



# SWAT

---

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

## **SOUTHWEST AREA TRANSPORTATION COMMITTEE MEETING AGENDA**

**Monday, January 10, 2011  
3:00 p.m.**

Danville Town Offices – Large Conference Room  
510 La Gonda Way, Danville, CA

*Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the Danville Town Offices, 510 La Gonda Way, Danville, CA during normal business hours.*

### **1. CONVENE MEETING/SELF INTRODUCTIONS**

### **2. PUBLIC COMMENT:**

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. *(Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

### **3. BOARD MEMBER COMMENT**

### **4. ADMINISTRATIVE ITEMS**

### **5. CONSENT CALENDAR:**

- 5.A Approval of Minutes:** SWAT Minutes of July 12, 2010 *(Attachment - Action)*
- 5.B Review and Approve Memorandum of Understanding (MOU) for SWAT Administrative Services for Contract Service Years 2011 and 2012** *(Attachment - Action)*

End of Consent Calendar

### **6. REGULAR AGENDA ITEMS:**

- 6.A Report on SB 375 and Development and Implementation Efforts of a Sustainable Communities Strategy (SCS) for the Bay Area** *(Attachment)*
- 6.B Appoint the Lamorinda SWAT Representative to the CCTA for the 2011-12 term** *(Attachment - Action)*
- 6.C Appoint the SWAT Chair and Vice-Chair for 2011** *(Attachment - Action)*

**7. WRITTEN COMMUNICATIONS:** Consider Actions as Appropriate (*Attachments*)

- SWAT 2011 Meeting Calendar
- CCTA summary of actions from Board meetings of 10/21/10 and 12/16/10
- WCCTAC summary of actions from Committee meetings of 09/24/10, 10/29/10, and 12/10/10
- TRANSPAC summary of actions from Committee meetings of 11/16/10 and 12/15/10
- TRANSPLAN summary of actions from Committee meeting of 12/10/10
- Town of Danville – Notice of Preparation of Draft EIR for Magee Ranch - SummerHill Homes Development

**8. DISCUSSION:** Next Agenda

**9. ADJOURNMENT** to Monday, February 7, 2011, 3:00 p.m., Orinda City Hall, Sarge Littlehale Community Room (to be confirmed), or other meeting as deemed appropriate.

**CERTIFICATION**

I, Marie Sunseri, City Clerk of the Town of Danville, hereby certify that the foregoing agenda was posted for the noted meeting at the Danville Town Offices and the Danville Public Library in the Town of Danville 72 hours in advance.



Marie Sunseri, City Clerk, Town of Danville

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

The SWAT Committee will provide reasonable accommodation for persons with disabilities planning to participate in SWAT monthly meetings. Please contact Andy Dillard at least 48 hours before the meeting at (925) 314-3384 or [adillard@ci.danville.ca.us](mailto:adillard@ci.danville.ca.us)

