Overview

❖ Project Summary
❖ History and Background
❖ Highlights - Project & Environmental Review
❖ Key Issues - Planning Commission
❖ Q & A
Project Summary

- 410 Acres
- 69 Homes
- Development Areas: 7%
- Permanent Open Space: 93%
- Dedicated easements for public trails
Background: SummerHill Proposal (v.1)

First Submittal:

- **85 units** (October 2010)
  - 64 lots (near entrance)
  - 11 lots (across Fairway)
  - 6 lots (off Diablo)
  - 4 lots (McCauley)
Second Submittal:

- **78 units** (October 2011)
  - 64 lots (near entrance)
  - 5 lots (across Fairway)
  - 6 lots (off Diablo)
  - 3 lots (McCaeley)
Background: SummerHill Proposal (v.3)

Final Submittal:
- **69 units** (September 2012)
  - 66 lots (east)
  - 3 lots (west)

Project Approvals:
- Planning Commission (May 2013)
- Town Council (July 2013)
Litigation

California Superior Court (July 2014) and Court of Appeal (September 2015).

Appellate court upheld the Town’s decisions and all aspects of the EIR except on the matter where it ruled that the Town failed to “adequately investigate bicycle safety and discuss it in the EIR.”
Davidon Homes Proposal

Nearly Identical

- **69 units** (2017)
  - 66 lots (east)
  - 3 lots (west)
- Smaller development area
- More permanent open space
Framework: Project Review

**GENERAL PLAN**
- Allowable land use (example: residential)
- Density and intensity (example: 5 units/acre)
- Policy direction (example: Special Concern Areas)

**ZONING ORDINANCE**
- Development regulations (example: how buildings relate to their surroundings through setbacks, design, etc.)
- Must be consistent with General Plan
Land Use Consistency

**GENERAL PLAN LAND USE DESIGNATIONS**
- Residential
- Agricultural (residential allowed)

**ZONING DISTRICTS**
- P-1; Planned Unit District
- A-2; General Agricultural District
Allowable Land Uses

- Most of property is designated in the General Plan for Agricultural and Residential land uses
- Agricultural lands are not public open space
- Agricultural lands have development potential, including single family residential

Upheld by the Court of Appeal
Density - Part 1: Calculating Allowable Units

Maximum of 78 residential units

Upheld by the Court of Appeal
Density - Part 2: Calculating Allowable Units

**SPECIAL CONCERN AREA: MAGEE RANCH**

- Recognizes underlying residential development potential
- Guides specific development of Magee Ranch property
  - Discourages 5-acre ranchettes (minimize grading/visual impacts)
  - Transfer allowable development to the least sensitive areas
  - Establish park/trail connections; preserve open space

**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. On the other hand, transferring allowable densities to a limited number of acres 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.

Upheld by the Court of Appeal

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**TASSAJARA VALLEY**

The Tassajara Valley extends along the south side of Contra Costa County from Mountain Road east for a distance of about 8 miles. The area encompasses about 400 acres, most of which is in unincorporated Contra Costa County south of the Town limits but within its Sphere of Influence. The western edge of the area includes the 34-acre California Meadows project, approved by the County in 1990, and the 120-acre Tassajara Ranch. The remaining lands between California Meadows and Tassajara Ranch generally consist of large agricultural parcels, most of which are used for pasture and grazing.

The 2012 Plan designates the area east of California Meadows for agricultural uses, consistent with the current land use designation for the area in the Contra Costa County General Plan.
P-1 District: Open Space Preservation Tool
TRANSFERS DEVELOPMENT RIGHTS TO THE LEAST SENSITIVE AREAS OF SITE

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PERMANENTLY PRESERVES RIDGELINES AS OPEN SPACE

P-1 District: Open Space Preservation Tool
P-1; Planned Unit District

USED THROUGHOUT SYCAMORE VALLEY TO CLUSTER DEVELOPMENT, PROTECT RIDGELINES, AND SECURE PERMANENT OPEN SPACE
CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA)

Requires agencies to identify and evaluate potential environmental impacts of projects:

- Establishes *baseline* conditions
- Determines *project’s impacts to baseline* conditions
- Avoid or mitigate those impacts (to baseline conditions) if feasible
Revised Environmental Impact Report

Trial and appellate courts upheld all aspects of the 2013 EIR except for claim related to bike safety.

Direction of court is to “adequately investigate bicycle safety and discuss it in the EIR.”

As part of process, Revised EIR also:

- Updated traffic counts and traffic analysis
- Other components to reflect clarity provided by recent case law
Transportation Impact Analysis

**SCOPE OF EVALUATION**

- 10 Study Intersections, 4 Traffic Scenarios, and 3 Peak Periods
- Conservative “Danville” Trip Generation Rate

**EVALUATION STANDARDS**

- 2030 General Plan: LOS “D” is Acceptable
- Threshold of Significance: >5% change in V/C for intersections operating unacceptably
SUMMARY CONCLUSIONS

Less than significant impacts on all study intersections except the Diablo Road/Mt. Diablo Scenic intersection.

