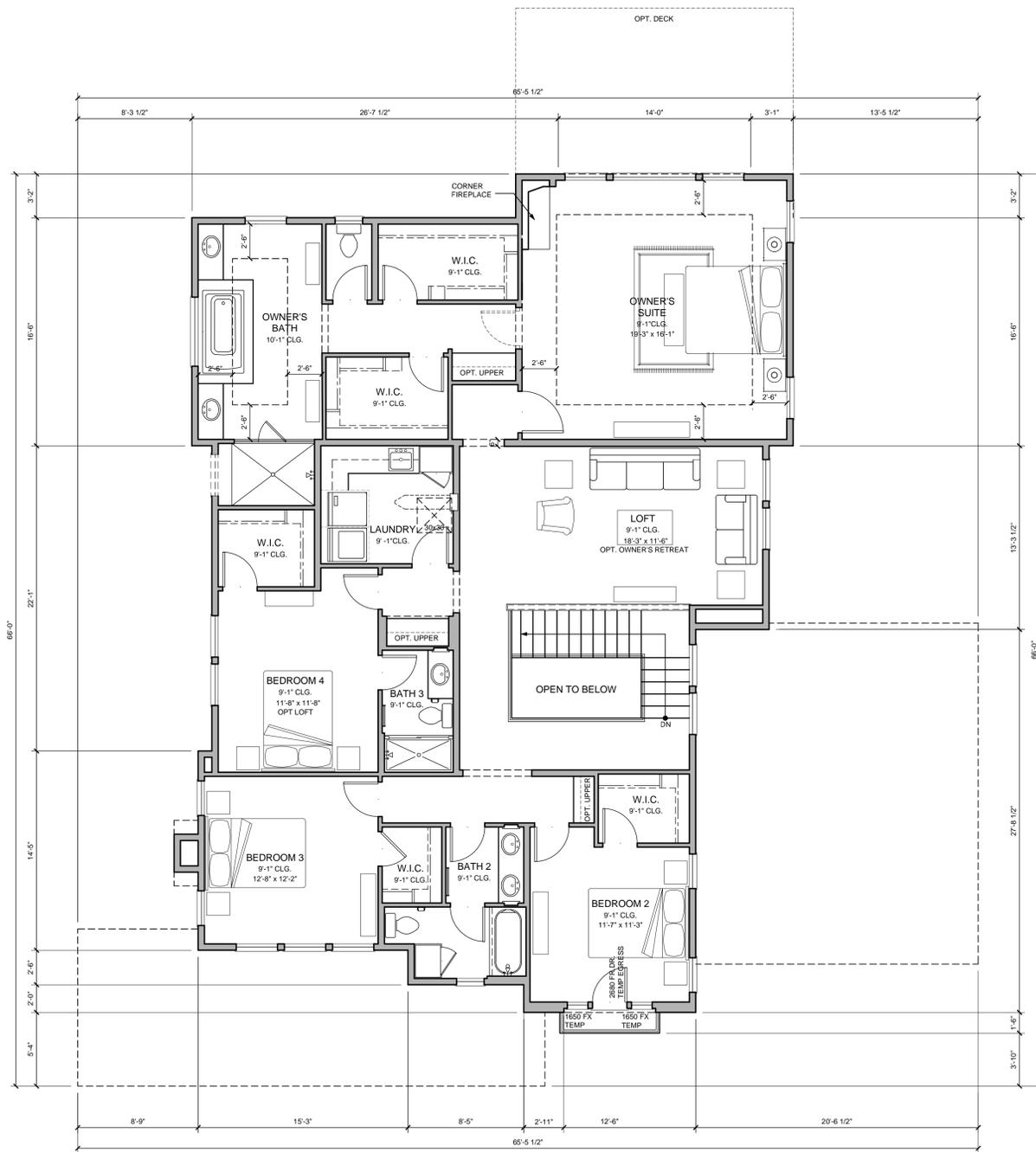
PLAN 1C- MEDITERRANEAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



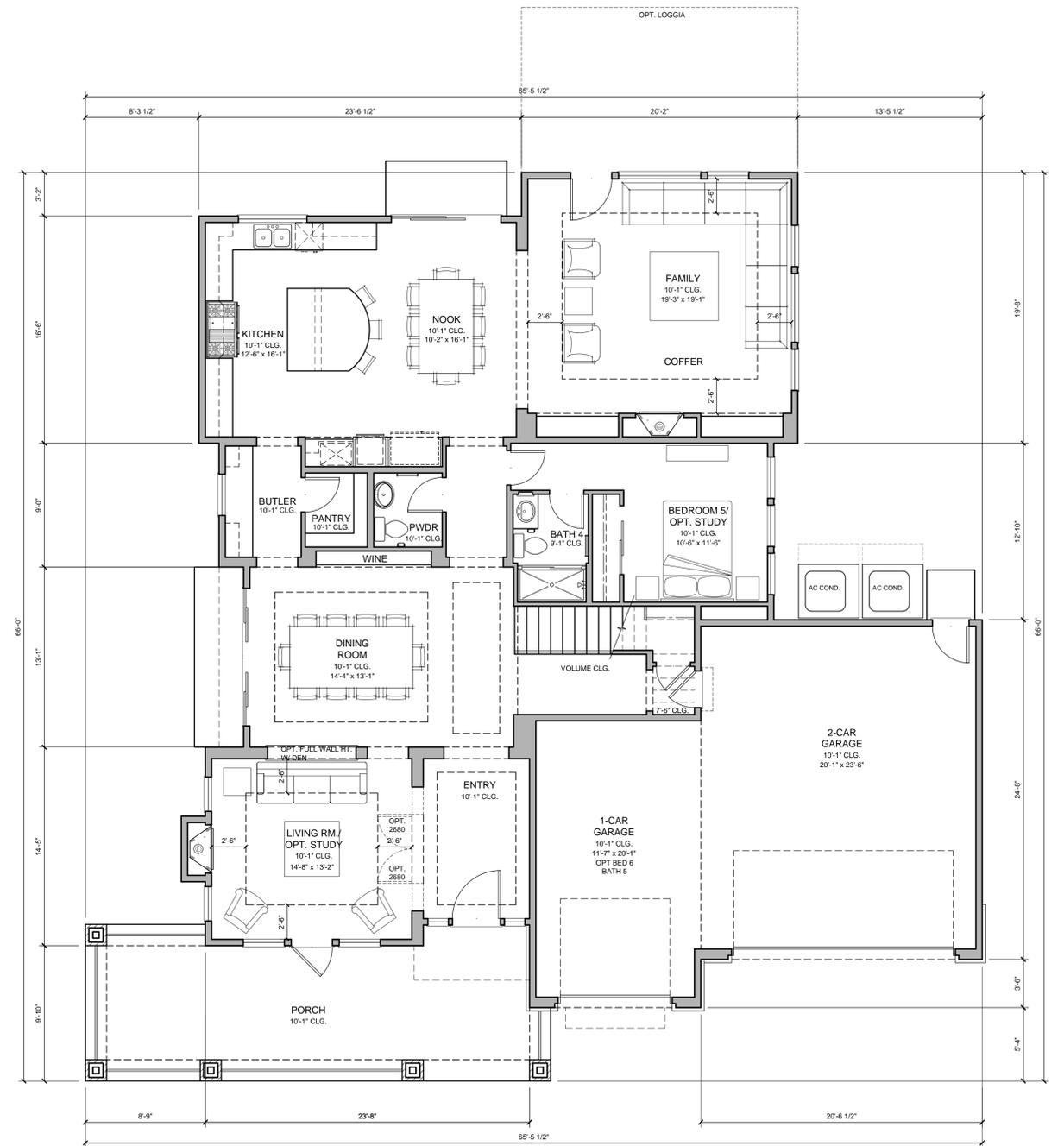
PLAN 1C- MEDITERRANEAN ROOF PLAN
SCALE: 1/8"=1'-0"



PLAN 1C- MEDITERRANEAN FRONT ELEVATION
SCALE: 3/16"=1'-0"

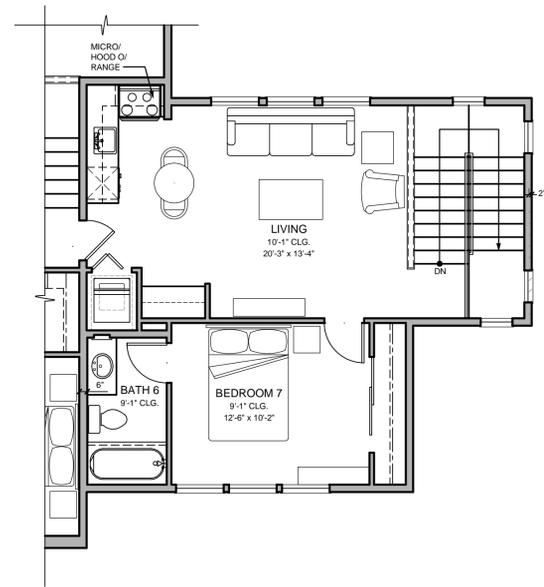


PLAN 2A SECOND FLOOR PLAN - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"

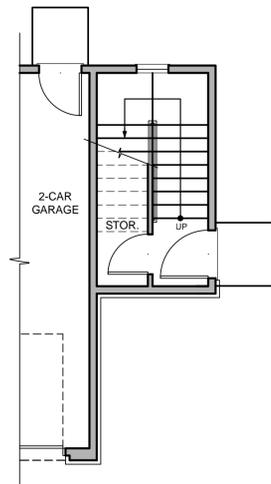


PLAN 2A FIRST FLOOR PLAN - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"

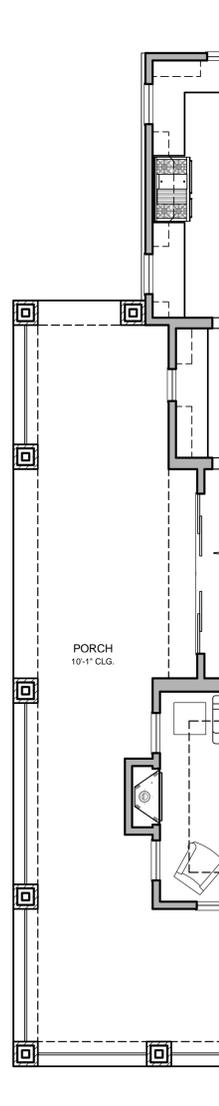
PLAN 2A CALIFORNIA RANCH		PLAN OPTIONS	
FIRST FLOOR:	1,921 sq.ft.	THERE IS NO INCREASE OR DECREASE AT STUDY OPTION AT BEDROOM 5, MASTER RETREAT OPTION, AND LOFT OPTION AT BEDROOM 4	
SECOND FLOOR:	2,126 sq.ft.	BEDROOM 6 OPTION:	266 sq.ft.
TOTAL:	4,047 sq.ft.	CASITA OPTION - 1ST FLR.:	106 sq.ft.
3-CAR GARAGE:	750 sq.ft.	CASITA OPTION - 2ND FLR.:	611 sq.ft.
2-CAR GARAGE:	499 sq.ft.	LOGGIA OPTION - 1ST FLR:	242 sq.ft.
FRONT PORCH:	352 sq.ft.	DECK OPTION - 2ND FLR:	242 sq.ft.
CORNER PORCH:	708 sq.ft.		



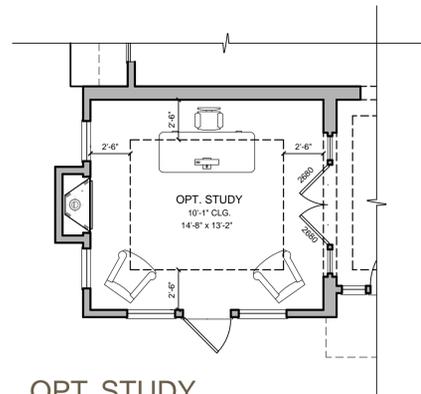
OPTIONAL CASITA - SECOND FLOOR
SCALE: 3/16"=1'-0"



OPTIONAL CASITA - FIRST FLOOR
SCALE: 3/16"=1'-0"

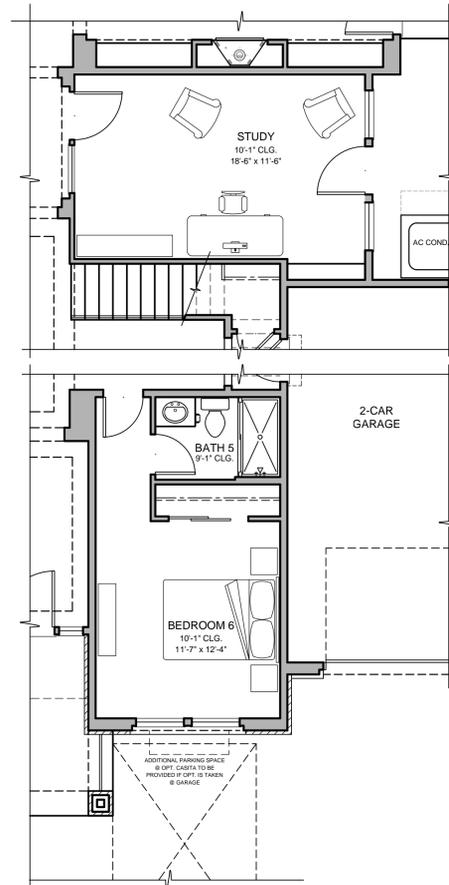


OPTIONAL 2A CORNER PORCH
SCALE: 3/16"=1'-0"

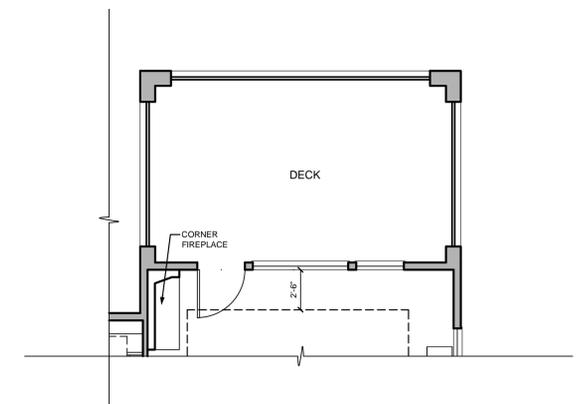


OPT. STUDY
SCALE: 3/16"=1'-0"

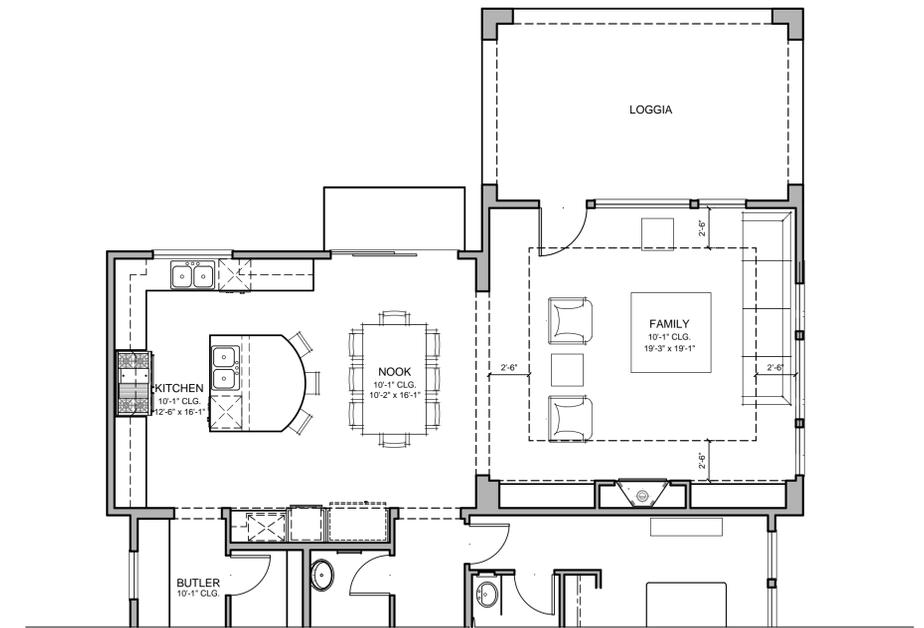
PARTIAL STUDY OPT.
SCALE: 3/16"=1'-0"



OPTIONAL BEDROOM 6
SCALE: 3/16"=1'-0"

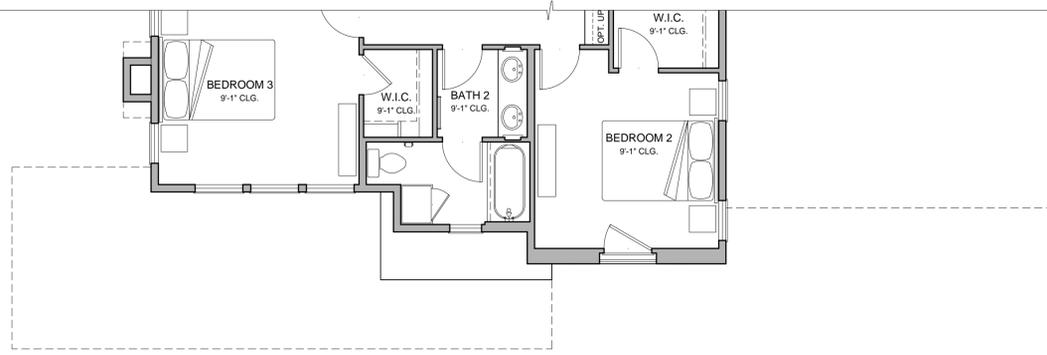


PLAN 2A - SECOND FLOOR DECK OPT. -
SCALE: 3/16"=1'-0"

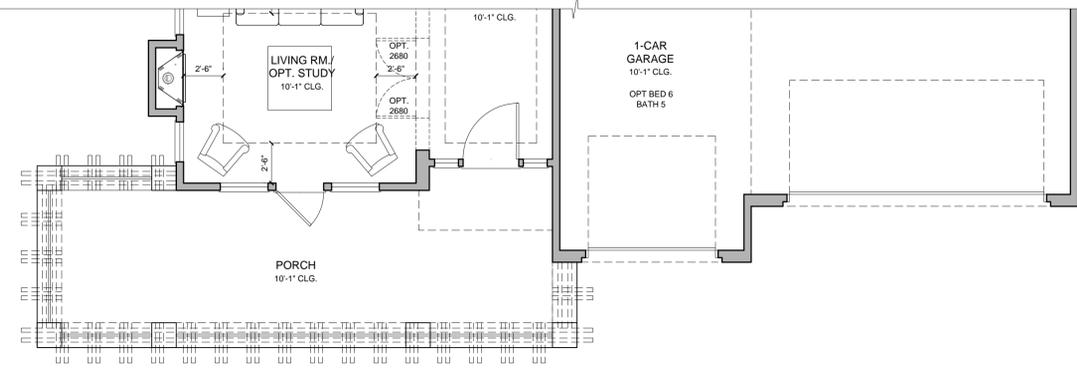


PLAN 2A - FIRST FLOOR LOGIA W/ DECK (ABOVE)
SCALE: 3/16"=1'-0"

PLAN 2A CALIFORNIA RANCH		PLAN OPTIONS	
FIRST FLOOR:	1,921 sq.ft.	THERE IS NO INCREASE OR DECREASE AT STUDY OPTION AT BEDROOM 5, MASTER RETREAT OPTION, AND LOFT OPTION AT BEDROOM 4	
SECOND FLOOR:	2,126 sq.ft.	BEDROOM 6 OPTION:	266 sq.ft.
TOTAL:	4,047 sq.ft.	CASITA OPTION - 1ST FLR.:	106 sq.ft.
3-CAR GARAGE:	750 sq.ft.	CASITA OPTION - 2ND FLR.:	611 sq.ft.
2-CAR GARAGE:	499 sq.ft.	LOGGIA OPTION - 1ST FLR:	242 sq.ft.
FRONT PORCH:	352 sq.ft.	DECK OPTION - 2ND FLR:	242 sq.ft.
CORNER PORCH:	708 sq.ft.		

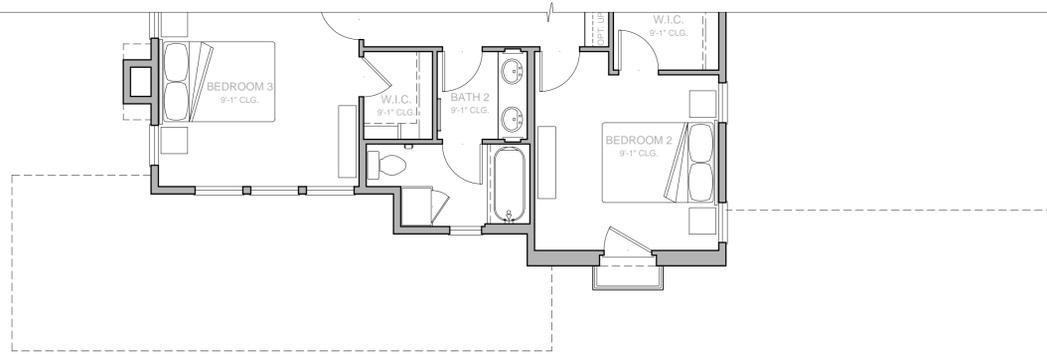


PLAN 2C SECOND FLOOR PLAN - MEDITERRANEAN
SCALE: 3/16"=1'-0"

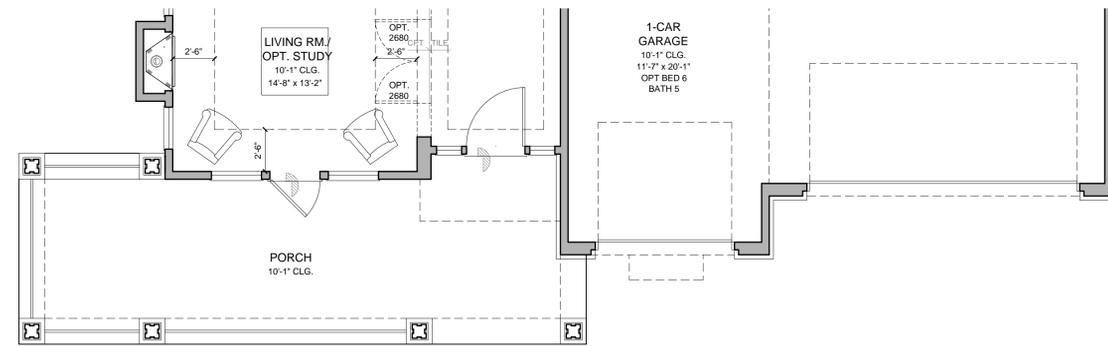


PLAN 2C FIRST FLOOR PLAN - MEDITERRANEAN
SCALE: 3/16"=1'-0"

PLAN 2C MEDITERRANEAN		PLAN OPTIONS	
FIRST FLOOR:	1,921 sq.ft.	THERE IS NO INCREASE OR DECREASE AT STUDY OPTION AT BEDROOM 5, MASTER RETREAT OPTION, AND LOFT OPTION AT BEDROOM 4	
SECOND FLOOR:	2,107 sq.ft.	BEDROOM 6 OPTION:	266 sq.ft.
TOTAL:	4,028 sq.ft.	CASITA OPTION - 1ST FLR.:	106 sq.ft.
3-CAR GARAGE:	750 sq.ft.	CASITA OPTION - 2ND FLR.:	611 sq.ft.
2-CAR GARAGE:	499 sq.ft.	LOGGIA OPTION - 1ST FLR:	242 sq.ft.
FRONT PORCH:	352 sq.ft.	DECK OPTION - 2ND FLR:	124 sq.ft.
CORNER PORCH:	708 sq.ft.		



PLAN 2B SECOND FLOOR PLAN - CRAFTSMAN
SCALE: 3/16"=1'-0"



PLAN 2B FIRST FLOOR PLAN - CRAFTSMAN
SCALE: 3/16"=1'-0"

PLAN 2B CRAFTSMAN		PLAN OPTIONS	
FIRST FLOOR:	1,921 sq.ft.	THERE IS NO INCREASE OR DECREASE AT STUDY OPTION AT BEDROOM 5, MASTER RETREAT OPTION, AND LOFT OPTION AT BEDROOM 4	
SECOND FLOOR:	2,107 sq.ft.	BEDROOM 6 OPTION:	266 sq.ft.
TOTAL:	4,028 sq.ft.	CASITA OPTION - 1ST FLR.:	106 sq.ft.
3-CAR GARAGE:	750 sq.ft.	CASITA OPTION - 2ND FLR.:	611 sq.ft.
2-CAR GARAGE:	499 sq.ft.	LOGGIA OPTION - 1ST FLR:	242 sq.ft.
FRONT PORCH:	352 sq.ft.	DECK OPTION - 2ND FLR:	124 sq.ft.
CORNER PORCH:	708 sq.ft.		