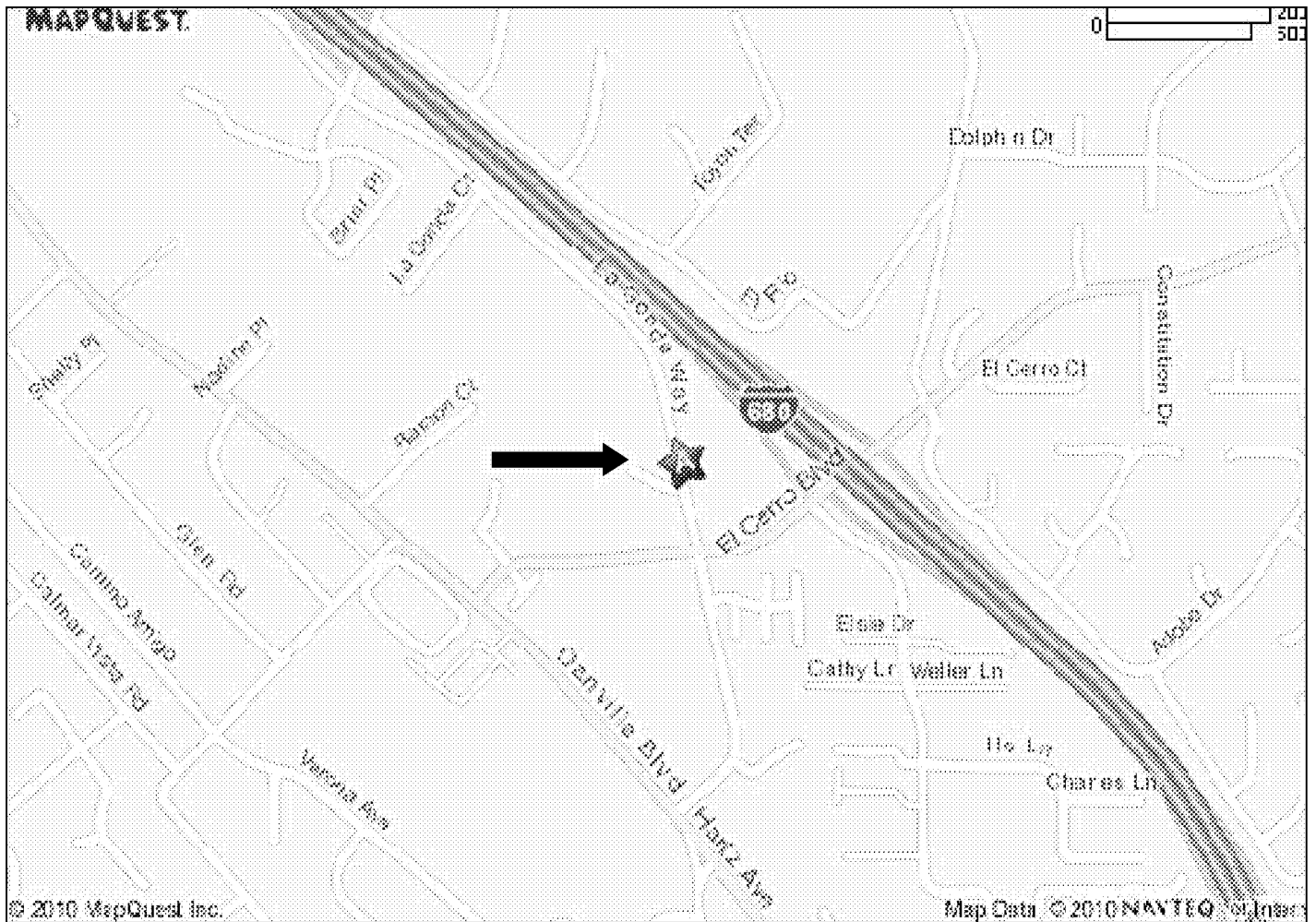
**Staff Contact:** Andy Dillard, Town of Danville

Phone: (925) 314-3384 / E-Mail: [adillard@ci.danville.ca.us](mailto:adillard@ci.danville.ca.us)

Agendas, minutes and other information regarding this committee can be found at: [www.cccounty.us/SWAT](http://www.cccounty.us/SWAT)

***SOUTHWEST AREA TRANSPORTATION COMMITTEE***  
MEETING LOCATION MAP

DANVILLE TOWN OFFICES, LARGE CONFERENCE ROOM  
510 LA GONDA WAY, DANVILLE



**ATTACHMENT 5.A**



# ***SWAT***

---

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

## **SUMMARY MINUTES**

**July 12, 2010 – 3:00 p.m.**

**Danville Town Offices, Large Conference Room  
510 La Gonda Way  
Danville, CA**

**Committee Members Present:** Amy Worth, City of Orinda; Don Tatzin, City of Lafayette; Gayle Uilkema, Contra Costa County; Dave Hudson, City of San Ramon. Absent: Newell Arnerich, Town of Danville; Mike Metcalf, Town of Moraga.

**Staff members present:** Leah Greenblat, John Cunningham, Lisa Bobadilla, Darlene Amaral, Tai Williams, Andy Dillard

**Others present:** Randy Iwasaki, CCTA; Hisham Noeimi, CCTA; Anne Muzzini, CCCTA; Peter Engel, CCTA

1. **CONVENE MEETING/SELF INTRODUCTIONS:** Meeting called to order by Vice-Chair Worth at 3:05 p.m.
2. **PUBLIC COMMENT:** None
3. **BOARD MEMBER COMMENT:** None
4. **ADMINISTRATIVE ITEMS:** Andy Dillard recorded the minutes. Extra agenda packets were made available.
5. **CONSENT CALENDAR:**
  - 5.A **Approval of Minutes:** SWAT minutes of June 7, 2010  
**ACTION:** Tatzin/Hudscon/unanimous

End of Consent Calendar

**6. REGULAR AGENDA ITEMS:**

**6.A Introduction of Mr. Randell Iwasaki, CCTA Executive Director:**

Vice-Chair Worth and the Committee introduced and welcomed Mr. Iwasaki to the meeting. Mr. Iwasaki provided wonderful insights on the latest major transportation projects and funding issues throughout the Bay Area, and from his perspective as the former Director of Caltrans.