- Existing LOS at unacceptable levels
- Future LOS degrades >5% due to project
Transportation Impact Analysis

INTERSECTION CONTROL EVALUATION (“ICE”)

- Traffic signal vs. roundabout
- Concluded traffic signal most effective reducing congestion
- Evaluated upstream and downstream impacts (none)
- 100% funded by developer

MITIGATION MEASURE

Install traffic signal at the Diablo Road/Mt. Diablo Scenic intersection.

NEW TRAFFIC SIGNAL

Improves intersection operations to LOS “A” and “B” (previously LOS “E” and “F”)

Reduces delays by 86 – 96% (all scenarios and peak periods)

Developer-funded
Diablo/Green Valley (existing)

EXISTING CONDITIONS

- Operates at LOS “D” in AM peak (existing) and LOS “E” (future)
- Short (@60 LF) WB thru lanes creates capacity constraints during AM and School PM peak hours
- Restricts access to WB Left Turn Lane
Diablo/Green Valley (proposed)

Project Contribution (not required mitigation)

- Adds 210 feet WB through lane capacity
- Enhances intersection efficiency for vehicles
- Enhances safety for pedestrians and bicycles at intersection

Adds 210 feet to one through lane (270 feet total) for more queuing storage for through movements
BICYCLE SAFETY ANALYSIS

Selecting a Methodology

1. Prescribed in *CCTA Technical Procedures (2013)*, a document that governs the preparation of transportation impact analyses in Contra Costa

2. Quantifies baseline conditions and project’s impacts on the established baseline conditions

3. Nationally recognized; backed by research and testing of the Transportation Research Board (reflects 250,000+ miles of evaluated roads across North America)
BICYCLE LEVEL OF SERVICE (BLOS)

Measurement of **roadway factors** affecting bicycle safety, including:

- Lane and shoulder widths
- Vehicle volumes and speeds
- Heavy vehicle (truck) percentage
- Pavement condition
- Access point density (intersecting streets)

**Note:** BLOS is able to measure project’s impact on baseline conditions (CEQA requirement).
SCENARIO: EXISTING + PROJECT
- No changes in BLOS letter grades (all periods and segments)
- Less than 1% change in BLOS score (all periods and scenarios)
- CONCLUSION: No Significant Project Impacts to bicycle safety

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Trail Gap Closures

EXISTING TRAILS

- Diablo Road Trail (a.k.a., Barbara Haile Trail)
- Blackhawk trail
Trail Gap Closures

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PROJECT TRAILS
- Green: Paved, multi-purpose, min. 8-ft wide
Trail Gap Closures

EXISTING TRAILS
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- Blackhawk trail

PROJECT TRAILS
- Green: Paved, multi-purpose, min. 8-ft wide
- Yellow: All-weather and unpaved, multi-purpose
Trail Gap Closures

EXISTING TRAILS
- Diablo Road Trail (a.k.a., Barbara Haile Trail)
- Blackhawk trail

PROJECT TRAIL (green)
- ~3,750 feet long, minimum 8-feet wide, paved, multi-purpose
- Constructed by developer, part of project

PUBLIC EASTMENT (blue)
- To be constructed by Town (CIP C-055)
Main Questions & Concerns

PLANNING COMMISSION HEARING
MAY 28, 2019
BLOS Methodology

ALTERNATIVE BIKE ANALYSIS METHODOLOGIES

- Not prescribed by the Contra Costa Transportation Authority (CCTA) Technical Procedures
- They are: (a) outdated; and/or (b) can not measure a project’s impact against a baseline condition (CEQA requirement)

COMFORT = SAFETY

- Cyclists do not feel comfortable on roads they perceive as unsafe.
Public Safety: Wildland Fire

“HAZARD SEVERITY ZONES”

WILDLAND FIRE HAZARD EVALUATION
Public Safety: Wildland Fire

“HAZARD SEVERITY ZONES”

- Indicate land proximate to fire-prone areas (example: open space)
- Correlate to building code requirements (building materials used)
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WILDLAND FIRE HAZARD EVALUATION

- Evaluation by 2013 EIR: *no significant impacts and upheld by Superior Court*
- San Ramon Valley Fire Protection District re-affirms concurrence
Planning Related

- Project is consistent with Measure S: upheld by Court of Appeal
- P-1 District is consistent with the General Plan: upheld by Court of Appeal
- Re-zoning to P-1 allows clustering of development, preserving ridgelines as open space
Summary & Recommendation

❖ Project is consistent with General Plan and Zoning
❖ Updated environmental analysis
   ➢ Includes court-direct bike safety evaluation
   ➢ No potentially significant impacts
❖ Recommendation
   ➢ Certify Final Revised EIR and
   ➢ Approve Proposed Project
Questions?
McCauley Road: Sight Distance

Stopping Sight Distance: 250 feet
(based on AASHTO)
McCauley Road: Re-Striping

New shoulder for queuing

NOTE: Lanes need to slightly narrow in SB direction to align centerlines and accommodate road width reduction.