PLAN 2A - CALIFORNIA RANCH LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 2A - CALIFORNIA RANCH REAR ELEVATION
SCALE: 1/8"=1'-0"



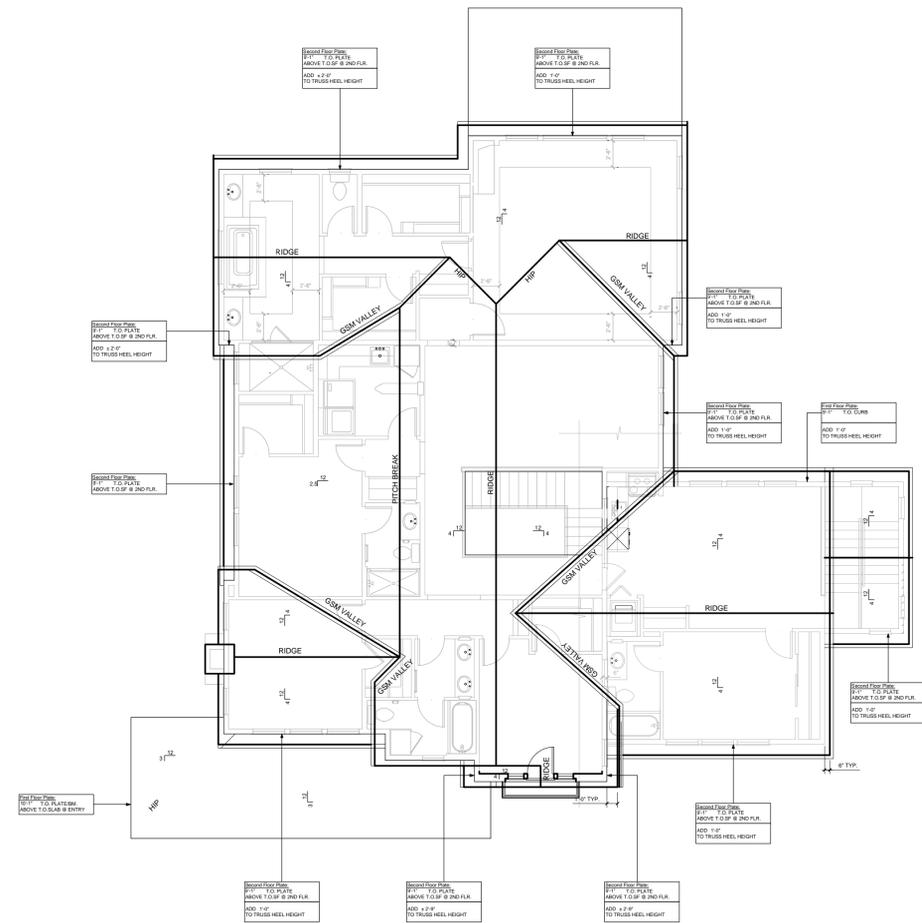
PLAN 2A - CALIFORNIA RANCH RIGHT ELEVATION
SCALE: 1/8"=1'-0"



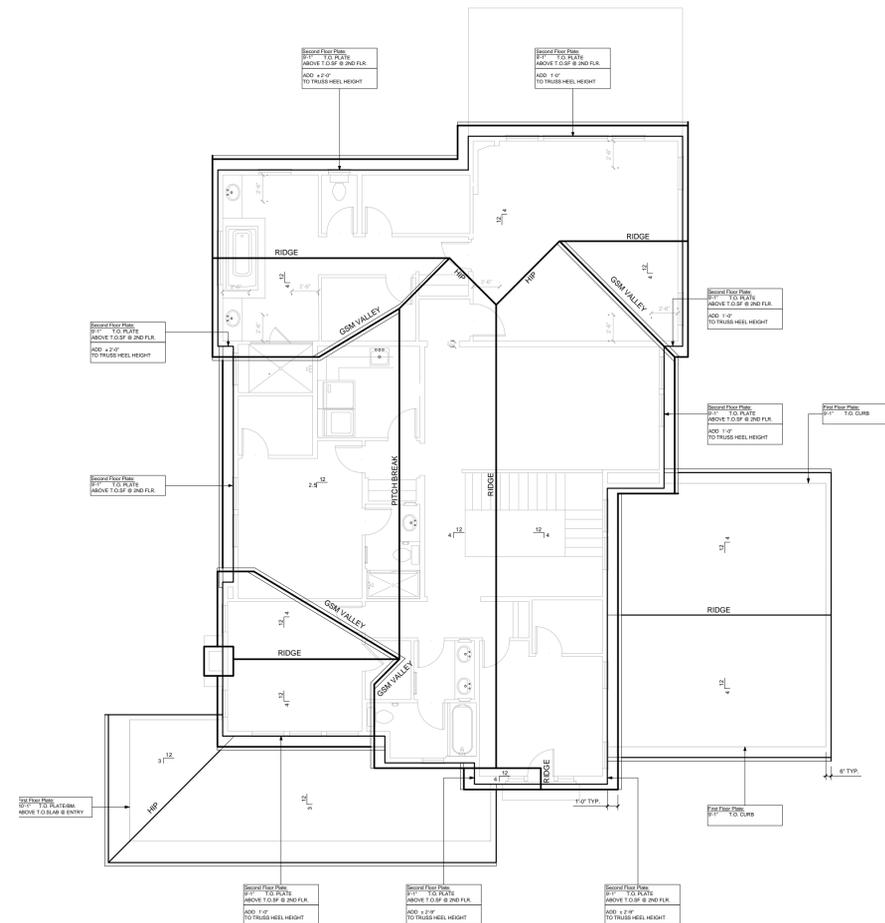
PLAN 2A - CALIFORNIA RANCH FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



PLAN 2A - CALIFORNIA RANCH FRONT ELEVATION
SCALE: 3/16"=1'-0"



PLAN 2A - CALIFORNIA RANCH ROOF PLAN WITH CASITA OPTION
SCALE: 1/8"=1'-0"



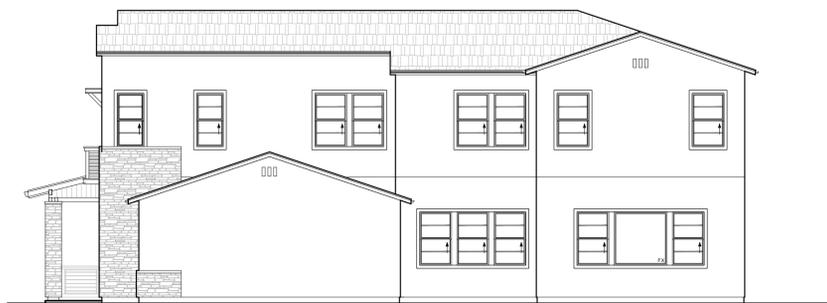
PLAN 2A - CALIFORNIA RANCH ROOF PLAN
SCALE: 1/8"=1'-0"



PLAN 2B - CRAFTSMAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 2B - CRAFTSMAN REAR ELEVATION
SCALE: 1/8"=1'-0"



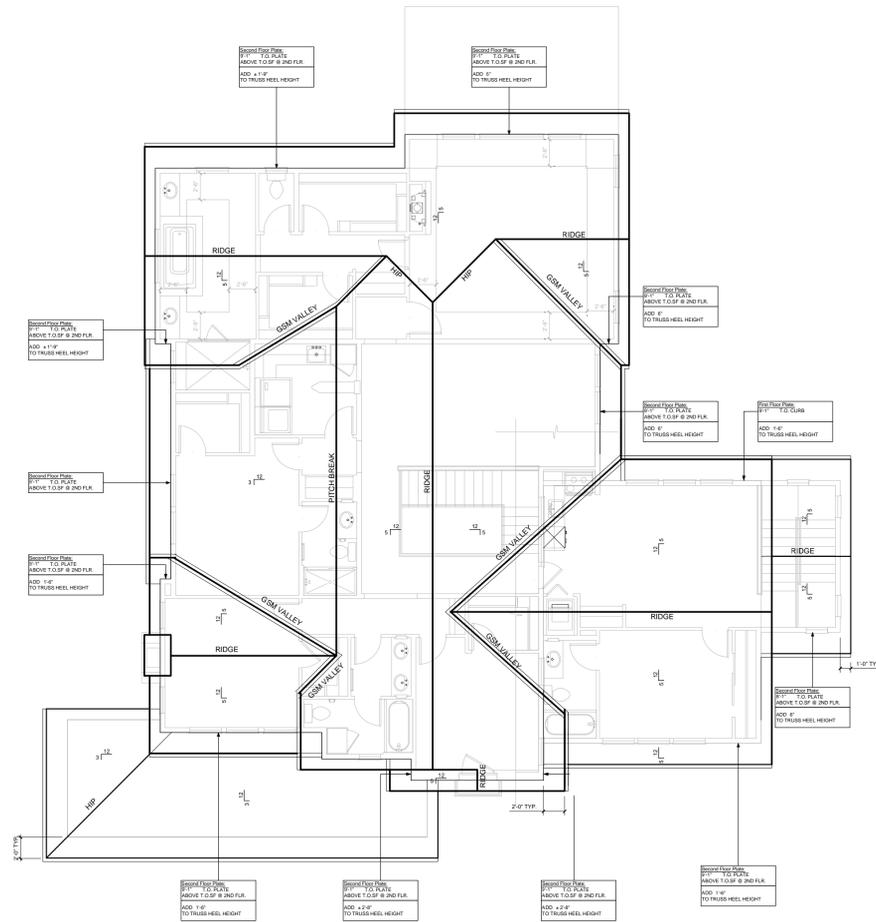
PLAN 2B - CRAFTSMAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



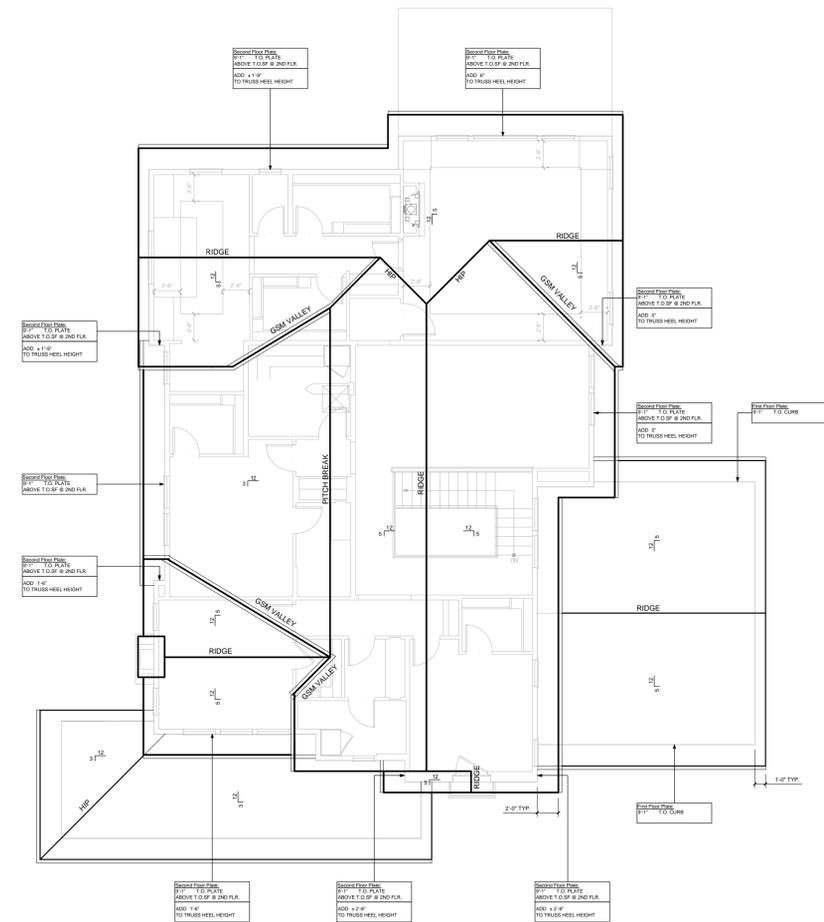
PLAN 2B - CRAFTSMAN FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



PLAN 2B - CRAFTSMAN FRONT ELEVATION
SCALE: 3/16"=1'-0"



PLAN 2B - CRAFTSMAN ROOF PLAN WITH CASITA OPTION
SCALE: 1/8"=1'-0"



PLAN 2B - CRAFTSMAN ROOF PLAN
SCALE: 1/8"=1'-0"



PLAN 2C - MEDITERRANEAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 2C - MEDITERRANEAN REAR ELEVATION
SCALE: 1/8"=1'-0"



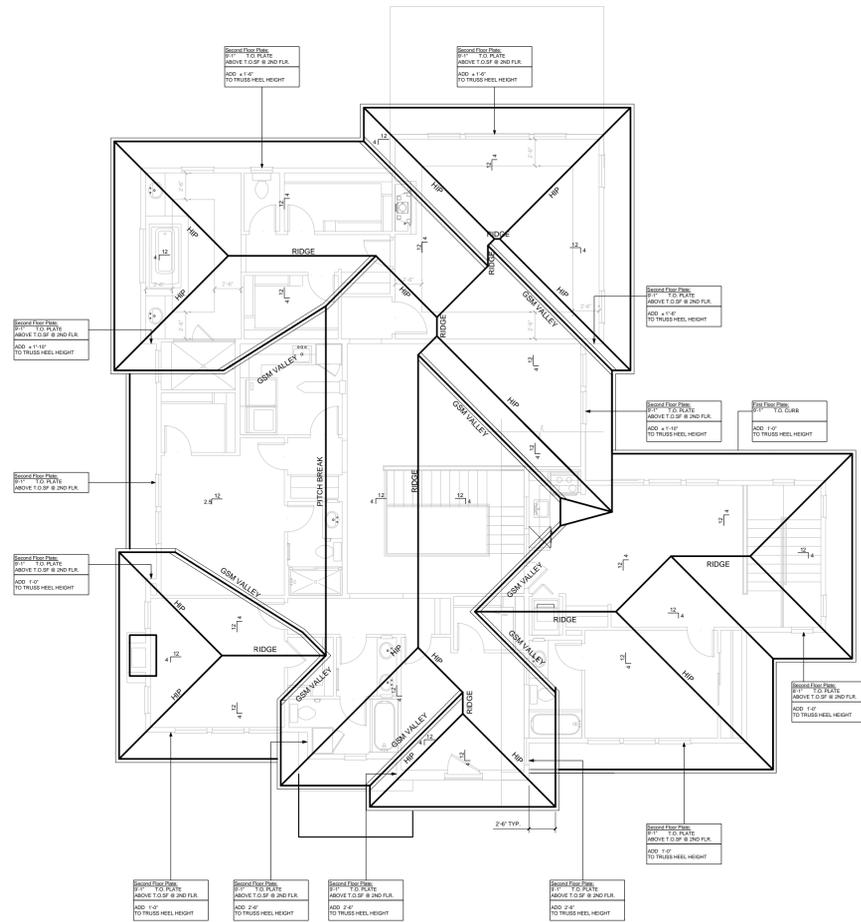
PLAN C - MEDITERRANEAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



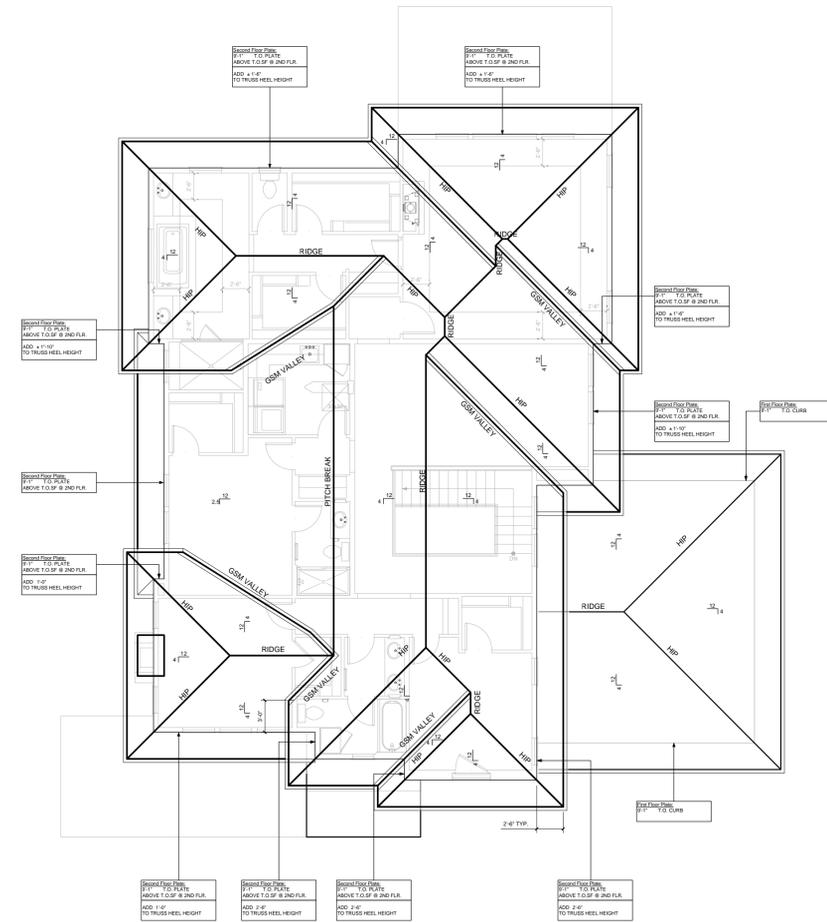
PLAN 2C - MEDITERRANEAN FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



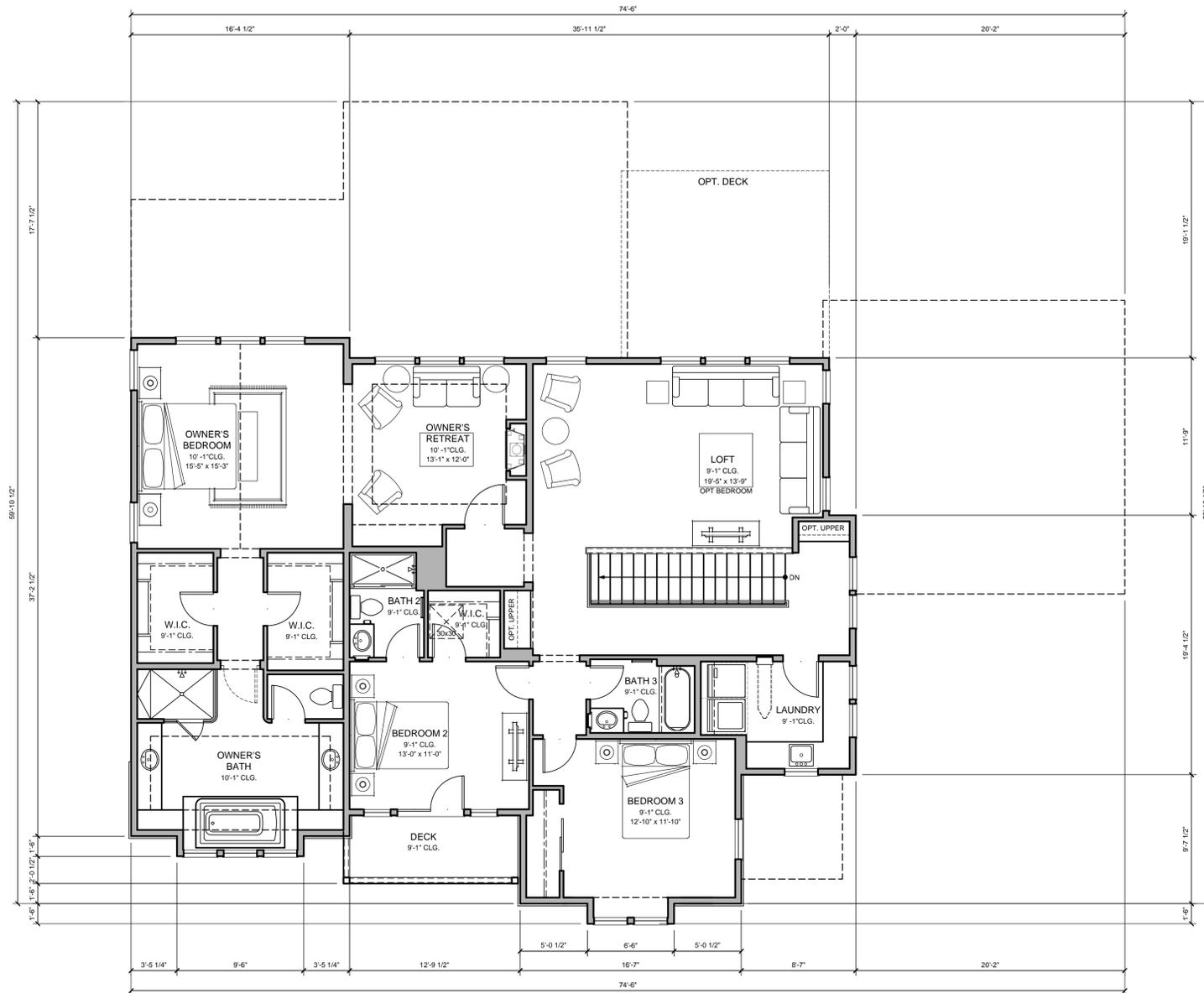
PLAN 2C - MEDITERRANEAN FRONT ELEVATION
SCALE: 3/16"=1'-0"



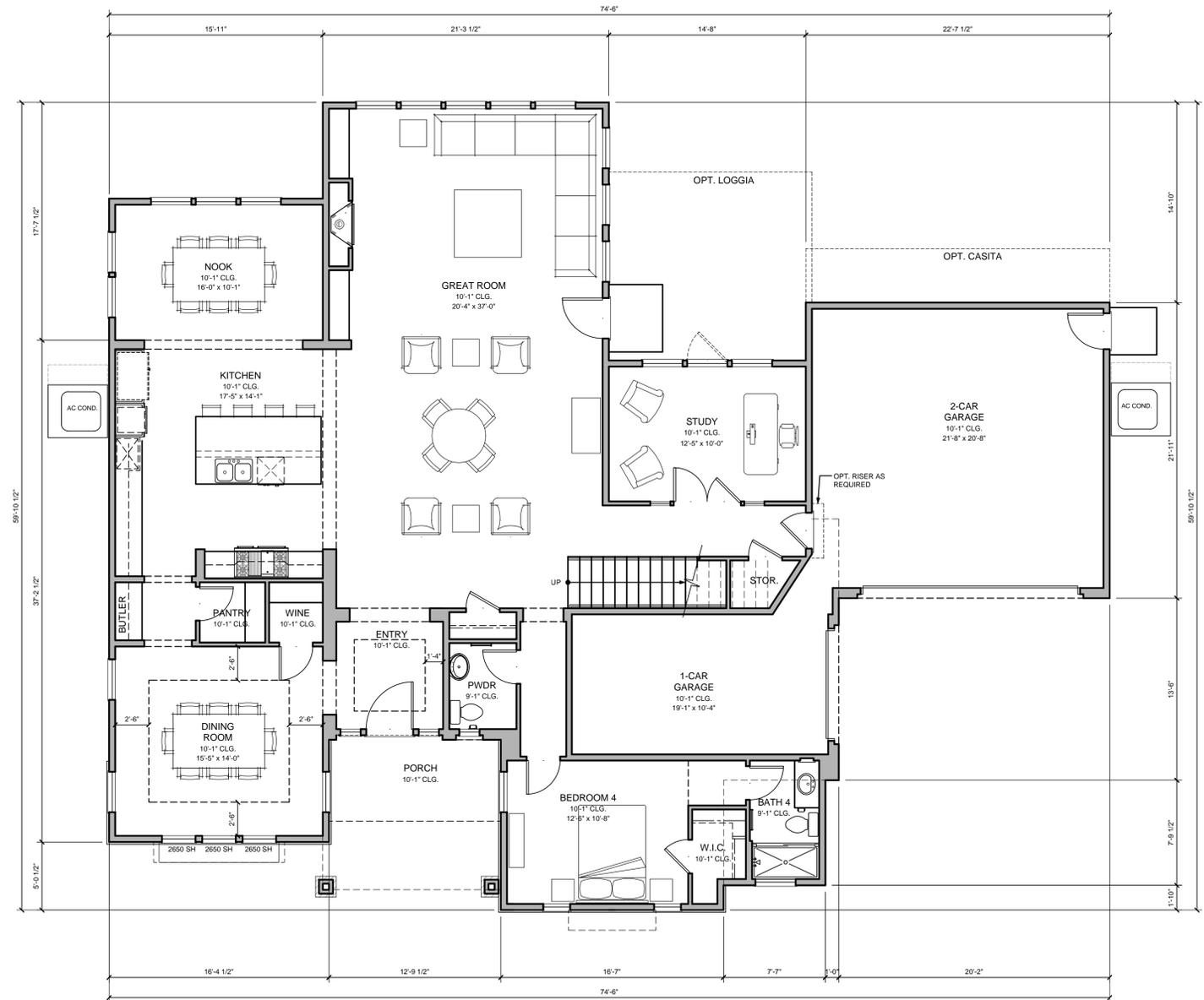
PLAN 2C - MEDITERRANEAN ROOF PLAN WITH CASITA OPTION
SCALE: 1/8"=1'-0"