**ACTION:** None

**6.B Approve FY 10/11 SWAT Transportation Demand Management (TDM) Programs and Budget:**

Darlene Amaral and Lisa Bobadilla presented the proposed FY10/11 TDM Programs and Budget. Vice-Chair Worth suggested that future TDM budget reports be prepared in a way that accentuates how TDM funds are being spent and that further reflects the performance of the individual programs.

Gayle Uilkema suggested inviting BAAQMD staff to a future SWAT meeting to provide a brief presentation and any policy level updates related to CMAQ and TFCA program dollars, and how they can be better utilized for purposes of the SWAT TDM Program.

**ACTION:** Uilkema/Hudson/unanimous

**6.C Status Update on FY 10/11 Measure J Allocation for Express Bus Program for the Southwest County**

Peter Engel, CCTA staff provided a report and background information on the Countywide Express Bus Program. Specifically, background information was provided on the program's funding allocation process and service levels for the Southwest region. It was explained that due to a combination of recent budget and service cuts, coupled the economic downturn, the transit operators had approached the Authority requesting to temporarily utilize Express Bus funding slated for new service in order to maintain existing Express Bus services for incorporation into the FY 10-11 Express Bus budget.

CCCTA, CCTA, and SWAT staff will work together in the upcoming months to identify baseline numbers, cost benefit analysis, and long-term projects that were initially included as part of the Measure J process, and will work to prioritize and memorialize long-term Express Bus services for South County.

**ACTION:** None

**6.D Update on SB 83 Vehicle Registration Fee (VRF) Expenditure Plan**

Hisham Noeimi, CCTA staff reported that the Authority approved a draft resolution for the SB 83 VRF Measure, Expenditure Plan, and cost-benefit analysis, and will forward a recommendation to the County for consideration of inclusion on the November 2010 ballot. The initial comments submitted by SWAT to the Authority regarding the SB 83 Expenditure Options were addressed and incorporated into the draft Expenditure Plan approved by the Authority. The Authority will take action to approve a final VRF Expenditure Plan at its July 2010 meeting. The draft ballot language was also presented to the SWAT Committee for review.

Vice-Chair Worth recognized and acknowledged Hisham Noeimi for his leadership and hard work in preparing the SB 83 VRF Expenditure Plan.

**ACTION:** None

**7. WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- CCTA summary of actions from Board meeting of 6/16/10
- TRANSPLAN summary of actions from Committee meeting of 6/10/10
- WCCTAC summary of actions from Committee meeting of 5/28/10
- WCCTAC summary of actions from Committee meeting of 6/25/10
- City of San Ramon – Notification of a Planning Committee Special Meeting to prepare a recommendation to the City Council on items pertaining to the *General Plan 2030* and Climate Action Plan; and Notice of Public Hearing of Intent to Consider the FEIR for the *General Plan 2030*.

**ACTION:** None

**8. DISCUSSION:** Next Agenda – Gayle Uilkema requested that staff work with BAAQMD to discuss all available options in how to better utilize CMAQ and TFCA funds for the SWAT TDM Program, and further proposed that BAAQMD staff attend a future SWAT meeting to discuss in-depth the CMAQ and TFCA funding requirements for purposes of the TDM Program.

**ACTION:** None

**9. ADJOURNMENT:** The next meeting is scheduled for **Monday, September 13, 2010** at the Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville, CA.

**ACTION:** Meeting adjourned by Vice-Chair Worth at 4:35 p.m.

**Staff Contact:**

Andy Dillard  
(925) 314-3384 PH  
(925) 838-0360 FX  
[adillard@ci.danville.ca.us](mailto:adillard@ci.danville.ca.us)

Agendas, minutes and other information regarding this committee can be found at: [www.cccounty.us/SWAT](http://www.cccounty.us/SWAT)

**ATTACHMENT 5.B**





# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**DATE:** January 10, 2011  
**TO:** SWAT Committee  
**FROM:** SWAT Administrative Staff  
**SUBJECT:** SWAT Administrative Services Contract for 2011 and 2012

At its December 1, 2008 meeting, the Southwest Area Transportation (SWAT) Committee authorized a two-year extension of a Memorandum of Understanding (MOU) with the Town of Danville to provide "Basic Administrative Services (Tier 1)" for the 2008-09 and 2009-10 contract service years in the amount of \$33,125 per year. The following is a summary of the expenditures for the 2009-10 contract service year:

<b>2009-10 Contract Service – Budget Amount:</b>	<b>\$33,125.00</b>
▪ Budgeted Meetings: 20	
▪ Actual Meetings Held: 14	
2009-10 Contract Service Expenditures:	(\$23,187.50)
<b>2009-10 Contract Service Balance:</b>	<b>\$9,937.50</b>

The 2009-10 SWAT Administrative Services contract year for November 1, 2009 through October 31, 2010, has expired.