PLAN 2C - MEDITERRANEAN ROOF PLAN
SCALE: 1/8"=1'-0"

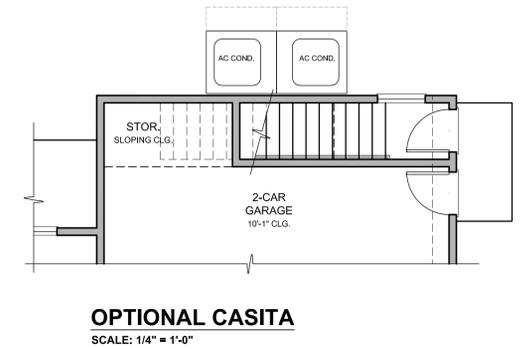
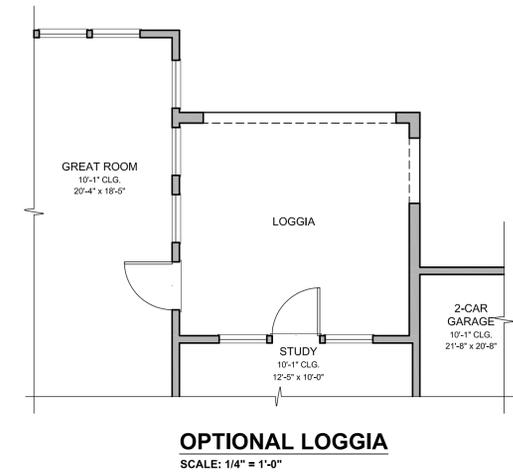
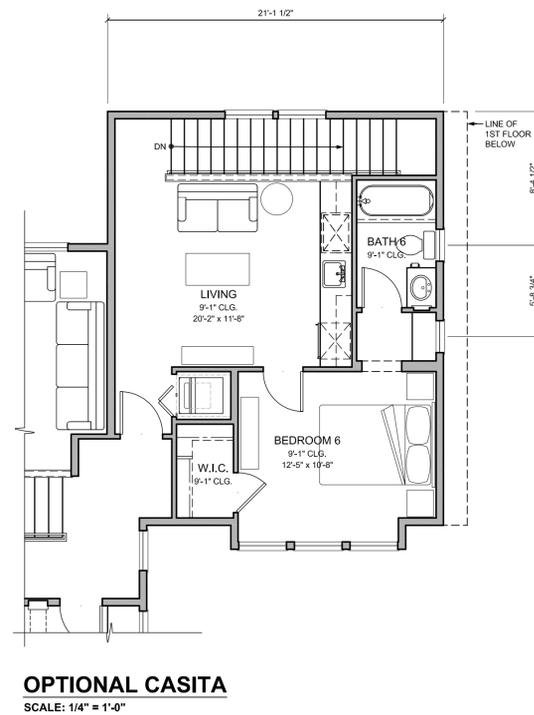
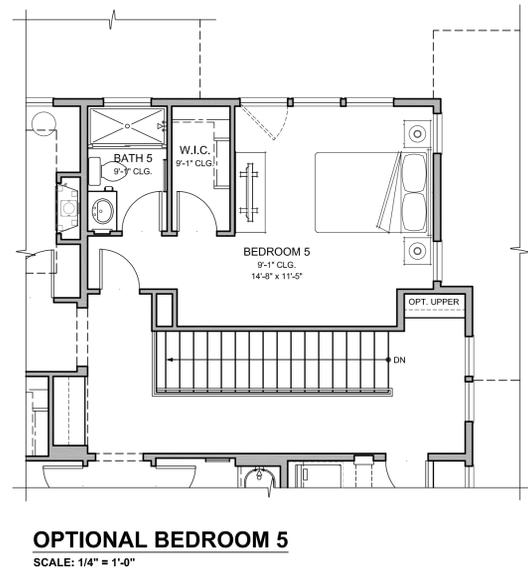
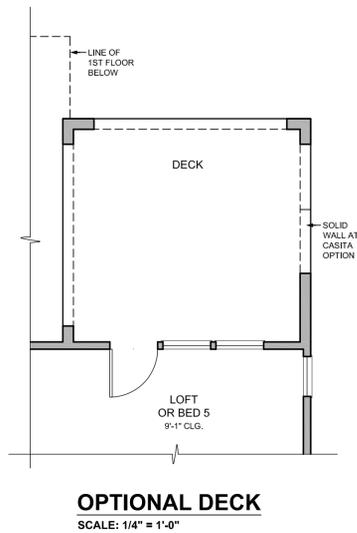


PLAN 3A SECOND FLOOR PLAN - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"



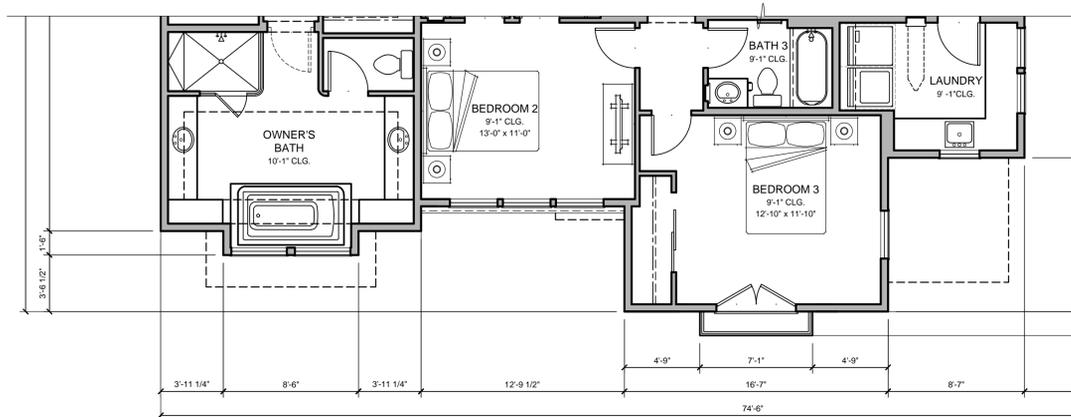
PLAN 3A FIRST FLOOR PLAN - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"

PLAN 3A CALIFORNIA RANCH		PLAN OPTIONS	
FIRST FLOOR:	2,292 sq.ft.	THERE IS NO INCREASE OR DECREASE AT BEDROOM 5 OPTION	
SECOND FLOOR:	1,934 sq.ft.	2-CAR GARAGE @ CASITA:	515 sq.ft.
TOTAL:	4,226 sq.ft.	CASITA FIRST FLOOR:	62 sq.ft.
2-CAR GARAGE:	496 sq.ft.	CASITA SECOND FLOOR:	501 sq.ft.
1-CAR GARAGE:	206 sq.ft.	LOGGIA OPTION - 1ST FLR:	209 sq.ft.
FRONT PORCH:	147 sq.ft.	DECK OPTION - 2ND FLR:	215sq.ft.
DECK:	67 sq.ft.		

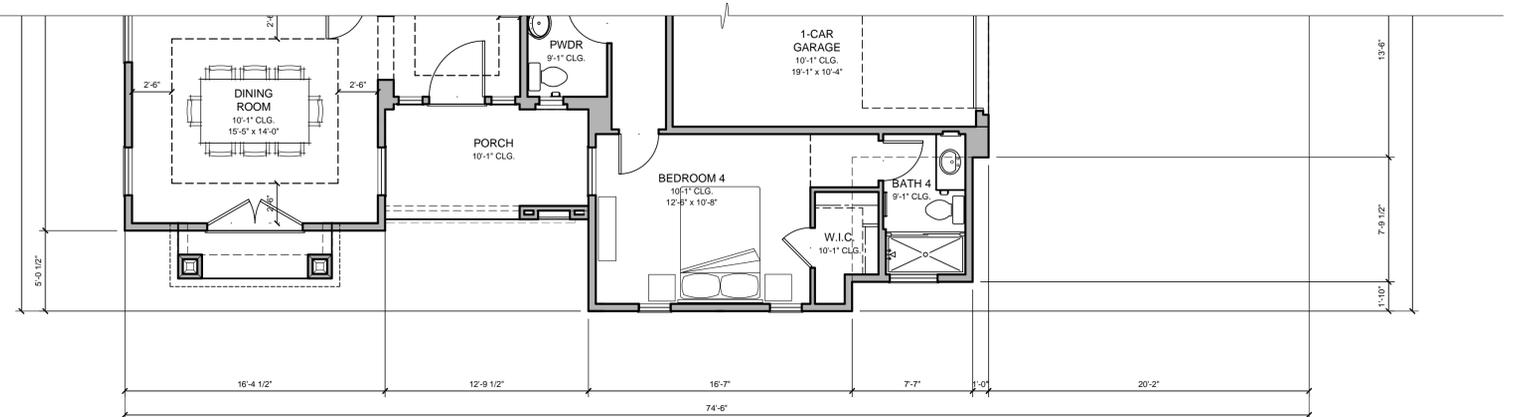


PLAN 3A CALIFORNIA RANCH	
FIRST FLOOR:	2,292 sq.ft.
SECOND FLOOR:	1,934 sq.ft.
TOTAL:	4,226 sq.ft.
2-CAR GARAGE:	496 sq.ft.
1-CAR GARAGE:	206 sq.ft.
FRONT PORCH:	147 sq.ft.
DECK:	67 sq.ft.

PLAN OPTIONS	
THERE IS NO INCREASE OR DECREASE AT BEDROOM 5 OPTION	
2-CAR GARAGE @ CASITA:	515 sq.ft.
CASITA FIRST FLOOR:	62 sq.ft.
CASITA SECOND FLOOR:	501 sq.ft.
LOGGIA OPTION - 1ST FLR:	209 sq.ft.
DECK OPTION - 2ND FLR:	215sq.ft.

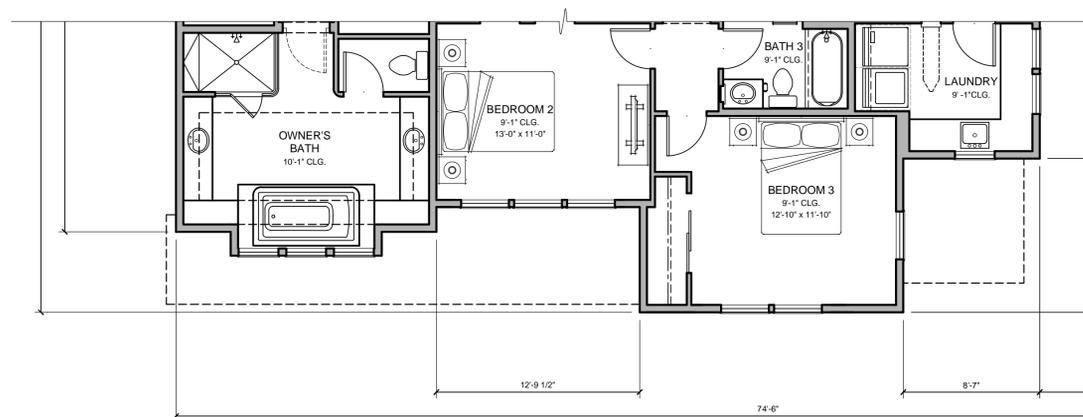


PLAN 3C SECOND FLOOR PLAN - MEDITERRANEAN
SCALE: 3/16"=1'-0"

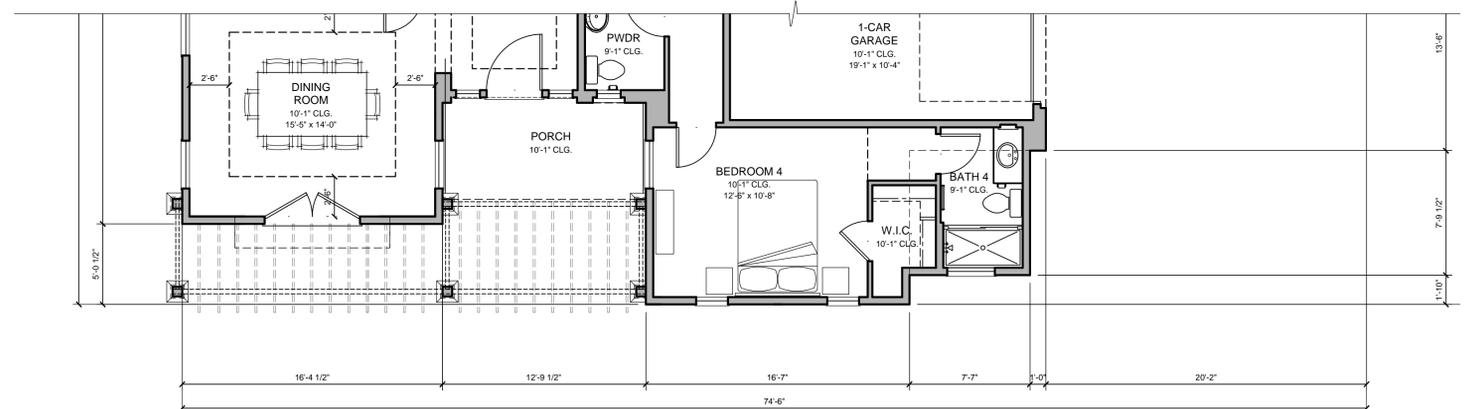


PLAN 3C FIRST FLOOR PLAN - MEDITERRANEAN
SCALE: 3/16"=1'-0"

PLAN 3C MEDITERRANEAN		PLAN OPTIONS	
FIRST FLOOR:	2,292 sq.ft.	THERE IS NO INCREASE OR DECREASE AT BEDROOM 5 OPTION	
SECOND FLOOR:	1,924 sq.ft.	2-CAR GARAGE @ CASITA:	515 sq.ft.
TOTAL:	4,216 sq.ft.	CASITA FIRST FLOOR:	62 sq.ft.
2-CAR GARAGE:	496 sq.ft.	CASITA SECOND FLOOR:	501 sq.ft.
1-CAR GARAGE:	206 sq.ft.	LOGGIA OPTION - 1ST FLR:	211 sq.ft.
FRONT PORCH:	91 sq.ft.	DECK OPTION - 2ND FLR:	218 sq.ft.
DINING RM PORCH:	29 sq.ft.		

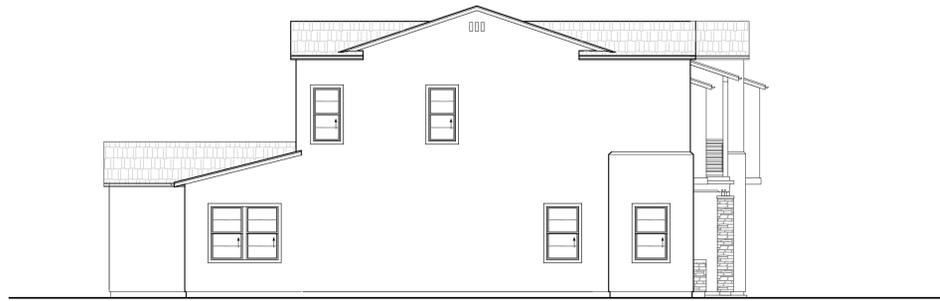


PLAN 3B SECOND FLOOR PLAN - CRAFTSMAN
SCALE: 3/16"=1'-0"



PLAN 3B FIRST FLOOR PLAN - CRAFTSMAN
SCALE: 3/16"=1'-0"

PLAN 3B CRAFTSMAN		PLAN OPTIONS	
FIRST FLOOR:	2,292 sq.ft.	THERE IS NO INCREASE OR DECREASE AT BEDROOM 5 OPTION	
SECOND FLOOR:	1,924 sq.ft.	2-CAR GARAGE @ CASITA:	515 sq.ft.
TOTAL:	4,216 sq.ft.	CASITA FIRST FLOOR:	62 sq.ft.
2-CAR GARAGE:	496 sq.ft.	CASITA SECOND FLOOR:	501 sq.ft.
1-CAR GARAGE:	206 sq.ft.	LOGGIA OPTION - 1ST FLR:	211 sq.ft.
FRONT PORCH:	80 sq.ft.	DECK OPTION - 2ND FLR:	218 sq.ft.



PLAN 3A - CALIFORNIA RANCH LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 3A - CALIFORNIA RANCH REAR ELEVATION
SCALE: 1/8"=1'-0"



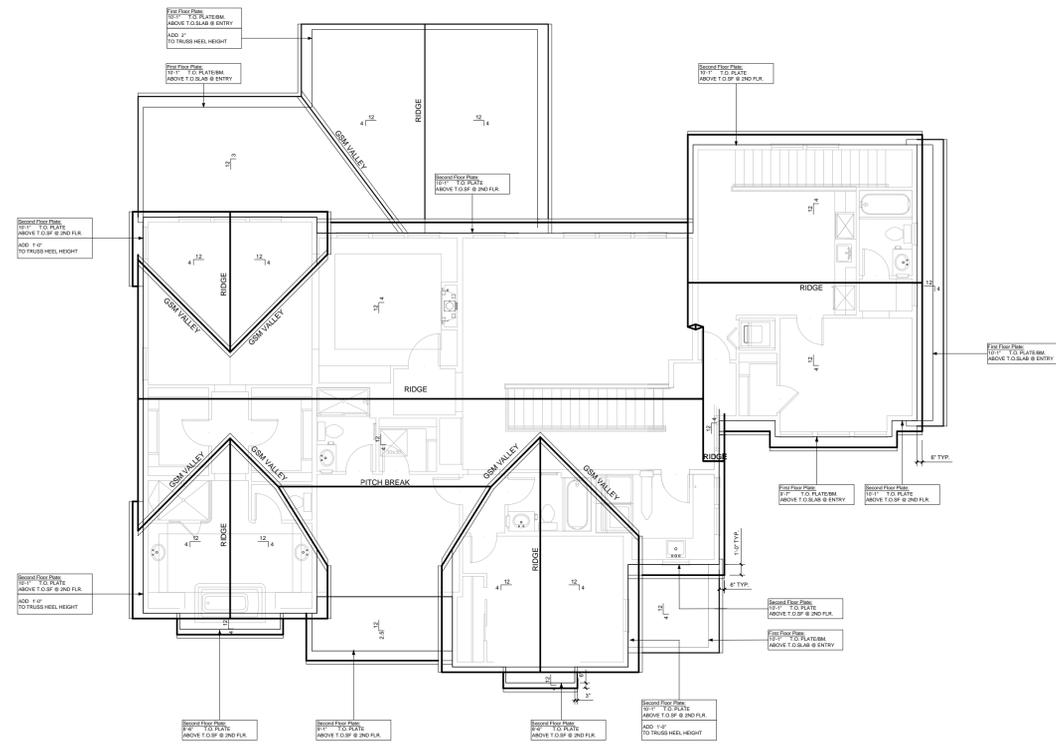
PLAN 3A - CALIFORNIA RANCH RIGHT ELEVATION
SCALE: 1/8"=1'-0"



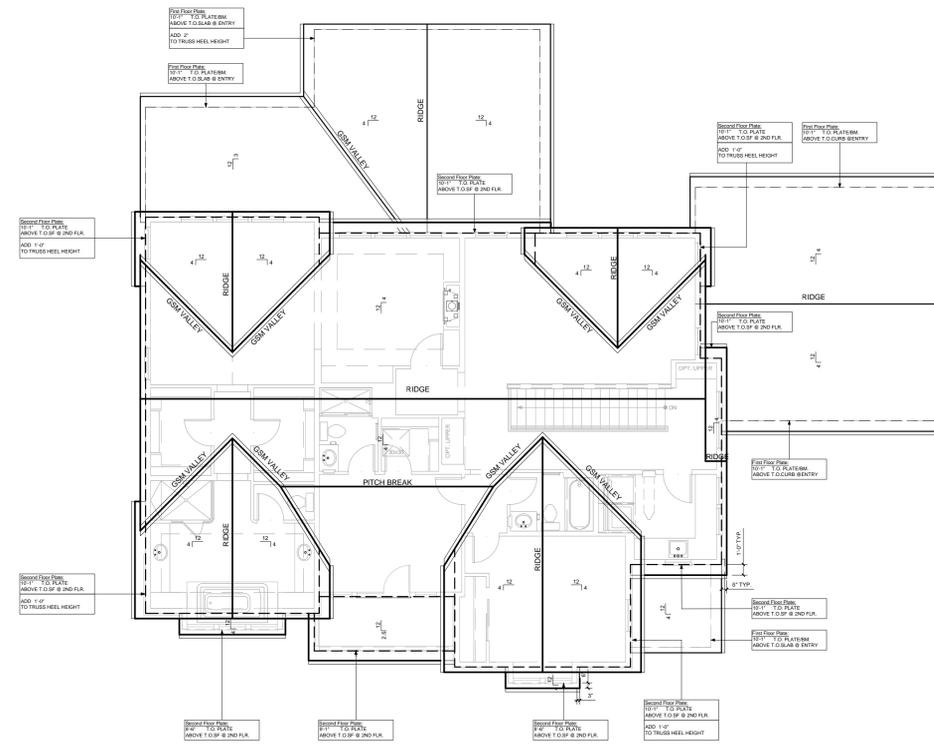
PLAN 3A - CALIFORNIA RANCH FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



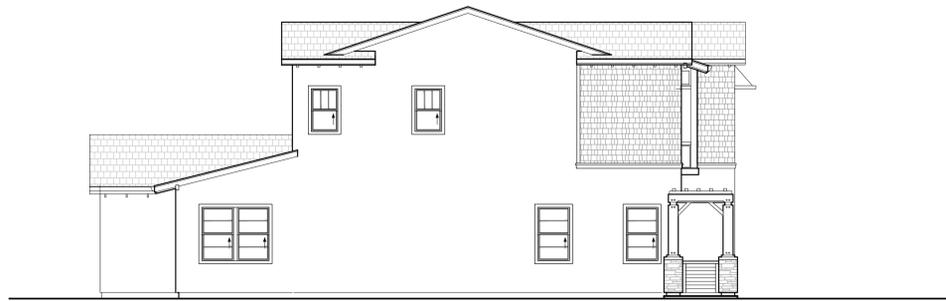
PLAN 3A - CALIFORNIA RANCH FRONT ELEVATION
SCALE: 3/16"=1'-0"



PLAN 3A - CALIFORNIA RANCH ROOF PLAN WITH CASITA OPTION
SCALE: 1/8"=1'-0"



PLAN 3A - CALIFORNIA RANCH ROOF PLAN
SCALE: 1/8"=1'-0"



PLAN 3B - CRAFTSMAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 3B - CRAFTSMAN REAR ELEVATION
SCALE: 1/8"=1'-0"



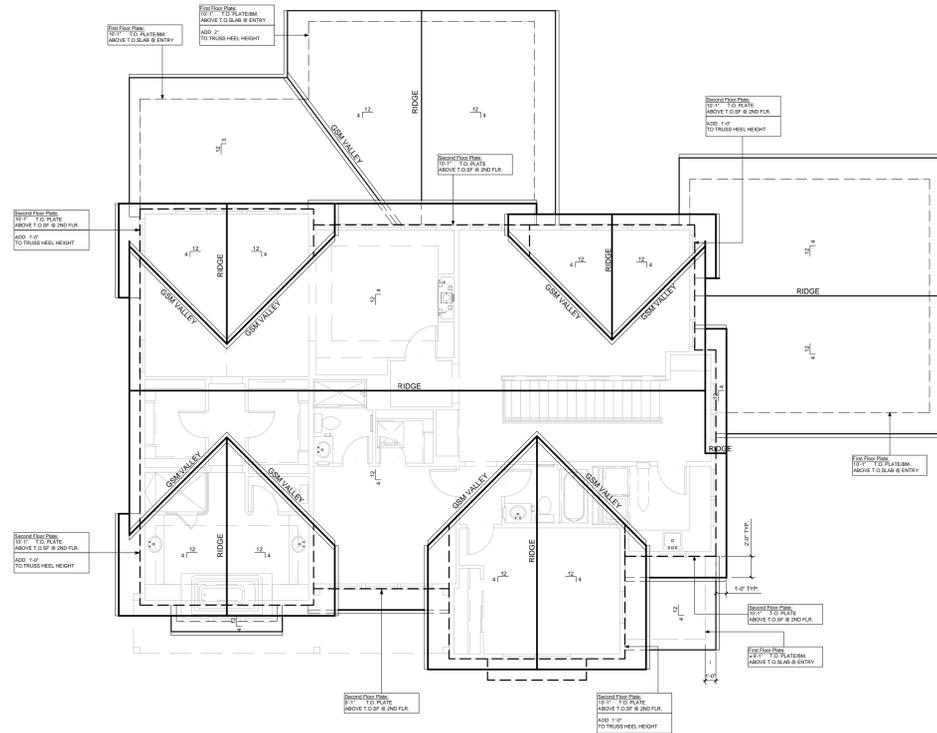
PLAN 3B - CRAFTSMAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



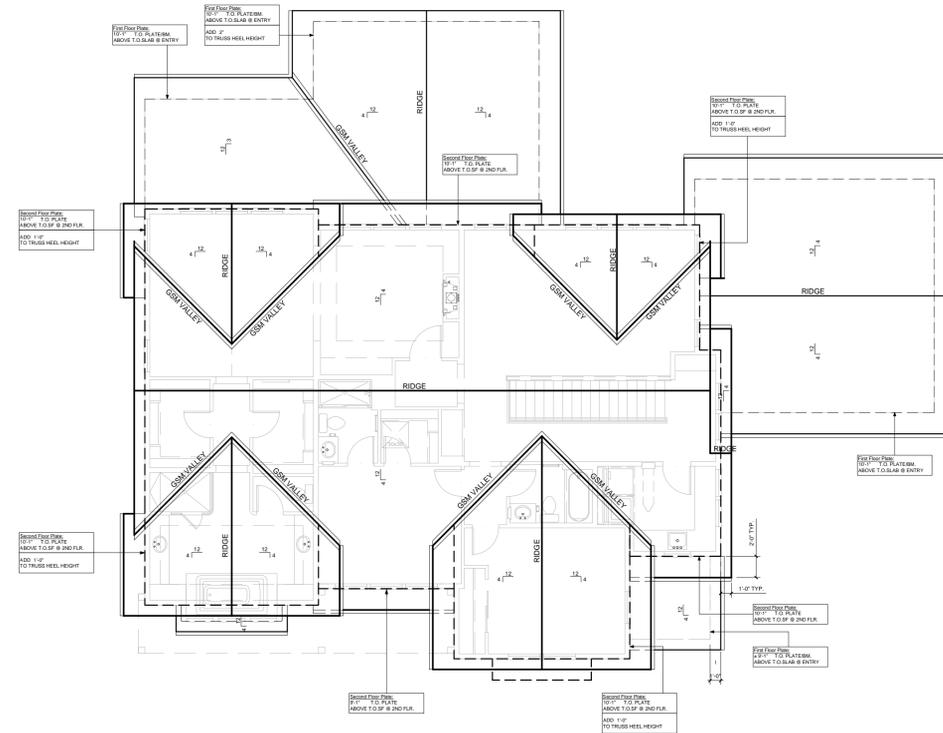
PLAN 3B - CRAFTSMAN FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



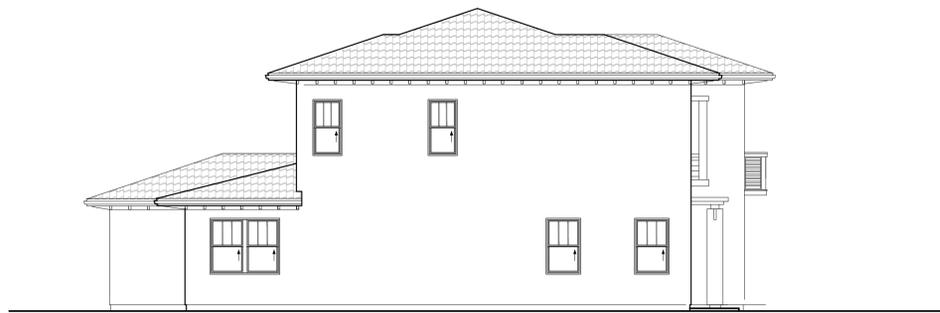
PLAN 3B - CRAFTSMAN FRONT ELEVATION
SCALE: 3/16"=1'-0"



PLAN 3B - CRAFTSMAN ROOF PLAN WITH CASITA OPTION
SCALE: 1/8"=1'-0"



PLAN 3B - CRAFTSMAN ROOF PLAN
SCALE: 1/8"=1'-0"



PLAN 3C - MEDITERRANEAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 3C - MEDITERRANEAN REAR ELEVATION
SCALE: 1/8"=1'-0"



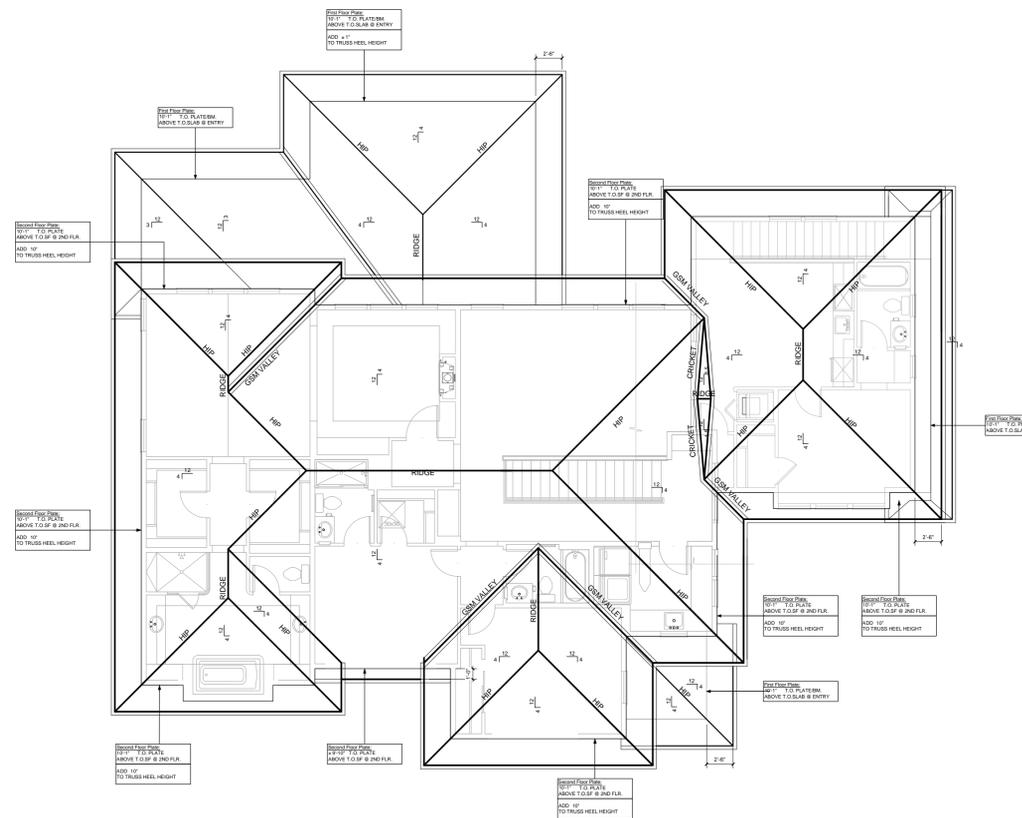
PLAN 3C - MEDITERRANEAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



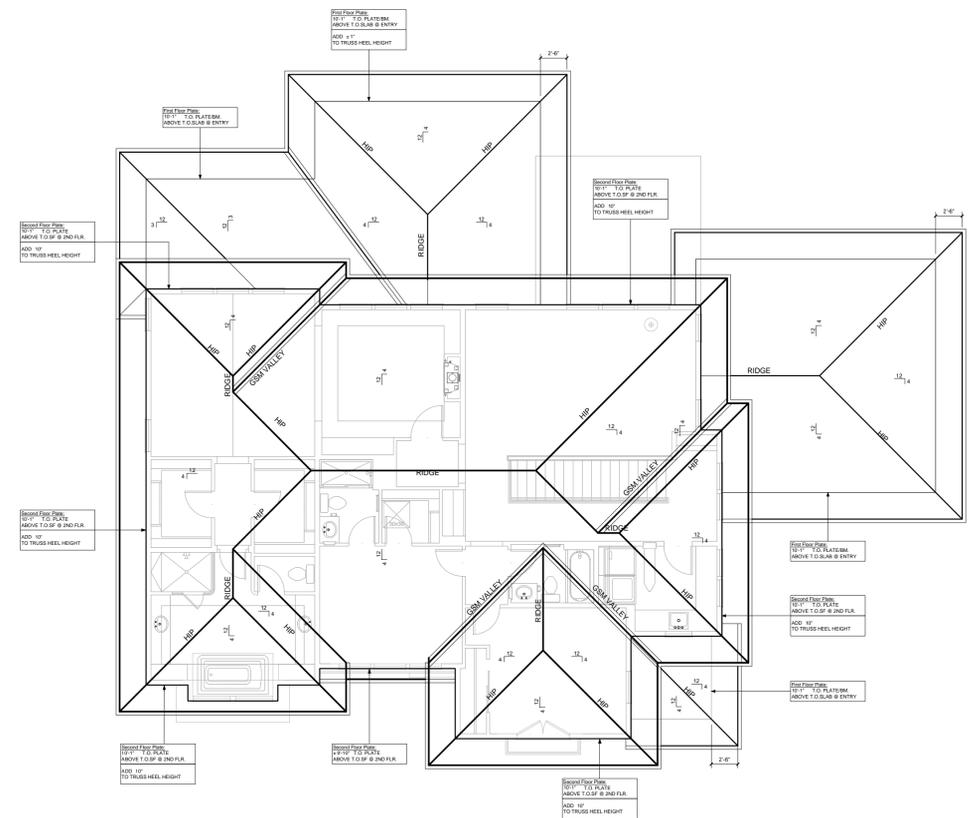
PLAN 3C - MEDITERRANEAN FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



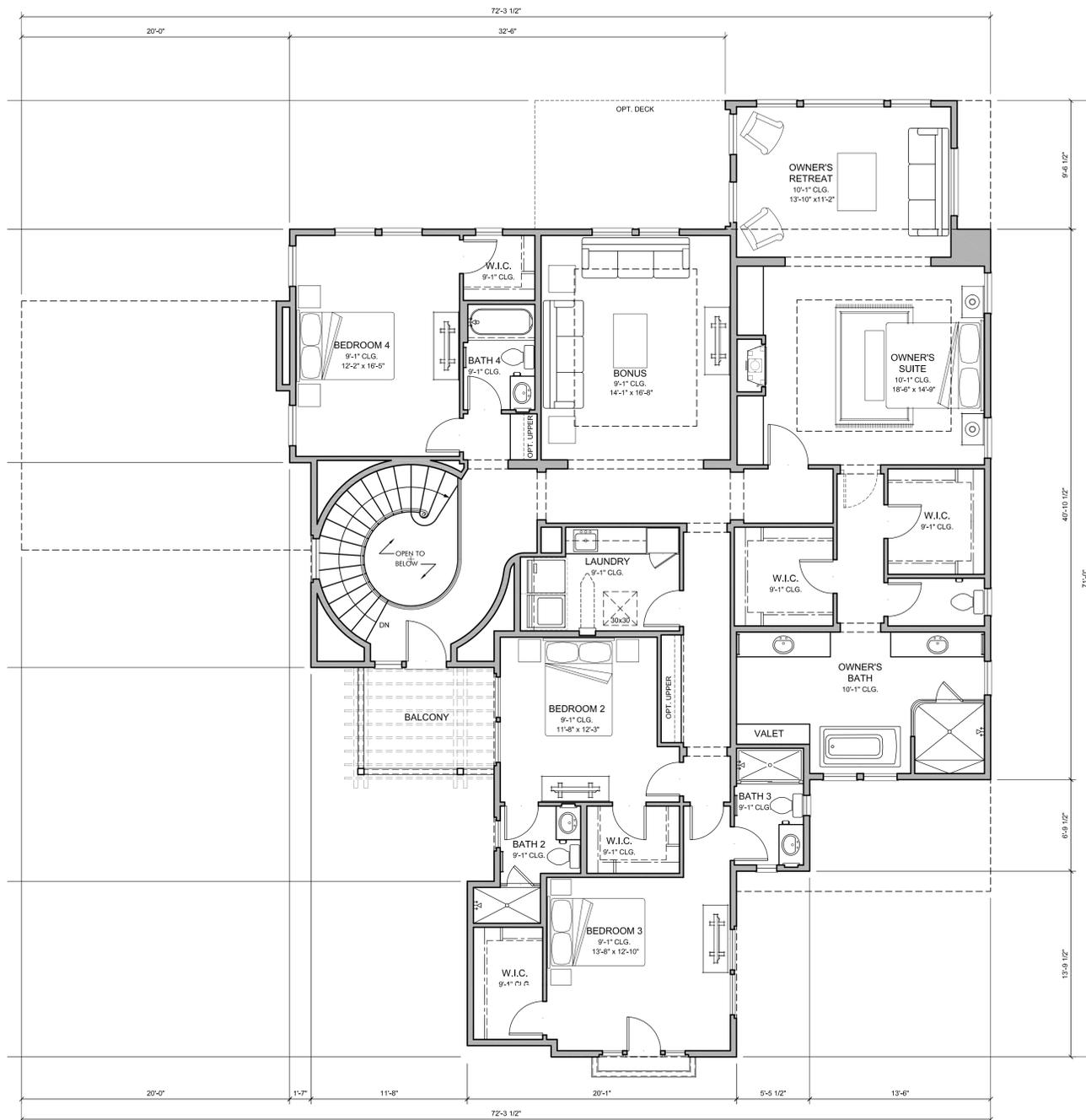
PLAN 3C - MEDITERRANEAN FRONT ELEVATION
SCALE: 3/16"=1'-0"



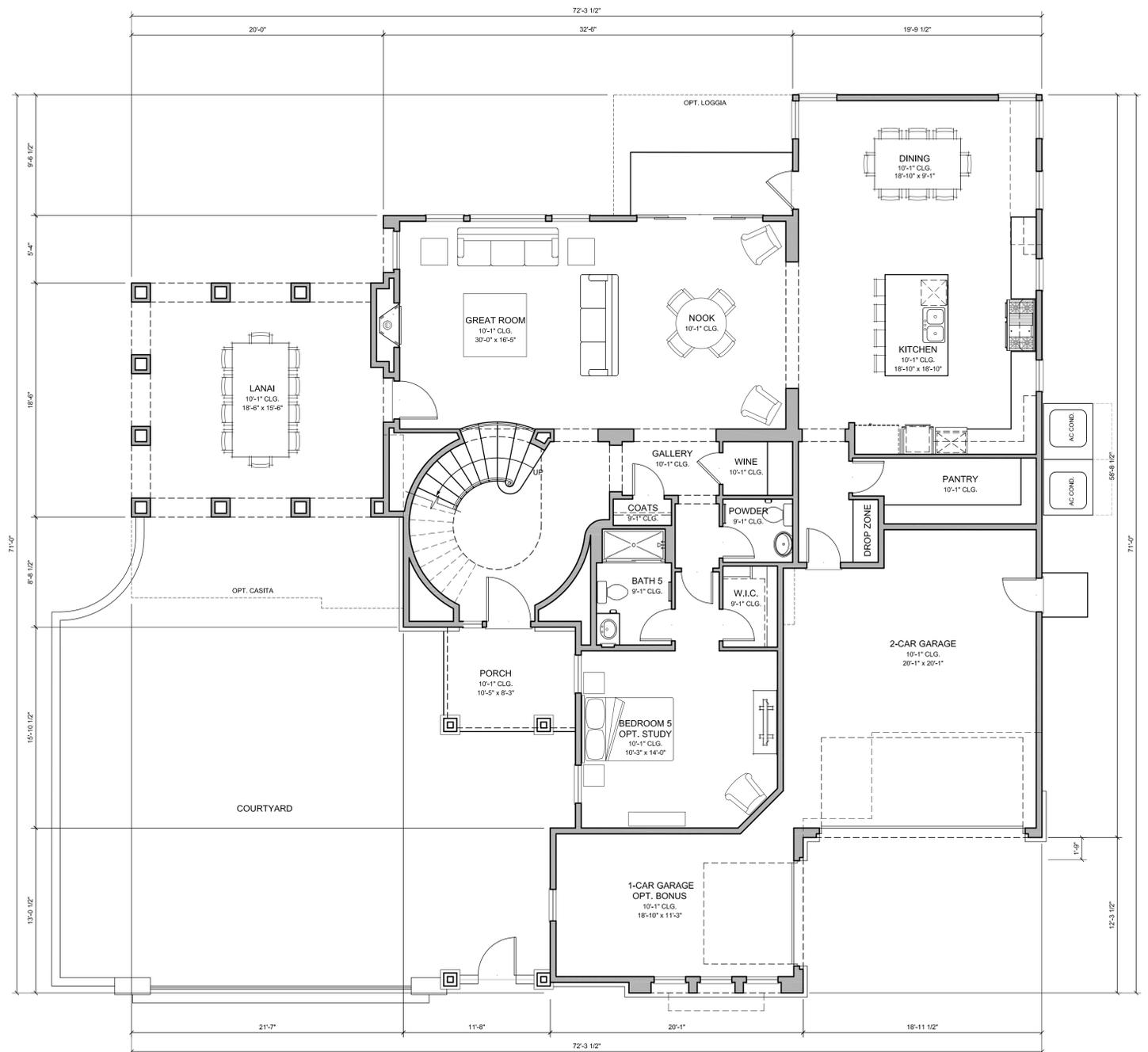
PLAN 3C - MEDITERRANEAN ROOF PLAN WITH CASITA OPTION
SCALE: 1/8"=1'-0"



PLAN 3C - MEDITERRANEAN ROOF PLAN
SCALE: 1/8"=1'-0"

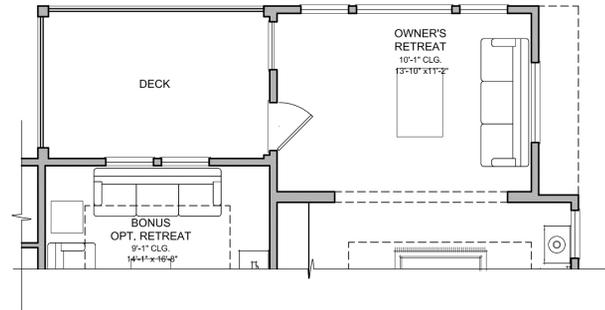


PLAN 4A SECOND FLOOR PLAN - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"

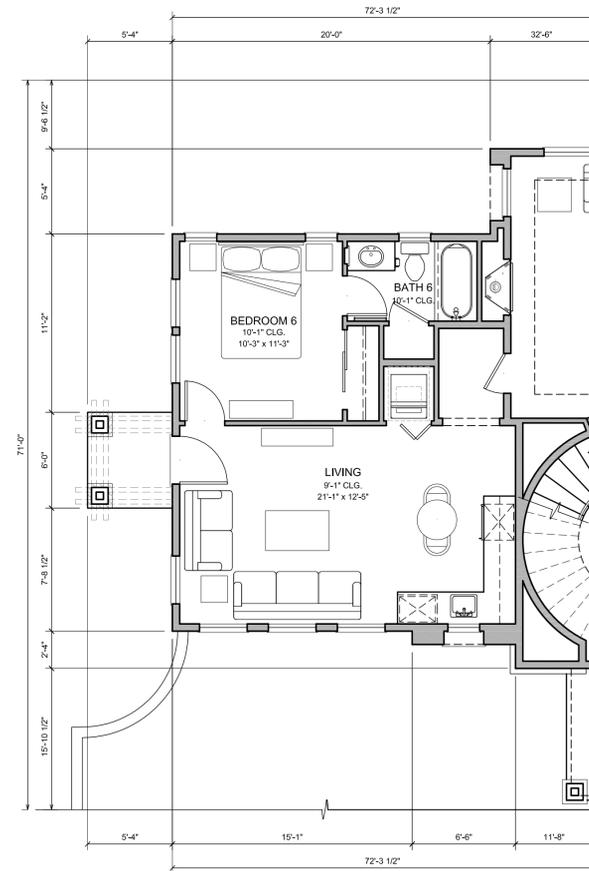


PLAN 4A FIRST FLOOR PLAN - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"

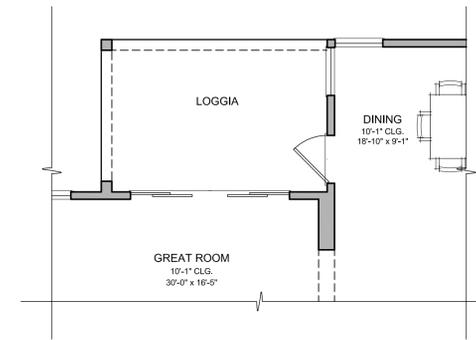
PLAN 4A CALIFORNIA RANCH		PLAN OPTIONS	
FIRST FLOOR:	2,041 sq.ft.	THERE IS NO INCREASE OR DECREASE AT OPTIONAL STUDY OR EXPANDED OWNER'S RETREAT	
SECOND FLOOR:	2,446 sq.ft.	BEDROOM 5 BONUS SUITE:	256 sq.ft.
TOTAL:	4,487 sq.ft.	2-CAR GARAGE @ BED 5 BONUS:	427 sq.ft.
3-CAR GARAGE:	731 sq.ft.	CASITA OPTION:	529 sq.ft.
FRONT PORCH:	86 sq.ft.	CASITA PORCH:	32 sq.ft.
LANAI:	370 sq.ft.	LOGGIA OPTION - 1ST FLR:	136 sq.ft.
BALCONY:	81 sq.ft.	DECK OPTION - 2ND FLR:	136 sq.ft.