## RECOMMENDATION

The SWAT TAC articulated a preference for the Town of Danville to continue providing SWAT administrative services. With Danville's concurrence, the SWAT TAC recommends that SWAT authorize a new MOU with Danville to:

1. Adjust the Administrative Services contract year period to align with a calendar year, from January 1<sup>st</sup> through December 31<sup>st</sup>;
2. Renew the contract for two years, expiring on December 31, 2012; and
3. Authorize a contract amount of \$33,125 per year for "Basic Administrative Services (Tier 1)".

## MEMORANDUM OF UNDERSTANDING

**THIS MEMORANDUM OF UNDERSTANDING (MOU)** is entered into as of the \_\_\_\_\_ day of January, by and between the Southwest Area Transportation Committee, therein called the "SWAT Committee", and Town of Danville herein called the "Town".

### RECITALS

WHEREAS, SWAT Committee is a Regional Transportation Planning Committee (RTPC) of the Contra Costa Transportation Authority (CCTA); and

WHEREAS, SWAT Committee consists of the communities of the southwest Contra Costa County area including Danville, Lafayette, Moraga, Orinda, San Ramon, and the unincorporated areas of Contra Costa County in the southwest area; and

WHEREAS, SWAT Committee desires to contract with the Town for staff services related to administration of the SWAT Committee's work and activities; and

WHEREAS, SWAT Committee authorized the SWAT Chair and Vice-Chair to review and execute this contract at its January 10, 2011 meeting.

### AGREEMENTS

NOW, THEREFORE, THE PARTIES HERETO AGREE AS FOLLOWS:

1. **Scope of Services:** The Town shall provide administrative services, through a two-tiered approach, as set out in the Administrative Services Proposal - Scope of Work, attached thereto as Exhibit A and incorporated herein by reference.
2. **Time of Performance:** The services of the Town are for two consecutive years, and are to retroactively commence on January 1, 2011 following the execution of this Memorandum of Understanding (MOU) and to be completed by December 31, 2012 (defined as "Contract Service Years").
3. **Compensation and Method of Payment:**
  - A. **Compensation:** The compensation to be paid to the Town shall be at the rate and schedule of payment as set forth in Exhibit A, which is attached hereto and incorporated herein. Compensation will be provided in a two-tiered structure:
    - i. ***Basic Administrative Services*** (Tier 1): Not-to-exceed cost of Thirty-three Thousand One Hundred Twenty-Five Dollars (\$33,125.00) for Basic Administrative Services, which includes the cost of labor, materials, supplies and postage for 10 SWAT TAC and 10 SWAT meetings during the Contract

Service Year; and

- ii. ***Supplemental Services*** (Tier 2): Appropriation of Ten Thousand Dollars (\$10,000.00), to be drawn down on an as-need basis, for any additional administrative services above and beyond the 10 SWAT TAC and 10 SWAT meetings outlined in Section 3A(i) above, and for tasks outlined in the Supplemental Services section of Exhibit A. These services shall be provided at \$125.00 per hour, inclusive of labor, materials, supplies and postage.

In no event shall Town's compensation exceed Thirty-three Thousand One Hundred Twenty-Five Dollars (\$33,125.00) for Basic Administrative Services or Ten Thousand Dollars (\$10,000.00) for Supplemental Services during the Contract Service Year (for both labor and direct costs), without additional authorization from the SWAT Committee. Payment by SWAT Committee under this MOU shall not be deemed a waiver of defects, even if such defects were known to the SWAT Committee at the time of payment. The SWAT Committee shall not compensate for mileage and travel time.