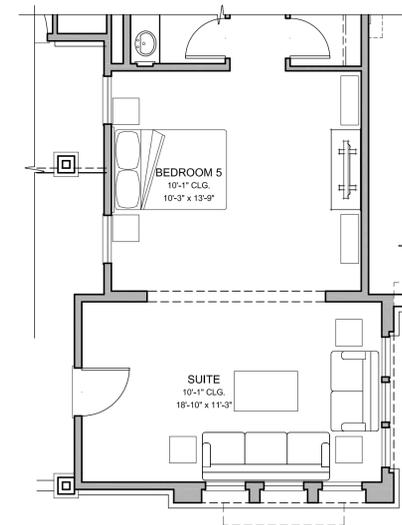
OPTIONAL DECK
SCALE: 1/4" = 1'-0"



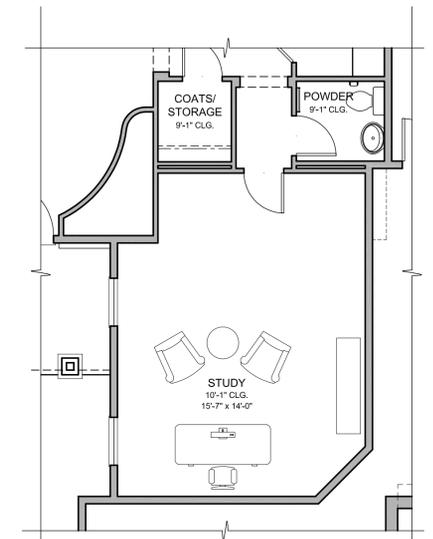
OPTIONAL CASITA
SCALE: 1/4" = 1'-0"



OPTIONAL LOGGIA WITH DECK ABOVE
SCALE: 1/4" = 1'-0"



OPTIONAL BEDROOM 5 SUITE
SCALE: 1/4" = 1'-0"

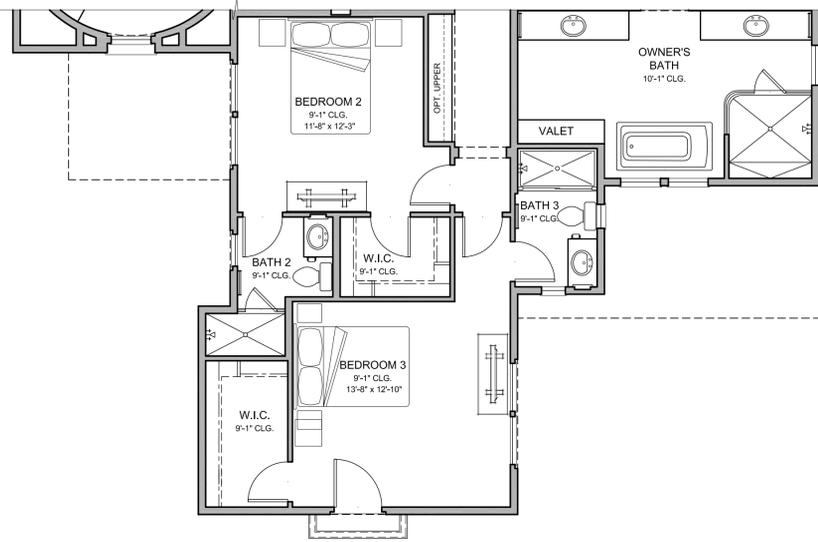


OPTIONAL STUDY
SCALE: 1/4" = 1'-0"

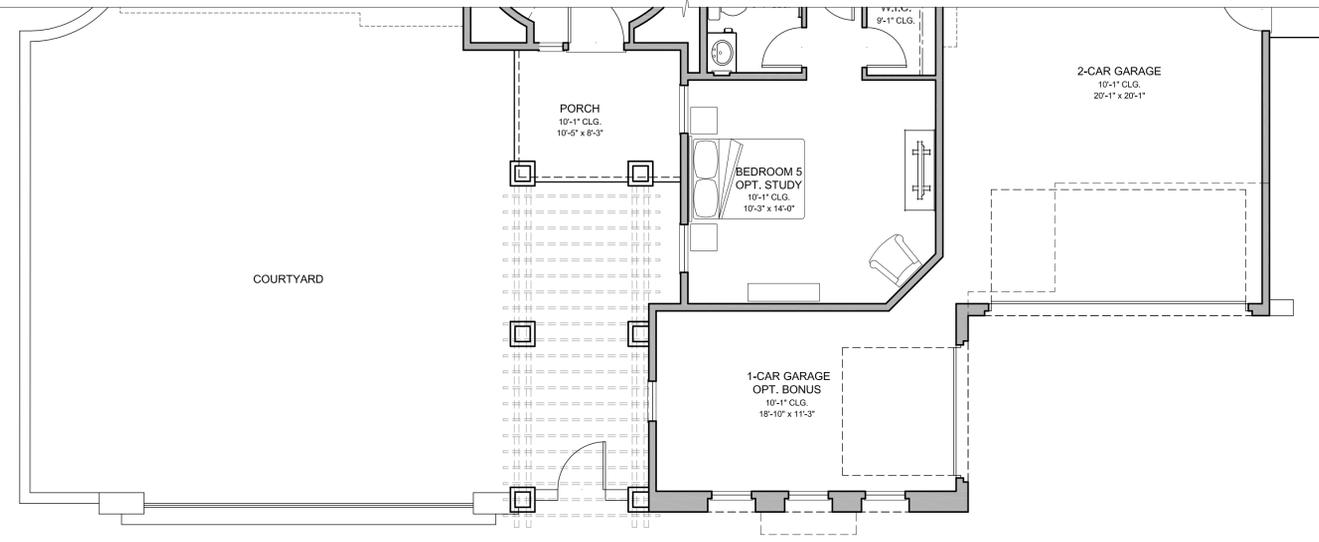
NOTE: IF BONUS OPTION @ GARAGE IS TAKEN WITH OPTIONAL CASITA, AN ADDITIONAL OFF STREET PARKING SPACE SHALL BE PROVIDED

PLAN 4A	
CALIFORNIA RANCH	
FIRST FLOOR:	2,041 sq.ft.
SECOND FLOOR:	2,446 sq.ft.
TOTAL:	4,487 sq.ft.
3-CAR GARAGE:	731 sq.ft.
FRONT PORCH:	86 sq.ft.
LANAI:	370 sq.ft.
BALCONY:	81 sq.ft.

PLAN OPTIONS	
THERE IS NO INCREASE OR DECREASE AT OPTIONAL STUDY OR EXPANDED OWNER'S RETREAT	
BEDROOM 5 BONUS SUITE:	256 sq.ft.
2-CAR GARAGE @ BED 5 BONUS:	427 sq.ft.
CASITA OPTION:	529 sq.ft.
CASITA PORCH:	32 sq.ft.
LOGGIA OPTION - 1ST FLR:	136 sq.ft.
DECK OPTION - 2ND FLR:	136 sq.ft.

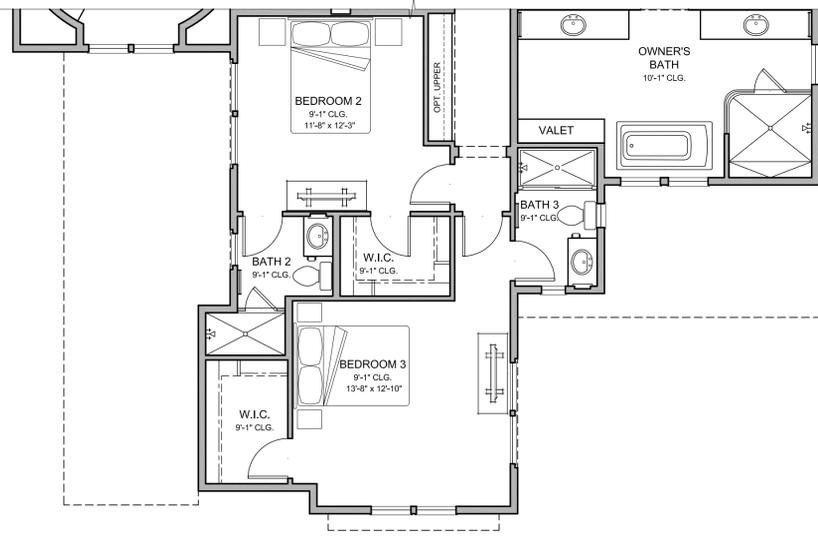


PLAN 4C SECOND FLOOR PLAN - MEDITERRANEAN
SCALE: 3/16"=1'-0"

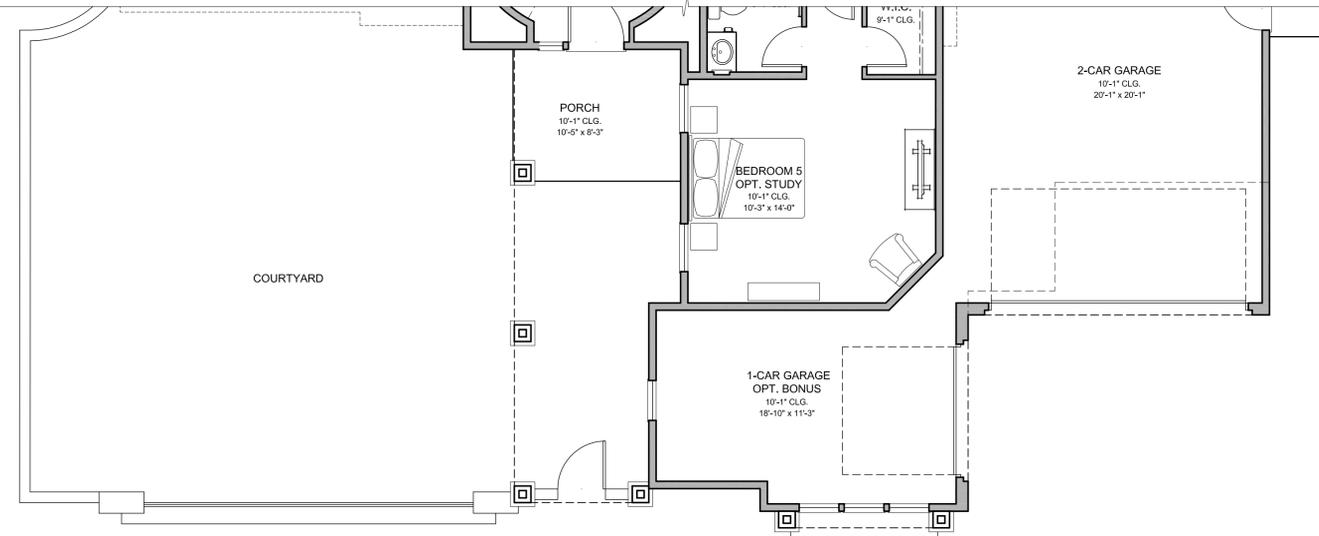


PLAN 4C FIRST FLOOR PLAN - MEDITERRANEAN
SCALE: 3/16"=1'-0"

PLAN 4C MEDITERRANEAN		PLAN OPTIONS	
FIRST FLOOR:	2,041 sq.ft.	THERE IS NO INCREASE OR DECREASE AT OPTIONAL STUDY OR EXPANDED OWNER'S RETREAT	
SECOND FLOOR:	2,447 sq.ft.	BEDROOM 5 BONUS:	263 sq.ft.
TOTAL:	4,488 sq.ft.	2-CAR GARAGE @ BED 5 BONUS:	427 sq.ft.
3-CAR GARAGE:	736 sq.ft.	CASITA OPTION:	513 sq.ft.
FRONT PORCH:	86 sq.ft.	CASITA PORCH:	32 sq.ft.
LANAI:	370 sq.ft.	LOGGIA OPTION - 1ST FLR:	136 sq.ft.
		DECK OPTION - 2ND FLR:	136 sq.ft.



PLAN 4B SECOND FLOOR PLAN - CRAFTSMAN
SCALE: 3/16"=1'-0"



PLAN 4B FIRST FLOOR PLAN - CRAFTSMAN
SCALE: 3/16"=1'-0"

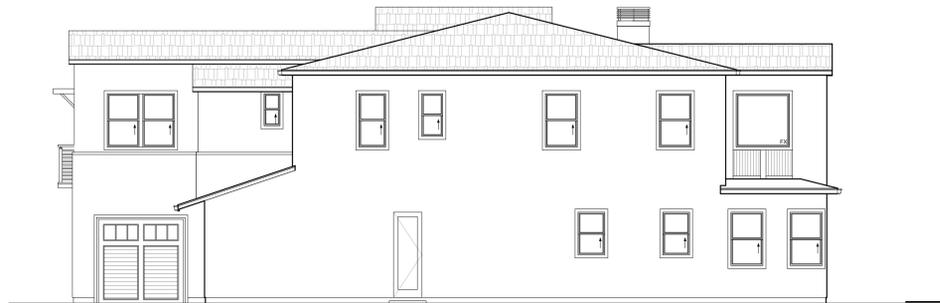
PLAN 4B CRAFTSMAN		PLAN OPTIONS	
FIRST FLOOR:	2,041 sq.ft.	THERE IS NO INCREASE OR DECREASE AT OPTIONAL STUDY OR EXPANDED OWNER'S RETREAT	
SECOND FLOOR:	2,436 sq.ft.	BEDROOM 5 BONUS:	253 sq.ft.
TOTAL:	4,477 sq.ft.	2-CAR GARAGE @ BED 5 BONUS:	427 sq.ft.
3-CAR GARAGE:	726 sq.ft.	CASITA OPTION:	513 sq.ft.
FRONT PORCH:	86 sq.ft.	CASITA PORCH:	32 sq.ft.
LANAI:	370 sq.ft.	LOGGIA OPTION - 1ST FLR:	136 sq.ft.
		DECK OPTION - 2ND FLR:	136 sq.ft.



PLAN 4A - CALIFORNIA RANCH LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 4A - CALIFORNIA RANCH REAR ELEVATION
SCALE: 1/8"=1'-0"



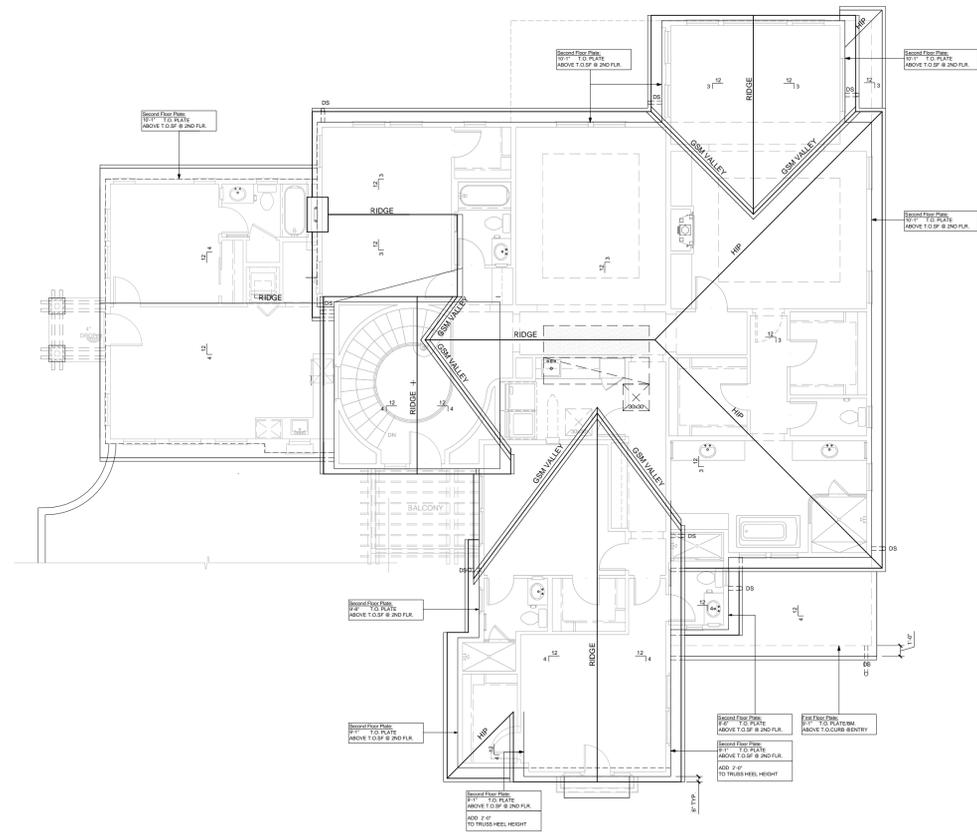
PLAN 4A - CALIFORNIA RANCH RIGHT ELEVATION
SCALE: 1/8"=1'-0"



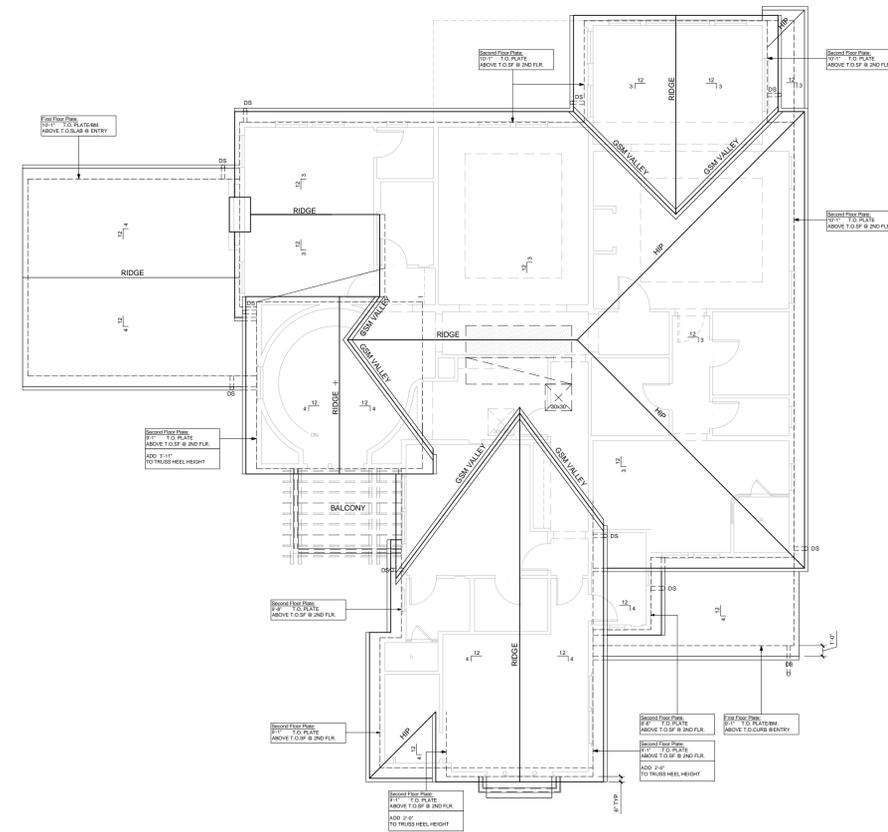
PLAN 4A - CALIFORNIA RANCH FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



PLAN 4A - CALIFORNIA RANCH FRONT ELEVATION
SCALE: 3/16"=1'-0"



PLAN 4A - CALIFORNIA RANCH ROOF PLAN WITH CASITA OPTION
SCALE: 1/8"=1'-0"



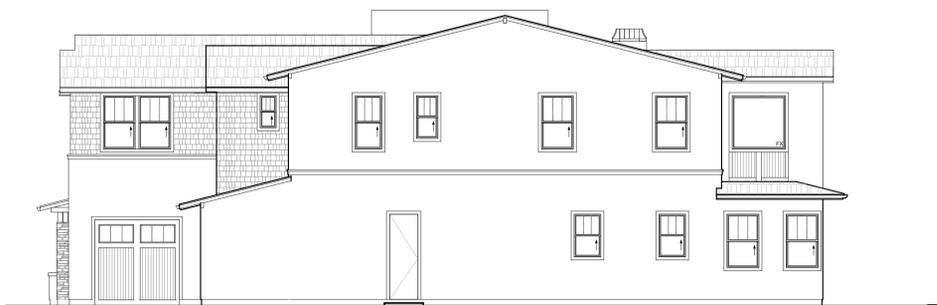
PLAN 4A - CALIFORNIA RANCH ROOF PLAN
SCALE: 1/8"=1'-0"



PLAN 4B - CRAFTSMAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 4B - CRAFTSMAN REAR ELEVATION
SCALE: 1/8"=1'-0"



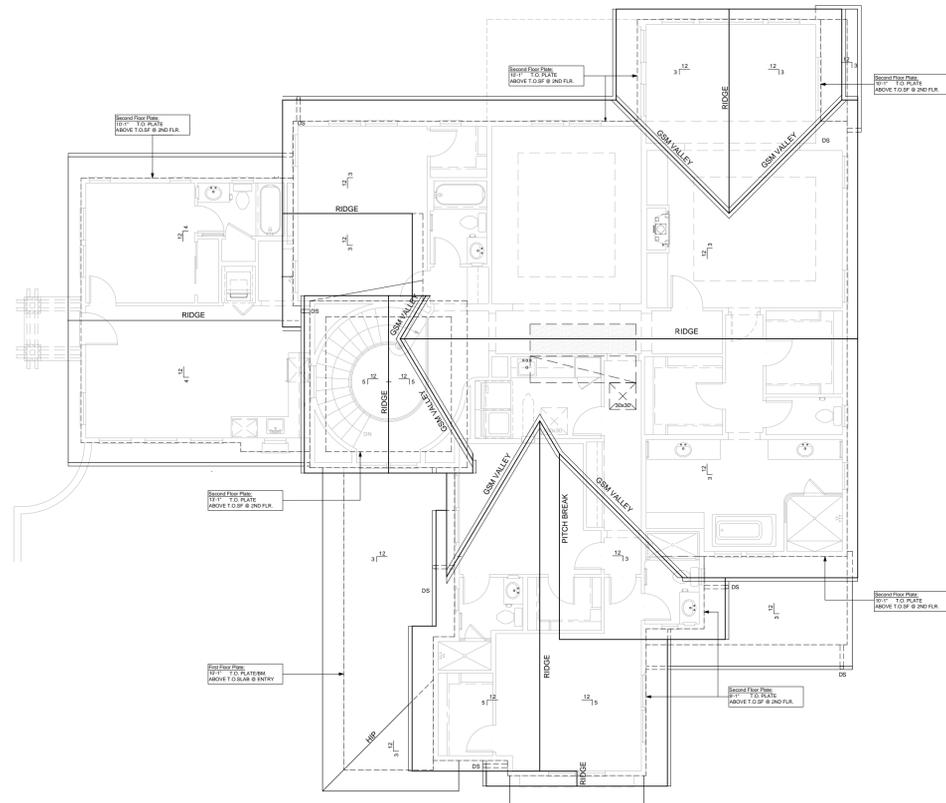
PLAN 4B - CRAFTSMAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



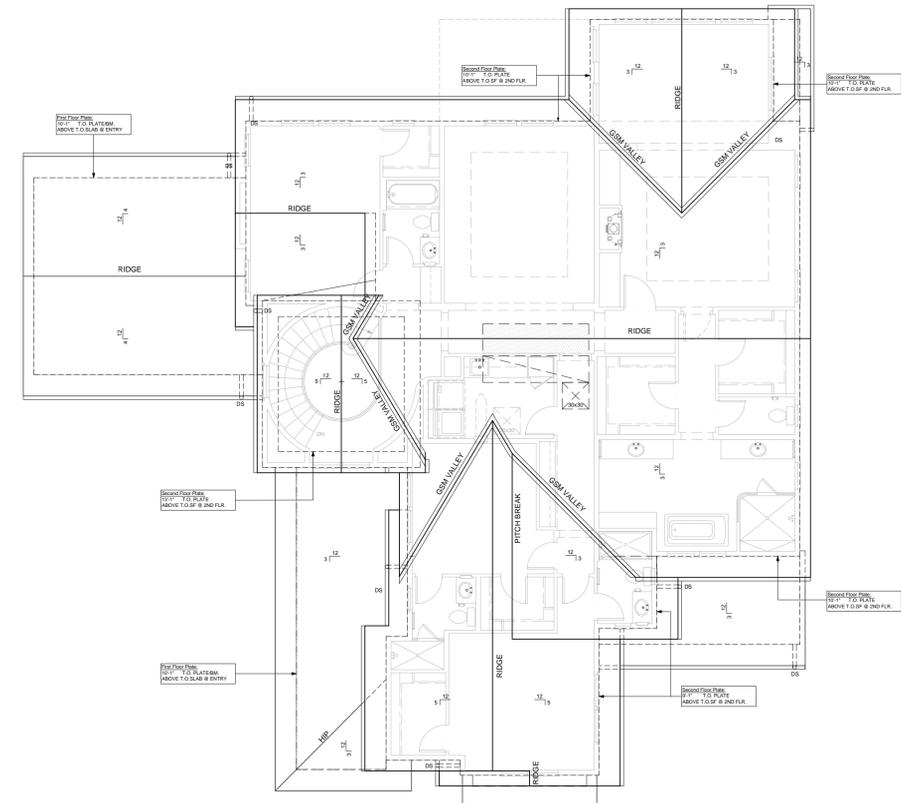
PLAN 4B - CRAFTSMAN FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



PLAN 4B - CRAFTSMAN FRONT ELEVATION
SCALE: 3/16"=1'-0"



PLAN 4B- CRAFTSMAN ROOF PLAN WITH CASITA OPTION
SCALE: 1/8"=1'-0"



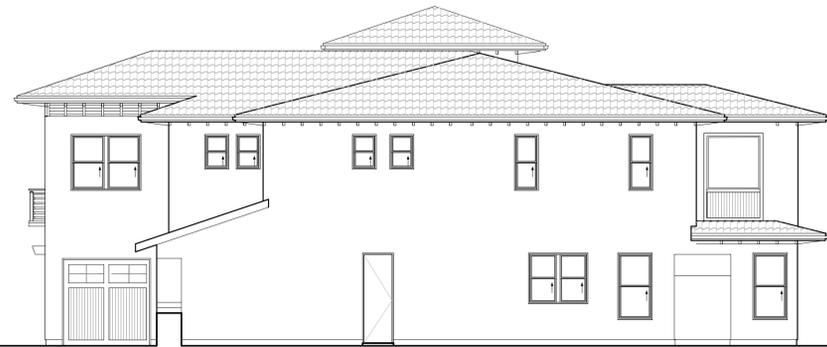
PLAN 4B - CRAFTSMAN ROOF PLAN
SCALE: 1/8"=1'-0"



PLAN 4C - MEDITERRANEAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 4C - MEDITERRANEAN REAR ELEVATION
SCALE: 1/8"=1'-0"



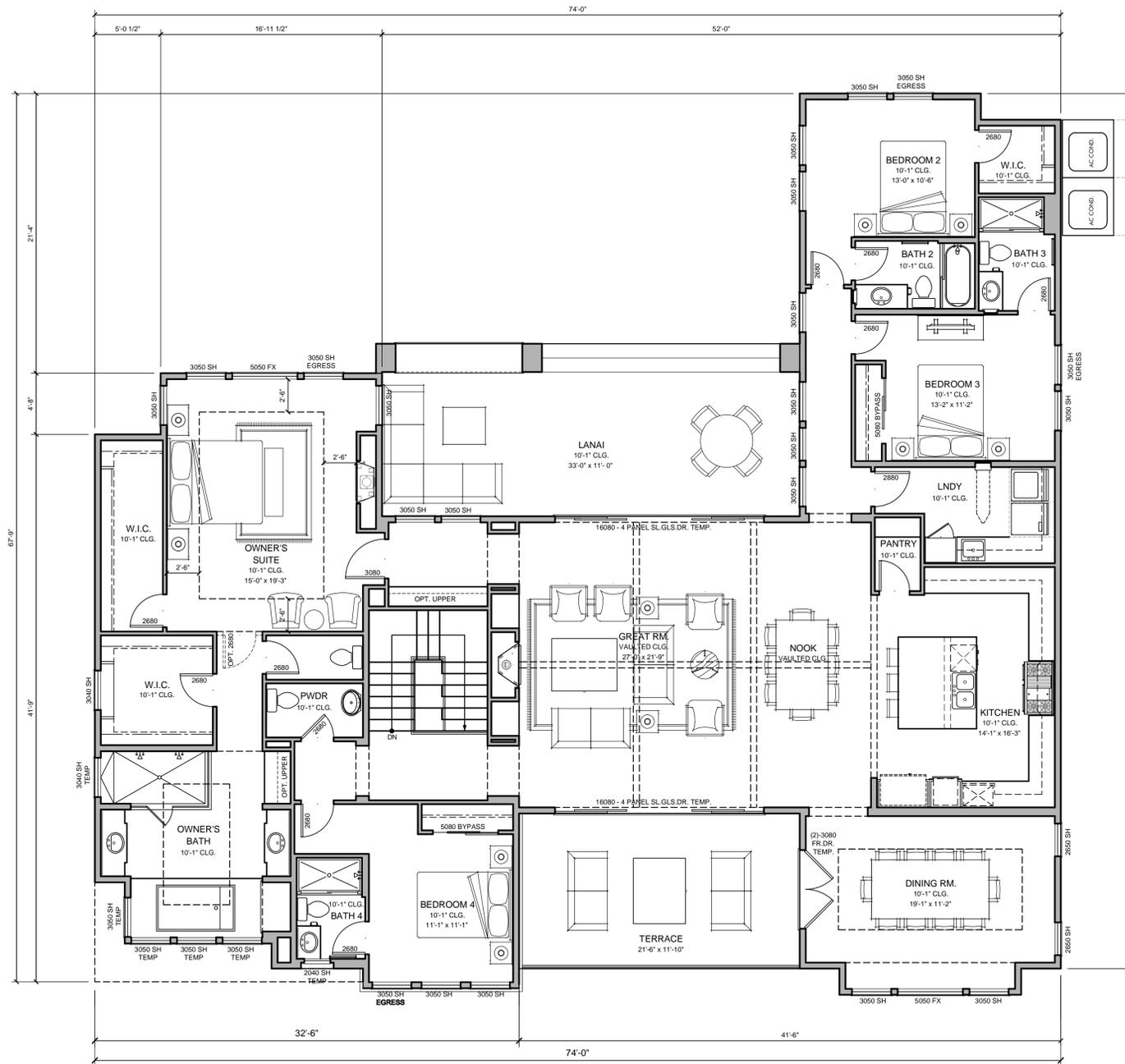
PLAN 4C - MEDITERRANEAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



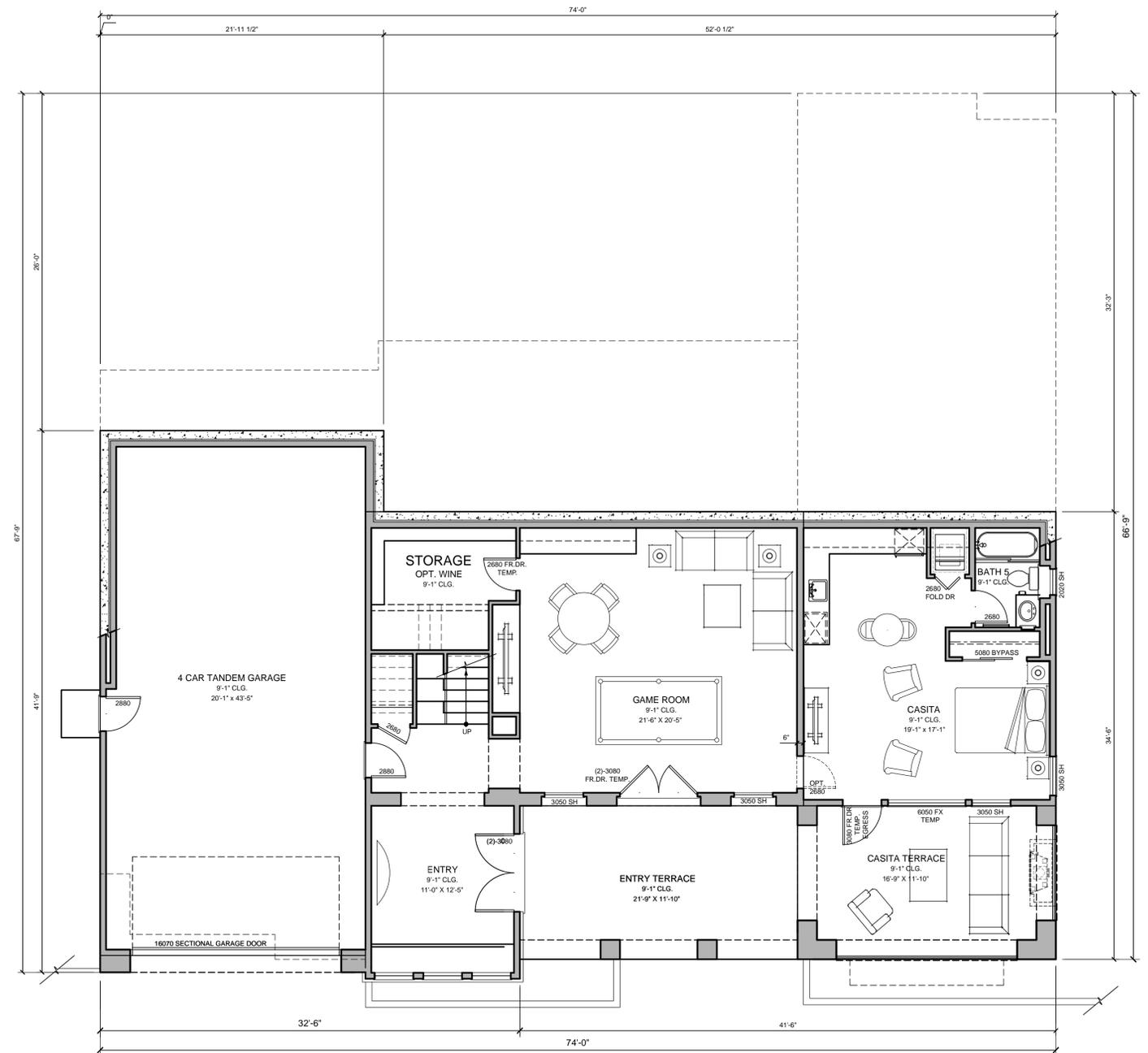
PLAN 4C - MEDITERRANEAN FRONT ELEVATION WITH CASITA OPTION
SCALE: 3/16"=1'-0"



PLAN 4C - MEDITERRANEAN FRONT ELEVATION
SCALE: 3/16"=1'-0"

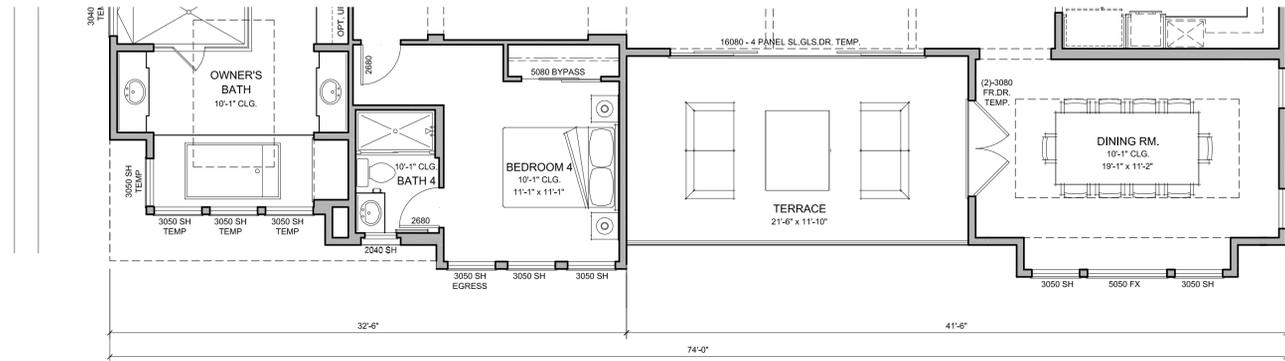


PLAN 5A SECOND FLOOR PLAN - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"

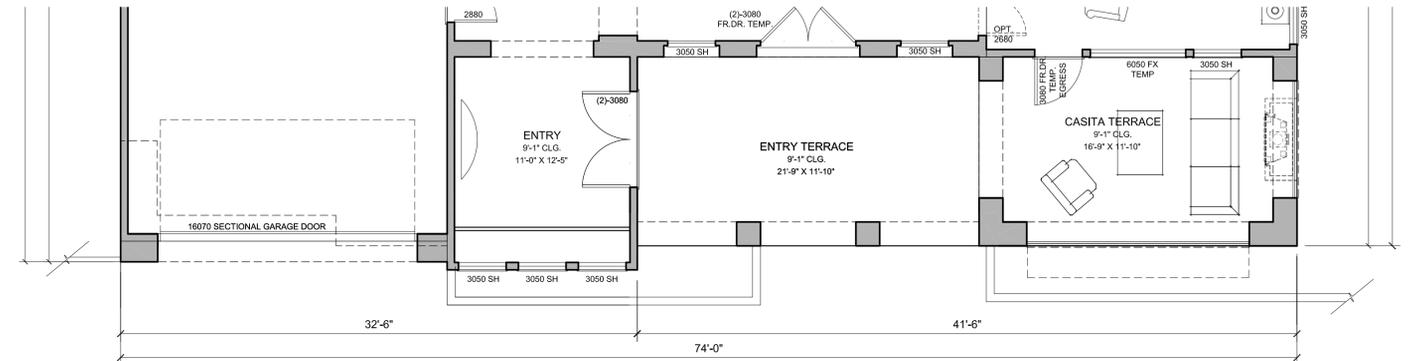


PLAN 5A FIRST FLOOR PLAN - CALIFORNIA RANCH
SCALE: 3/16"=1'-0"

PLAN 5A CALIFORNIA RANCH	
FIRST FLOOR:	928 sq.ft.
SECOND FLOOR:	3,109 sq.ft.
TOTAL:	4,037 sq.ft.
4-CAR GARAGE:	845 sq.ft.
CASITA:	443 sq.ft.
ENTRY TERRACE:	254 sq.ft.
CASITA TERRACE:	237 sq.ft.
2ND FLR TERRACE:	254 sq.ft.
LANAI:	422 sq.ft.

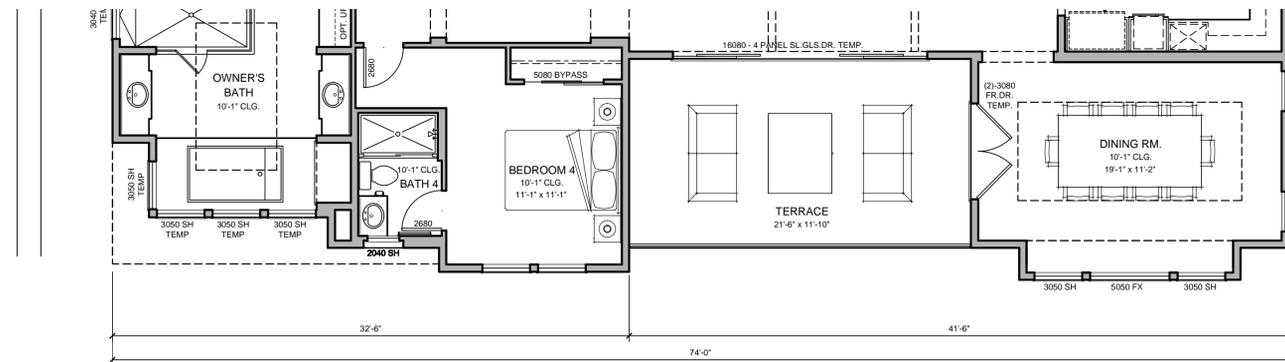


PLAN 5C SECOND FLOOR PLAN - MEDITERRANEAN
SCALE: 3/16"=1'-0"

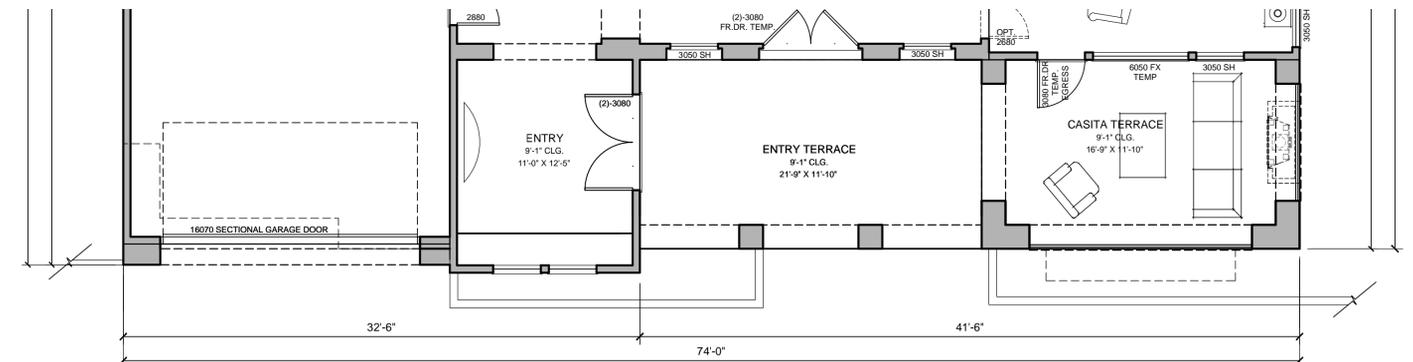


PLAN 5C FIRST FLOOR PLAN - MEDITERRANEAN
SCALE: 3/16"=1'-0"

PLAN 5C MEDITERRANEAN	
FIRST FLOOR:	928 sq.ft.
SECOND FLOOR:	3,109 sq.ft.
TOTAL:	4,037 sq.ft.
4-CAR GARAGE:	845 sq.ft.
CASITA:	443 sq.ft.
ENTRY TERRACE:	254 sq.ft.
CASITA TERRACE:	237 sq.ft.
2ND FLR TERRACE:	254 sq.ft.
LANAI:	422 sq.ft.

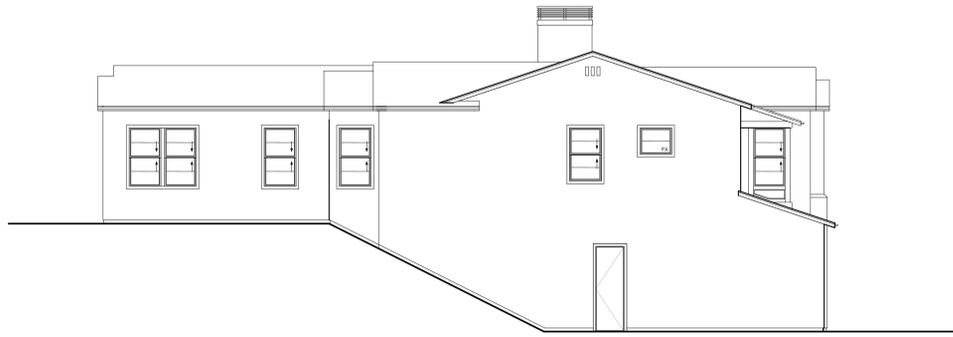


PLAN 5B SECOND FLOOR PLAN - CRAFTSMAN
SCALE: 3/16"=1'-0"

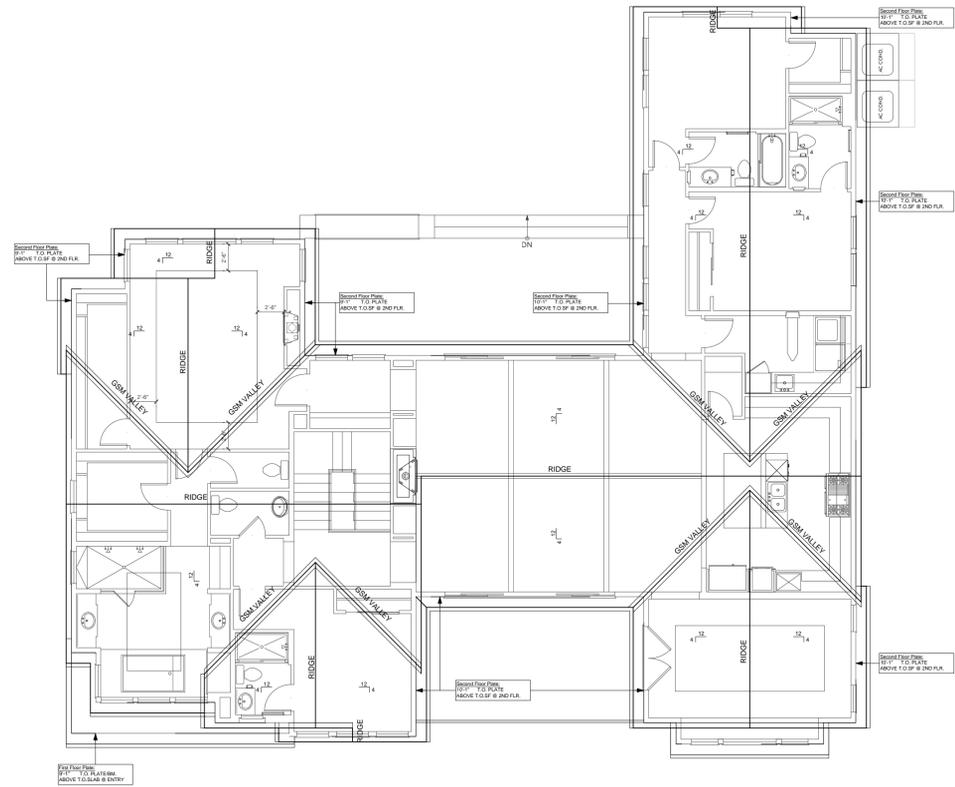


PLAN 5B FIRST FLOOR PLAN - CRAFTSMAN
SCALE: 3/16"=1'-0"

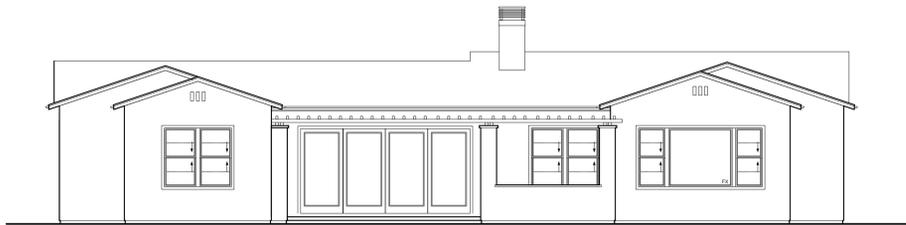
PLAN 5B CRAFTSMAN	
FIRST FLOOR:	928 sq.ft.
SECOND FLOOR:	3,109 sq.ft.
TOTAL:	4,037 sq.ft.
4-CAR GARAGE:	845 sq.ft.
CASITA:	443 sq.ft.
ENTRY TERRACE:	254 sq.ft.
CASITA TERRACE:	237 sq.ft.
2ND FLR TERRACE:	254 sq.ft.
LANAI:	422 sq.ft.



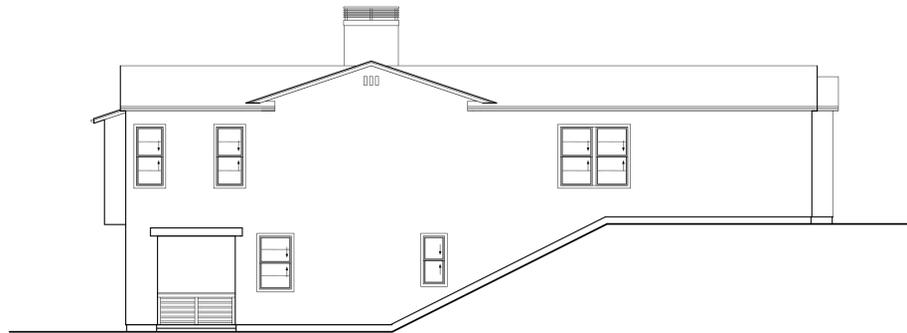
PLAN 5A - CALIFORNIA RANCH LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 5A - CALIFORNIA RANCH ROOF PLAN
SCALE: 1/8"=1'-0"



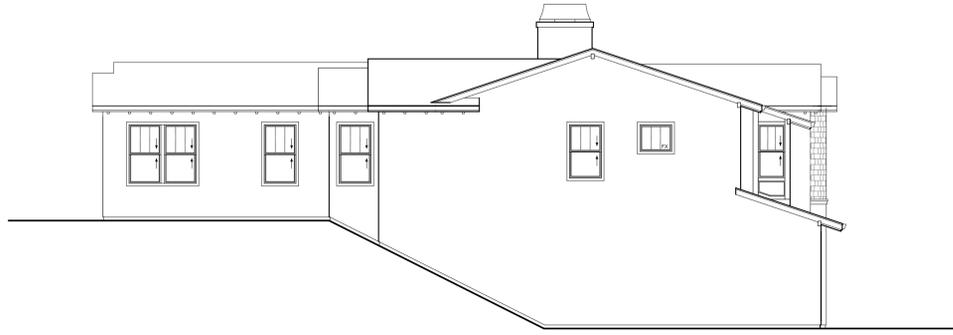
PLAN 5A - CALIFORNIA RANCH REAR ELEVATION
SCALE: 1/8"=1'-0"



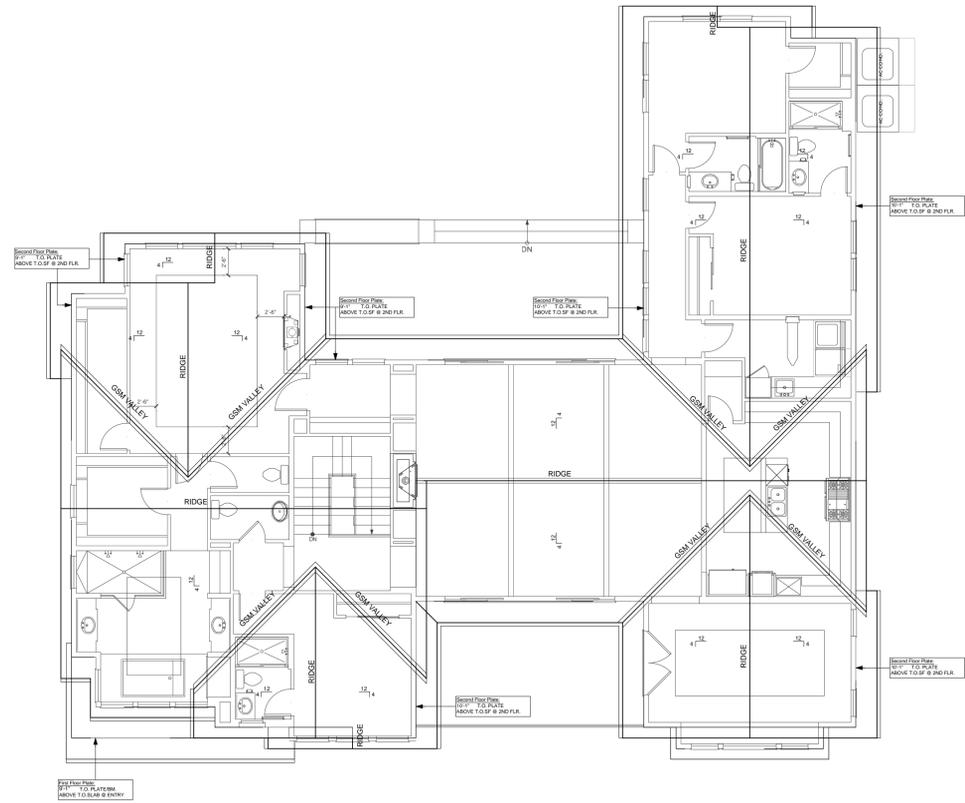
PLAN 5A - CALIFORNIA RANCH RIGHT ELEVATION
SCALE: 1/8"=1'-0"



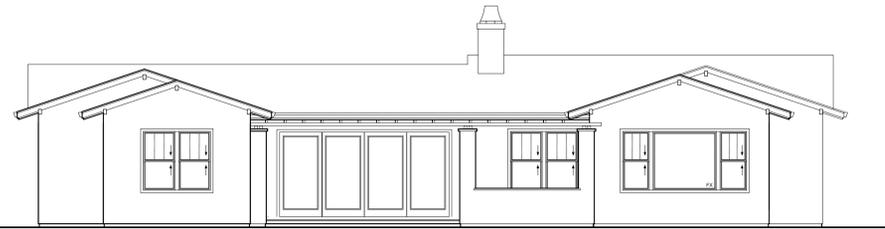
PLAN 5A - CALIFORNIA RANCH FRONT ELEVATION
SCALE: 3/16"=1'-0"



PLAN 5B - CRAFTSMAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



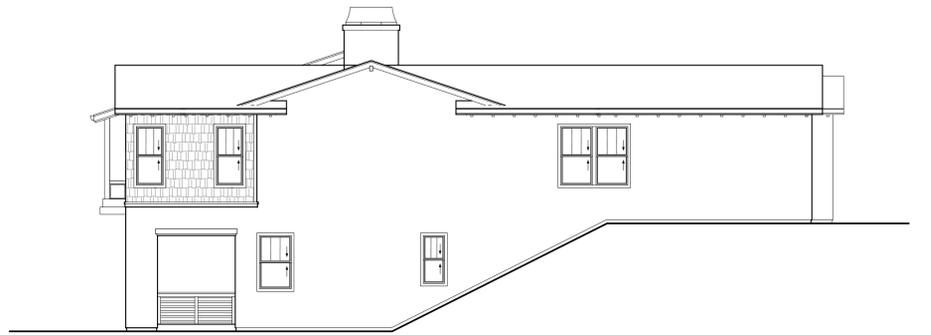
PLAN 5B - CRAFTSMAN ROOF PLAN
SCALE: 1/8"=1'-0"



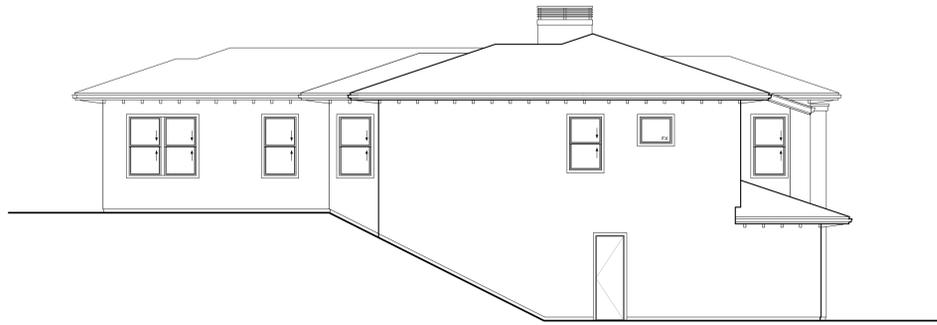
PLAN 5B - CRAFTSMAN REAR ELEVATION
SCALE: 1/8"=1'-0"



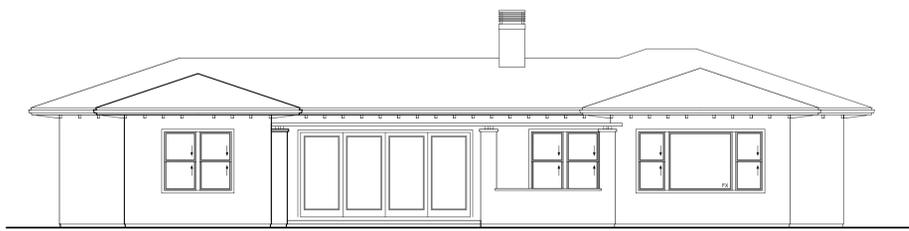
PLAN 5B - CRAFTSMAN FRONT ELEVATION
SCALE: 3/16"=1'-0"



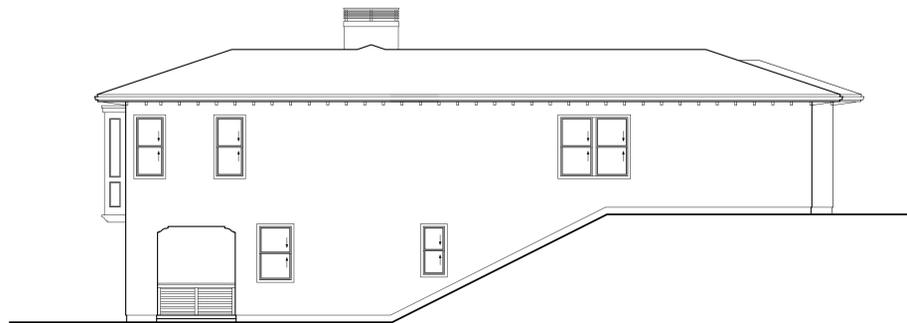
PLAN 5B - CRAFTSMAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



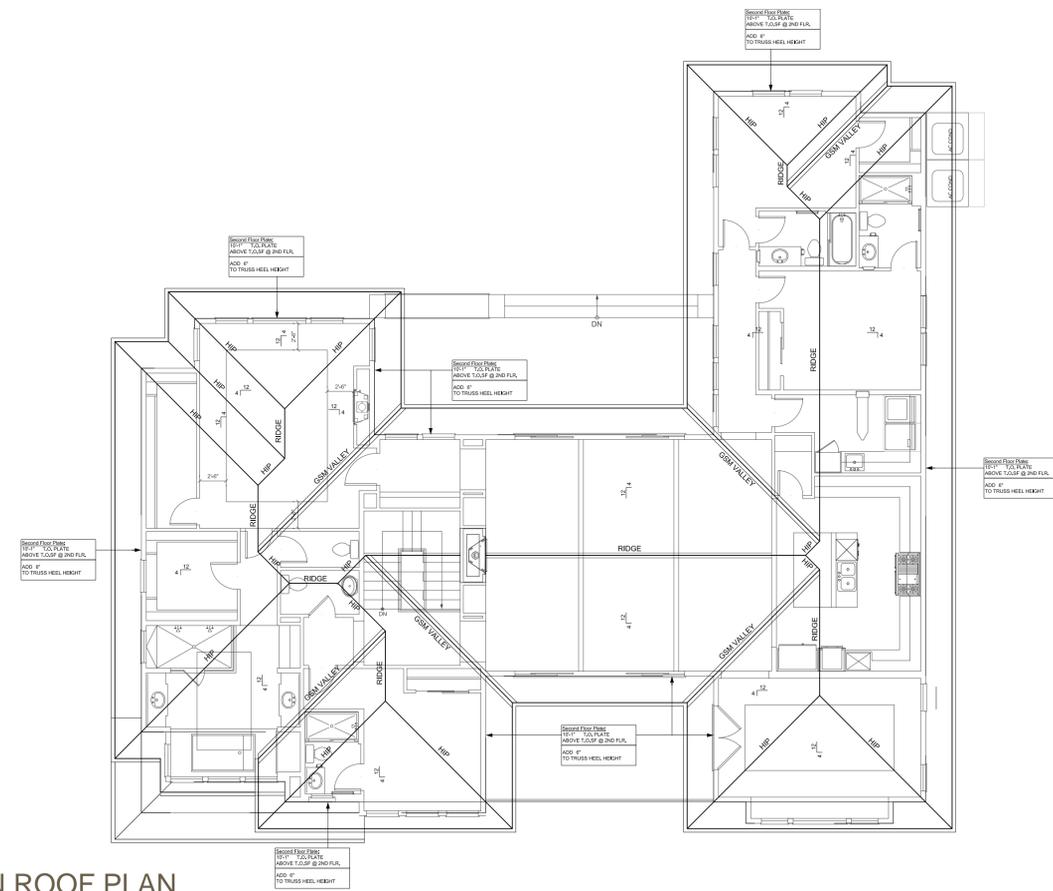
PLAN 5C - MEDITERRANEAN LEFT ELEVATION
SCALE: 1/8"=1'-0"



PLAN 5C - MEDITERRANEAN REAR ELEVATION
SCALE: 1/8"=1'-0"



PLAN 5C - MEDITERRANEAN RIGHT ELEVATION
SCALE: 1/8"=1'-0"



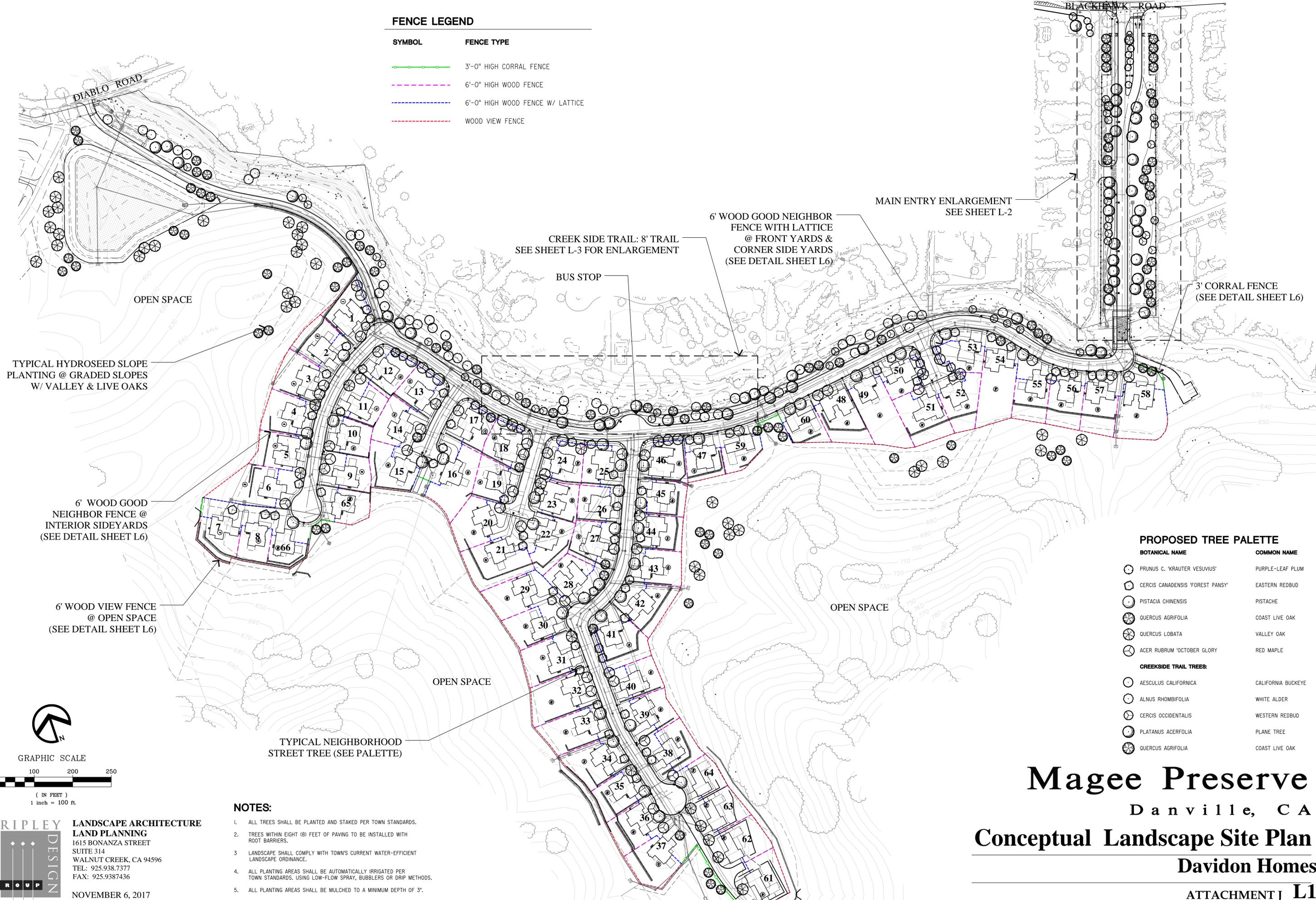
PLAN 5C - MEDITERRANEAN ROOF PLAN
SCALE: 1/8"=1'-0"



PLAN 5C - MEDITERRANEAN FRONT ELEVATION
SCALE: 3/16"=1'-0"

FENCE LEGEND

SYMBOL	FENCE TYPE
	3'-0" HIGH CORRAL FENCE
	6'-0" HIGH WOOD FENCE
	6'-0" HIGH WOOD FENCE W/ LATTICE
	WOOD VIEW FENCE



TYPICAL HYDROSEED SLOPE PLANTING @ GRADED SLOPES W/ VALLEY & LIVE OAKS

6' WOOD GOOD NEIGHBOR FENCE @ INTERIOR SIDEYARDS (SEE DETAIL SHEET L6)

6' WOOD VIEW FENCE @ OPEN SPACE (SEE DETAIL SHEET L6)

CREEK SIDE TRAIL: 8' TRAIL SEE SHEET L-3 FOR ENLARGEMENT

BUS STOP

6' WOOD GOOD NEIGHBOR FENCE WITH LATTICE @ FRONT YARDS & CORNER SIDE YARDS (SEE DETAIL SHEET L6)

MAIN ENTRY ENLARGEMENT SEE SHEET L-2

3' CORRAL FENCE (SEE DETAIL SHEET L6)

OPEN SPACE

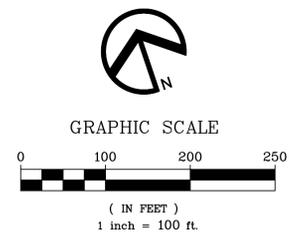
OPEN SPACE

OPEN SPACE

TYPICAL NEIGHBORHOOD STREET TREE (SEE PALETTE)

PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME
PRUNUS C. 'KRAUTER VESUVIUS'	PURPLE-LEAF PLUM
CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD
PISTACIA CHINENSIS	PISTACHE
QUERCUS AGRIFOLIA	COAST LIVE OAK
QUERCUS LOBATA	VALLEY OAK
ACER RUBRUM 'OCTOBER GLORY'	RED MAPLE
CREEK SIDE TRAIL TREES:	
AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE
ALNUS RHOMBIFOLIA	WHITE ALDER
CERCIS OCCIDENTALIS	WESTERN REDBUD
PLATANUS ACERIFOLIA	PLANE TREE
QUERCUS AGRIFOLIA	COAST LIVE OAK



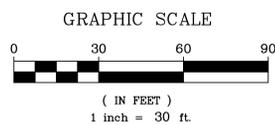
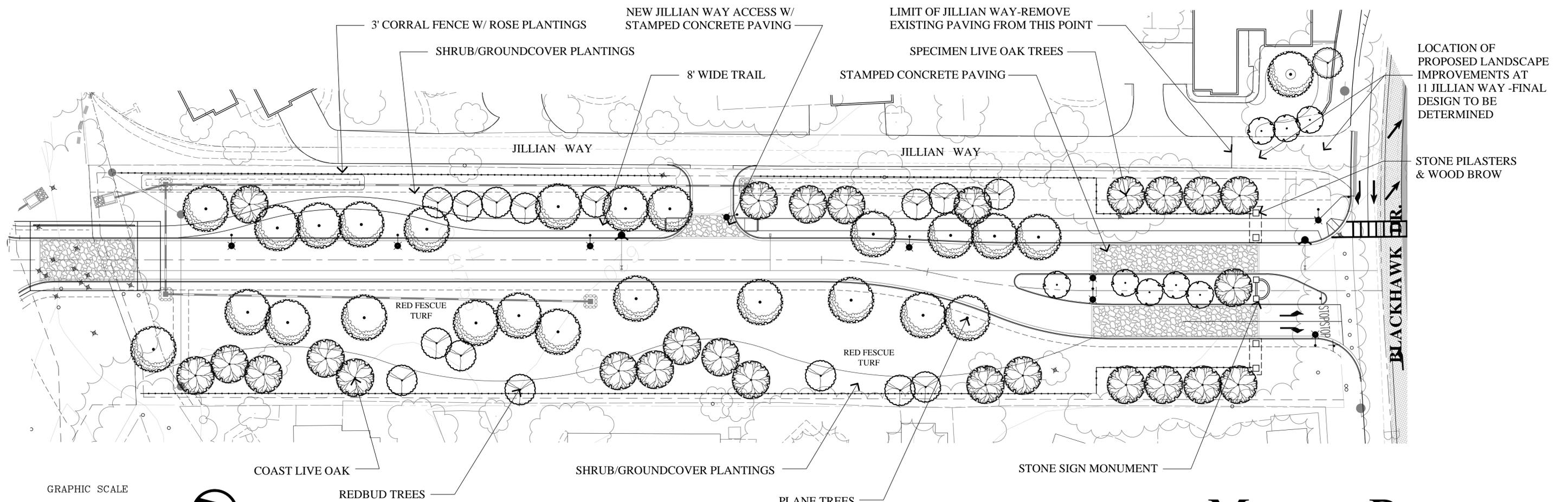
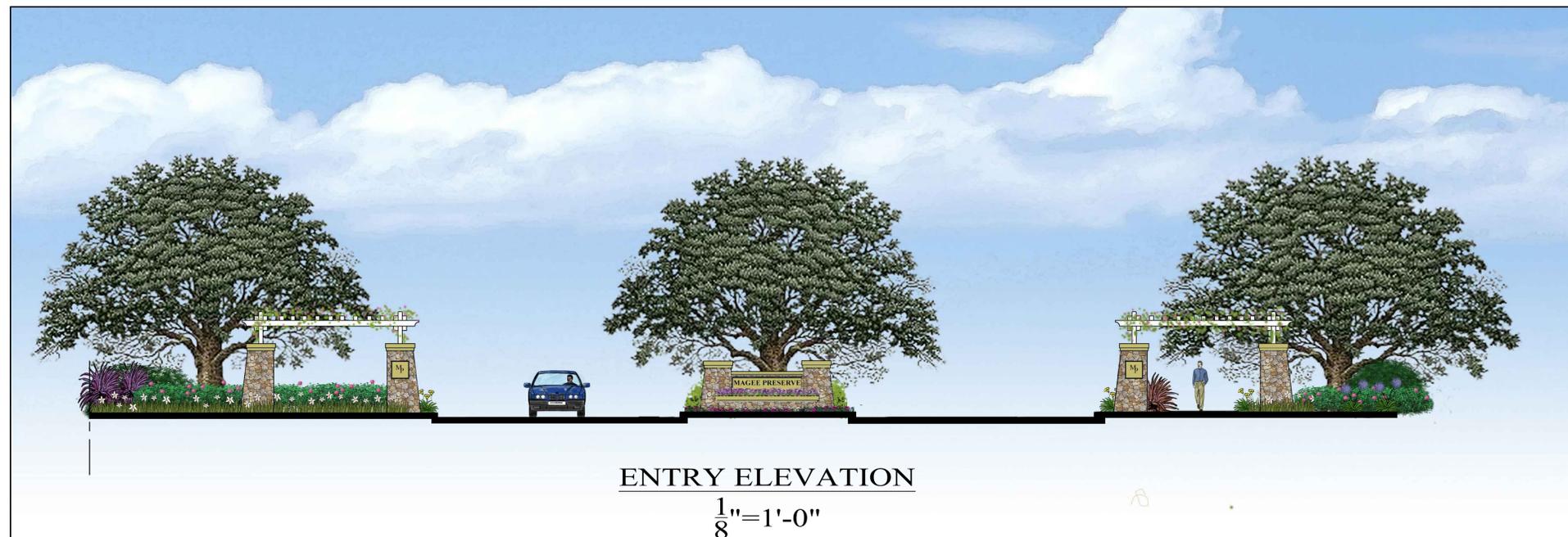
NOTES:

1. ALL TREES SHALL BE PLANTED AND STAKED PER TOWN STANDARDS.
2. TREES WITHIN EIGHT (8) FEET OF PAVING TO BE INSTALLED WITH ROOT BARRIERS.
3. LANDSCAPE SHALL COMPLY WITH TOWN'S CURRENT WATER-EFFICIENT LANDSCAPE ORDINANCE.
4. ALL PLANTING AREAS SHALL BE AUTOMATICALLY IRRIGATED PER TOWN STANDARDS, USING LOW-FLOW SPRAY, BUBBLERS OR DRIP METHODS.
5. ALL PLANTING AREAS SHALL BE MULCHED TO A MINIMUM DEPTH OF 3".
6. REFER TO SHEET L6 FOR FENCING DETAILS

**LANDSCAPE ARCHITECTURE
LAND PLANNING**
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 SUITE 314
 WALNUT CREEK, CA 94596
 TEL: 925.938.7377
 FAX: 925.938.7436

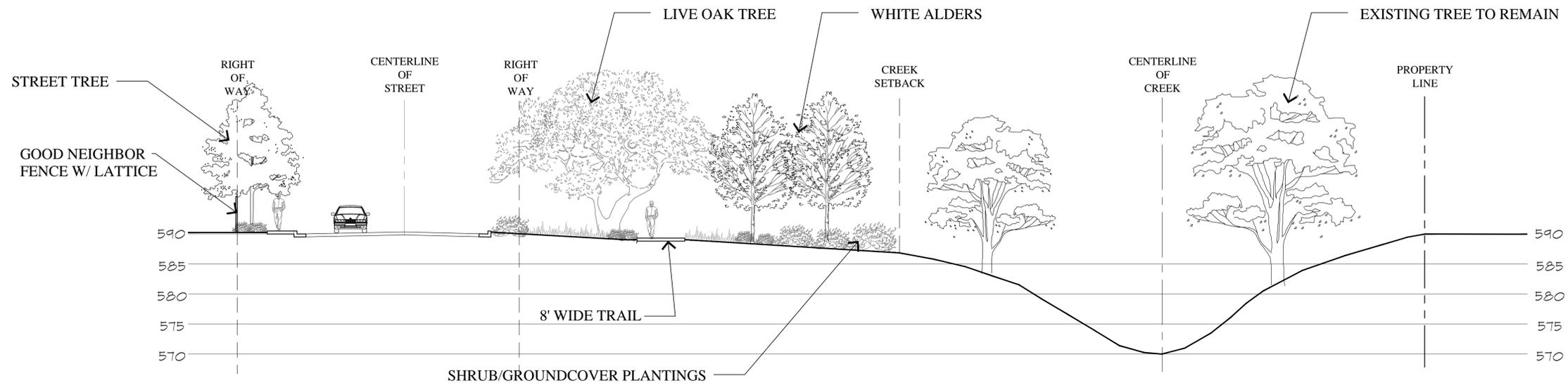
NOVEMBER 6, 2017

Magee Preserve
 Danville, CA
Conceptual Landscape Site Plan
 Davidon Homes
 ATTACHMENT J L1

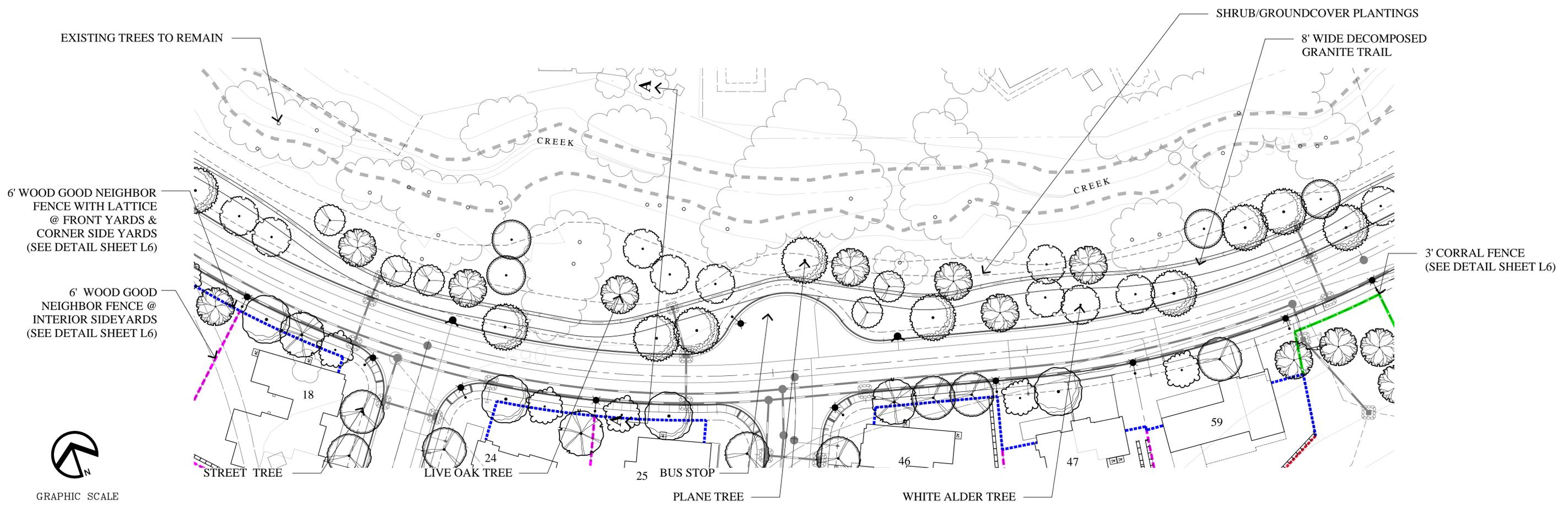


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Conceptual Project Entry Landscape
 Davidon Homes
 L2



TRAIL SECTION A-A
1"=10'-0"



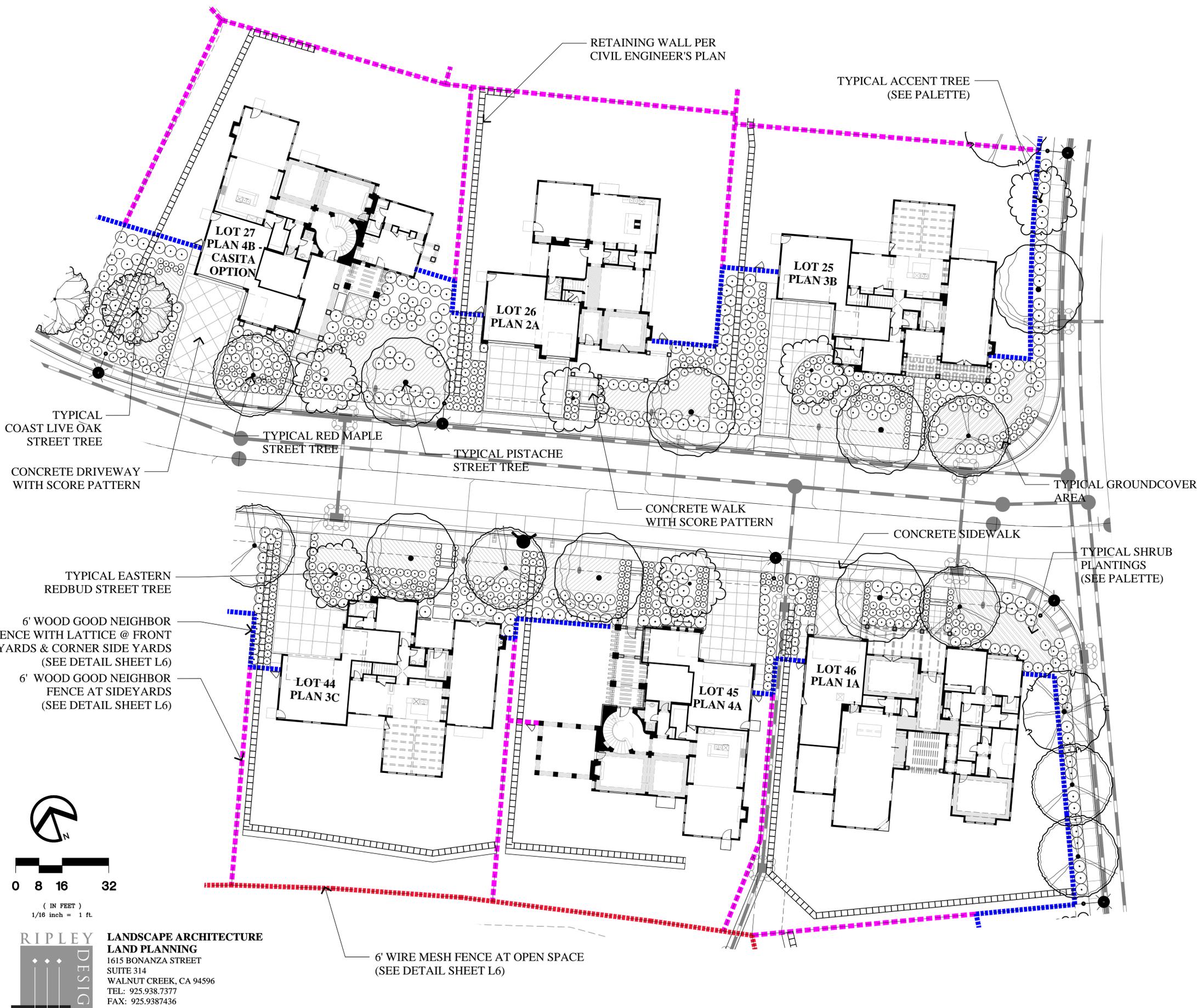
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Danville, CA

Conceptual Creekside Trail Landscape

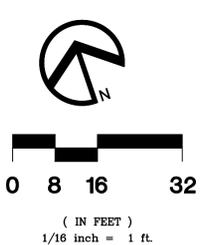
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 NOVEMBER 6, 2017



PROPOSED STREETScape PLANT PALETTE

BOTANICAL NAME	COMMON NAME	SIZE	WATER USE
TREES			
ACER RUBRUM 'OCTOBER GLORY'	RED MAPLE	15 GALLON	MEDIUM
CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD	15 GALLON	LOW
PISTACIA CHINENSIS	PISTACHE	15 GALLON	LOW
PRUNUS C. 'KRAUTER VESUVIUS'	PURPLE-LEAF PLUM	15 GALLON	LOW
QUERCUS AGRIFOLIA	COAST LIVE OAK	15 GALLON	LOW
QUERCUS LOBATA	VALLEY OAK	15 GALLON	LOW
SHRUBS - FRONTYARD			
ABELIA G. 'PROSTRATA'	DWARF GLOSSY ABELIA	5 GALLON	MEDIUM
AGAPANTHUS AFRICANUS	LILY-OF-THE-NILE	1 GALLON	MEDIUM
ANEMONE HYBRIDA	JAPANESE ANEMONE	1 GALLON	MEDIUM
ARBUTUS U. 'COMPACTA'	COMPACT STRAWBERRY TREE	5 GALLON	LOW
ARCTOSTAPHYLOS 'HOWARD MCMINN'	MANZANITA	5 GALLON	LOW
AZALEA 'SOUTHERN INDICA'	SUN AZALEA	5 GALLON	MEDIUM
BUTTERFLY BUSH	BUTTERFLY BUSH	5 GALLON	LOW
BUXUS JAPONICA	BOXWOOD	1 GALLON	MEDIUM
CAMELLIA SASANOQA	CAMELLIA	5 GALLON	MEDIUM
CAREX TUMICOLA	BERKELEY SEDGE	1 GALLON	LOW
CISTUS HYBRIDUS	ROCKROSE	5 GALLON	LOW
DIETES BICOLOR	FORTNIGHT LILY	1 GALLON	LOW
DIETES IRIODOIDES	FORTNIGHT LILY	1 GALLON	LOW
DIOSMA PULCHRUM	BREATH-OF-HEAVEN	1 GALLON	MEDIUM
ERIGERON KARVINSKIANUS	SANTA BARBARA DAISY	1 GALLON	LOW
ESCALLONIA 'FRADISI'	ESCALLONIA	5 GALLON	MEDIUM
EUONYMUS J. 'MICROPHYLLUS'	BOXLEAF EUONYMUS	5 GALLON	LOW
FEUOJA SELLOWIANA	PINEAPPLE GUAVA	5 GALLON	LOW
FESTUCA GLAUCA	BLUE FESCUE	1 GALLON	LOW
GERANIUM 'JOHNSON'S BLUE'	GERANIUM	1 GALLON	MEDIUM
GREVILLEA 'NOELLI'	WOOLY GREVILLEA	5 GALLON	LOW
HELICTOTRICHON SEMPERVIRENS	BLUE OAT GRASS	1 GALLON	LOW
HEMEROCALLIS HYBRIDS	DAYLILY	1 GALLON	MEDIUM
ILEX C. 'BURFORD'	BURFORD HOLLY	5 GALLON	LOW
ILEX VOMITORIA 'NANA'	DWARF 'YAPON' HOLLY	1 GALLON	LOW
LANTANA MONTEVIDENSIS	TRAILING LANTANA	1 GALLON	LOW
LAVATERA MARITIMA	TREE MALLOW	5 GALLON	LOW
LAVANDULA A. 'MUNSTEAD'	ENGLISH LAVANDER	1 GALLON	LOW
LAVANDULA A. 'STOECHES'	SPANISH LAVANDER	1 GALLON	LOW
LIGUSTRUM J. 'TEXANUM'	JAPANESE PRIVET	5 GALLON	MEDIUM
LIRIOPE GIGANTEA	GIANT LILY TURF	1 GALLON	MEDIUM
LOROPETALUM CHINENSE	CHINESE FRINGE FLOWER	5 GALLON	LOW
LOROPETALUM C. 'RAZZLEBERRY'	RED FRINGE FLOWER	5 GALLON	LOW
MUHLBERGIA RIGENS	DEER GRASS	5 GALLON	LOW
MYRTUS C. 'COMPACTA'	DWARF MYRTLE	5 GALLON	LOW
NANDINA D. 'COMPACTA'	DWARF HEAVENLY BAMBOO	5 GALLON	LOW
NANDINA D. 'GULF STREAM'	GULF STREAM BAMBOO	1 GALLON	LOW
NEPETA FAASSENNI	CATMINT	1 GALLON	LOW
NERIUM OLEANDER	OLEANDER	5 GALLON	LOW
OLEA E. 'LITTLE OLLIE'	DWARF OLIVE	5 GALLON	LOW
PENNISETUM 'HAMELN'	DWARF FOUNTAIN GRASS	1 GALLON	LOW
PHORMIUM T. 'MAORI MAIDEN'	NEW ZEALAND FLAX	5 GALLON	LOW
PITTIOSPORUM 'WHEELER'S DWARF'	DWARF 'TOBIRA'	1 GALLON	MEDIUM
PITTIOSPORUM T. 'VARIEGATA'	VARIEGATED 'TOBIRA'	5 GALLON	MEDIUM
PODOCARPUS GRACILIOR	FERM PINE	5 GALLON	MEDIUM
PRUNUS 'BRIGHT & TIGHT'	BRIGHT & TIGHT LAUREL	5 GALLON	LOW
PYRACANTHA 'SANTA CRUZ'	PROSTRATE FIRETHORN	1 GALLON	LOW
RHAPHIOLEPIS I. 'BALLERINA'	INDIA HAWTHORN	1 GALLON	LOW
RHAPHIOLEPIS I. 'WHITE ENCHANTRESS'	INDIA HAWTHORN	5 GALLON	LOW
ROSA 'CECILE BRUNNER'	CECILE BRUNNER ROSE	5 GALLON	LOW
ROSMARINUS OFFICINALIS	ROSEMARY	5 GALLON	LOW
ROSA 'MEIDELAND RED'	RED SHRUB ROSE	5 GALLON	MEDIUM
ROSA 'LOWER CARPET PINK'	GROUNDCOVER ROSE	5 GALLON	MEDIUM
SOLLYIA HETEROPHYLLA	BLUEBELL CREEPER	1 GALLON	LOW
STRELITZIA REGINAE	BIRD-OF-PARADISE	5 GALLON	MEDIUM
SYRINGA VULGARIS	COMMON LILAC	5 GALLON	LOW
TRACHELOSPERMUM JASMINOIDES	STAR JASMINE	1 GALLON	MEDIUM
VIBURNUM TINUS	LAURUSTINUS	5 GALLON	MEDIUM
XYLOSMA C. 'COMPACTA'	COMPACT XYLOSMA	5 GALLON	LOW
ZEPHYRANTHES CANDIDA	ZEPHYR LILY	1 GALLON	MEDIUM
VINES			
GELSEMIUM SEMPERVIRENS	CAROLINA JESSAMINE	1 GALLON	LOW
MACFADYENA UNGUIS-CATI	YELLOW TRUMPET VINE	1 GALLON	LOW
ROSA BANKSIAE	LADY BANKS ROSE	1 GALLON	LOW
GROUNDCOVERS			
ARCTOSTAPHYLOS D. 'EMERALD CARPET'	BEARBERRY	1 GALLON	LOW
MYOPORUM PARVIFOLIUM	MYOPORUM	FLATS	LOW
ROSMARINUS 'PROSTRATUS'	ROSEMARY	1 GALLON	LOW
SCAEVOLA 'MAUVE CLUSTERS'	FAN FLOWER	1 GALLON	LOW
TURF: BOLERO BY DELTA BLUE GRASS	TALL FESCUE	SODDED	HIGH

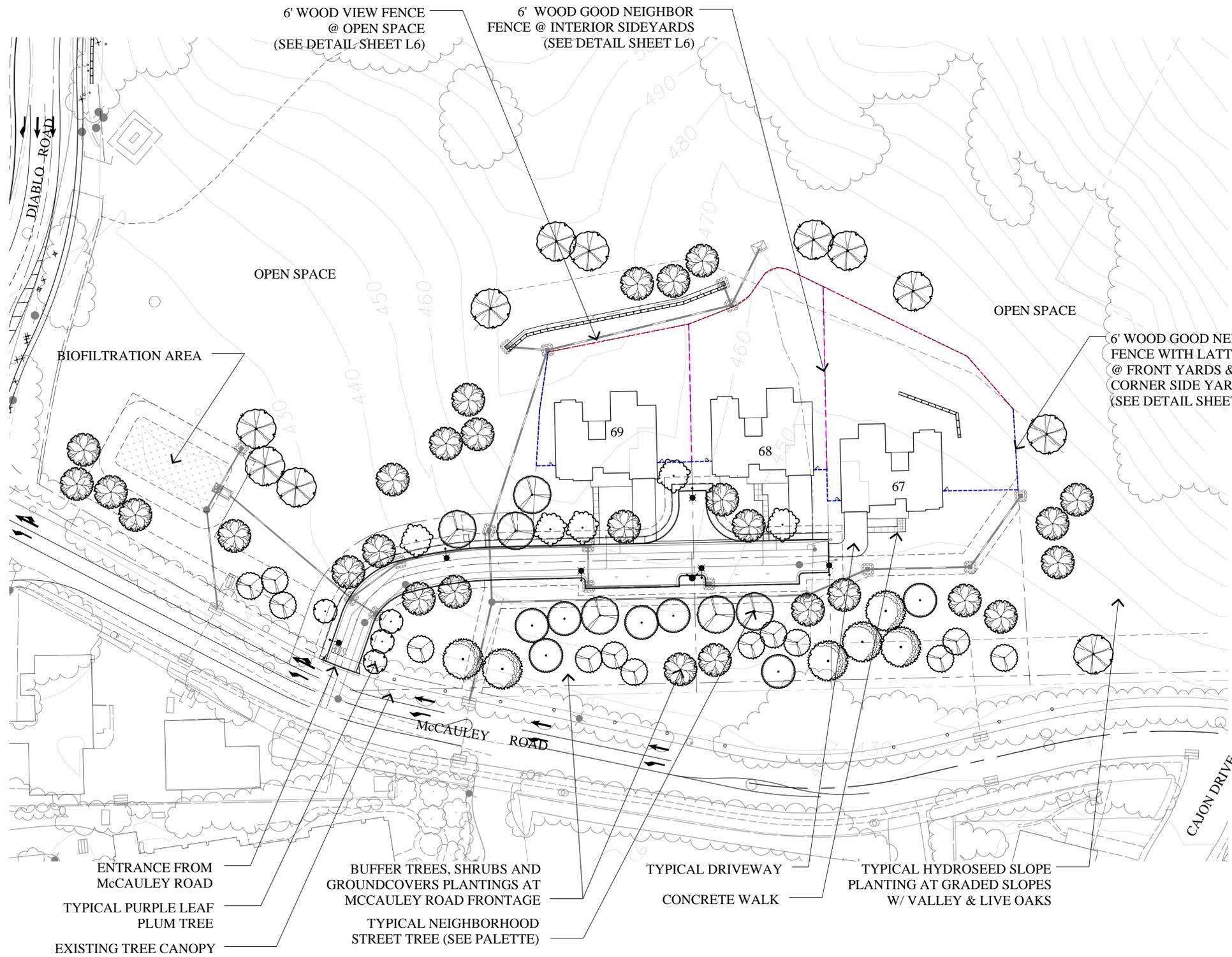


RIPLEY DESIGN GROUP

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NOVEMBER 6, 2017

Magee Preserve
Danville, CA
**Conceptual Landscape
Typical Streetscape**
Davidon Homes



FENCE LEGEND

SYMBOL	FENCE TYPE
	3'-0" HIGH CORRAL FENCE
	6'-0" HIGH WOOD FENCE
	6'-0" HIGH WOOD FENCE W/ LATTICE
	WOOD VIEW FENCE

PROPOSED TREE PALETTE

BOTANICAL NAME	COMMON NAME
PRUNUS C. 'KRAUTER VESUVIUS'	PURPLE-LEAF PLUM
CERCIS CANADENSIS 'FOREST PANSY'	EASTERN REDBUD
PISTACIA CHINENSIS	PISTACHE
QUERCUS AGRIFOLIA	COAST LIVE OAK
QUERCUS LOBATA	VALLEY OAK
ACER RUBRUM 'OCTOBER GLORY'	RED MAPLE
McCAULEY ROAD FRONTAGE TREES:	
AESCULUS CALIFORNICA	CALIFORNIA BUCKEYE
CERCIS OCCIDENTALIS	WESTERN REDBUD
PLATANUS ACERFOLIA	PLANE TREE
QUERCUS AGRIFOLIA	COAST LIVE OAK

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GRAPHIC SCALE



(IN FEET)
1 inch = 40 ft.

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DESIGN GROUP

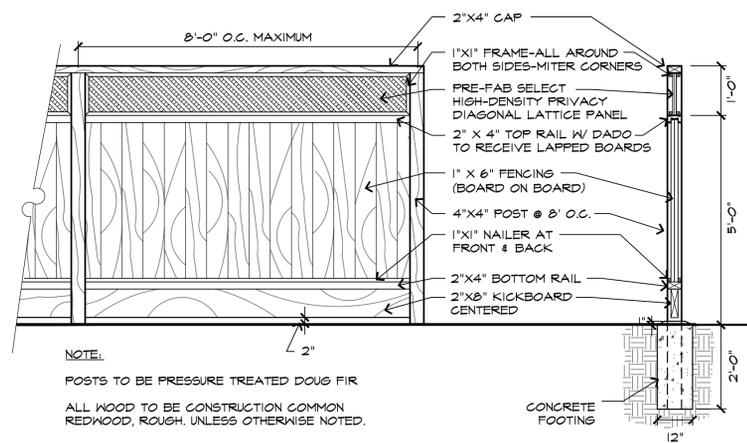
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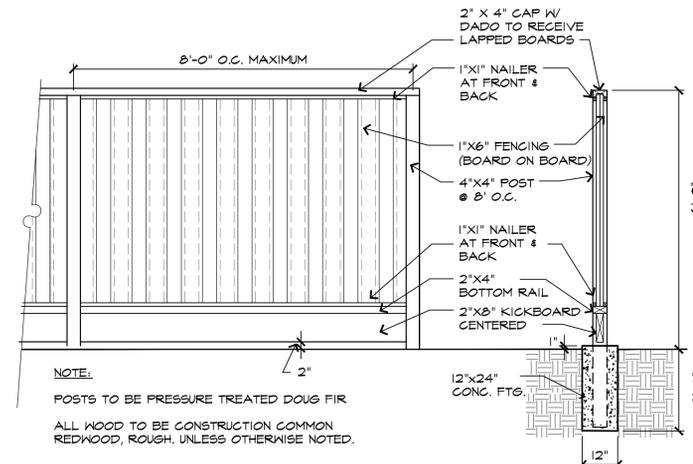
Conceptual Landscape Site Plan- Magee West

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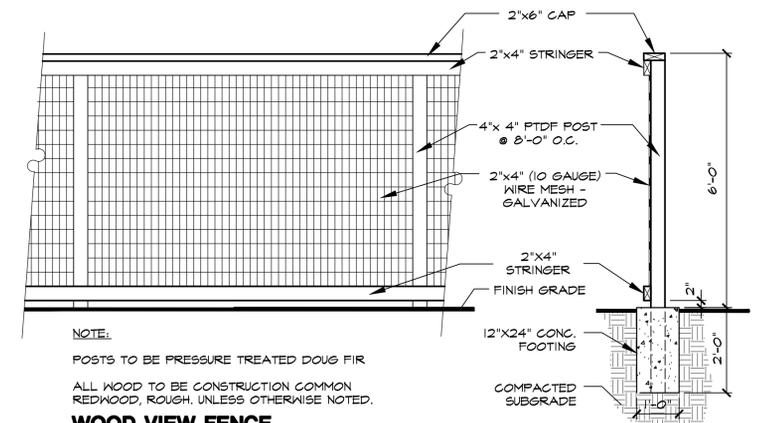
NOTE:
POSTS TO BE PRESSURE TREATED DOUG FIR
ALL WOOD TO BE CONSTRUCTION COMMON REDWOOD, ROUGH, UNLESS OTHERWISE NOTED.

**WOOD FENCE W/
LATTICE TOP** SCALE: 1/2" = 1'-0"
024 - FieRur



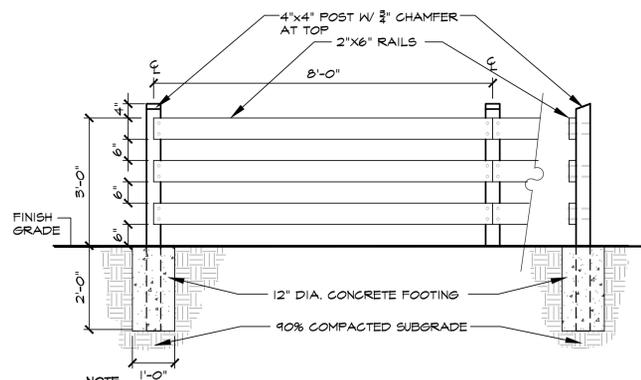
NOTE:
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ALL WOOD TO BE CONSTRUCTION COMMON REDWOOD, ROUGH, UNLESS OTHERWISE NOTED.

**INTERIOR SIDEYARD
WOOD FENCE W/ KICKERBOARD** SCALE: 1/2" = 1'-0"
024 - FieRur



NOTE:
POSTS TO BE PRESSURE TREATED DOUG FIR
ALL WOOD TO BE CONSTRUCTION COMMON REDWOOD, ROUGH, UNLESS OTHERWISE NOTED.

WOOD VIEW FENCE SCALE: 1/2" = 1'-0"
024 -



NOTE:
USE 16d GALV. NAILS.
POSTS TO BE PRESSURE TREATED DOUG FIR
ALL WOOD TO BE CONSTRUCTION COMMON REDWOOD, ROUGH, UNLESS OTHERWISE NOTED.

CORRAL FENCE SCALE: 1/2" = 1'-0"
024 -