B. Method of Payment:

1. Basic Administrative Services: As a condition precedent to any payment to Town under this MOU, Town shall submit an invoice to the SWAT Committee's designated Fiscal Agent, or each of the SWAT agencies, at the beginning of the Contract Service Year, for basic administrative services. The cost of services shall be split among the six jurisdictions, on an equal pro-rata basis.
2. Supplemental Services: As a condition precedent to any payment to Town under this Agreement, Town shall submit an invoice to the SWAT Committee's designated Fiscal Agent, or each of the SWAT agencies, for any supplemental administrative services provided at the end of the Contract Service Year. This invoice shall detail the hourly rate of \$125.00 per hour (inclusive of labor, materials, supplies and postage), itemize the tasks associated with the expenditure of staff time, and shall include the remaining balance of the annual supplemental services appropriation. The cost of services shall be split among the six jurisdictions, on an equal pro-rata basis.
3. Timing of Payment: SWAT Committee's designated Fiscal Agent, or each SWAT jurisdiction, shall pay the Town for services rendered hereunder at the rates and schedules outlined in accordance Exhibit A. Payment shall be made to Contractor within 30 business days after receipt of the monthly statement.

4. **Termination of MOU:**

- A. This MOU shall be valid until the end of the Contract Service Year. However, all obligations hereunder may be terminated at any time, with or without cause, by the SWAT Committee upon 10 days' written notice to the other party.
- B. If Town fails to perform any of its material obligations under this MOU, in addition to all other remedies provided by law, SWAT Committee may terminate this MOU immediately upon written notice.
- C. In the event termination is without cause, Town shall be entitled to any compensation owing to its hereunder up to the time of such termination, it being understood that any payments are full compensation for services rendered prior to the time of payments; provided, however, that Town shall be entitled to compensation for work in progress at the time of termination.
- D. During the term of this MOU, the Town shall provide the SWAT Committee with 30 days written notice should the Town wish to terminate the MOU.

5. **MOU Renewal:** Sixty days prior to the end of the contract period, Town shall provide written notice to the SWAT Committee of the Town's desire to extend the term of this MOU.

6. **Amendment:** This MOU constitutes the complete and exclusive statement of the MOU to SWAT Committee and Town. It may be amended or extended from time to time by written agreement of the parties hereto.

7. **Time of the Essence:** Time is of the essence of this MOU.

8. **Written Notification:** Any notice, demand, request, consent, approval or communications that either party desires or is required to give to the other party shall be in writing and either served personally or sent by prepaid, first class mail. Any such notice, demand, etc., shall be addressed to the other party at the address set forth herein below. Either party may change its address by notifying the other party of the change of address. Notice shall be deemed communicated within 48 hours from the time of mailing if mailed as provided in this section.

If to SWAT Committee: SWAT Chair  
c/o City of Lafayette, SWAT Fiscal Agent  
3675 Mt. Diablo Boulevard, Suite 210  
Lafayette, CA 94549

If to Town/City: Transportation Director  
510 La Gonda Way  
Danville, CA 94526

IN WITNESS WHEREOF, the SWAT Committee and Contractor have executed this MOU as of the date first above written.

SOUTHWEST AREA TRANSPORTION  
COMMITTEE

CONTRACTOR

By: \_\_\_\_\_  
SWAT Chair

By: \_\_\_\_\_  
Town of Danville

By: \_\_\_\_\_  
SWAT Vice Chair

APPROVED AS TO FORM

By: \_\_\_\_\_  
Legal Council

**ATTACHMENT “A”**  
Southwest Area Transportation Committee  
Administrative Services Proposal – Annual Work Scope

**Basic Administrative Services (Tier 1)**

**\$33,125.00**

This is a not-to-exceed structure for basic administrative services, based on a historic average of 10 SWAT meetings and SWAT TAC meetings per year. These services would be split among the six jurisdictions, on an equal pro-rata share basis, and invoiced at the beginning of the Contract Service Year.

1. Agenda Packet Preparation: Work with CCTA and SWAT TAC to coordinate agenda items, assemble agenda, copy and mail packets, post agenda and upload onto SWAT web site;
2. SWAT TAC Meetings: Attend and facilitate SWAT TAC Meetings;
3. SWAT Meetings: Attend and assist Chair in facilitation of SWAT Meetings;
4. SWAT Summary Minutes and Correspondences: Generate summary minutes of SWAT meeting, generate follow-up correspondences as necessary and appropriate in coordination with the Chair and the SWAT TAC;
5. General Administration: Correspond with CCTA, Chair and SWAT TAC as necessary and appropriate, serve as direct contact for SWAT, maintain all SWAT files and documentation, respond to inquiries and requests of SWAT, and refer public and agencies to appropriate individual or agency if inquiries extend beyond the realm of an administrative nature.
6. Website Administration: Maintain and update the SWAT website, which includes the posting of agendas, minutes, documents, Committee representation, and contact information.

**Supplemental Services (Tier 2)**

**\$10,000.00**

These supplemental services include the facilitation of any additional meetings or coordination, above and beyond the basic service level of 10 meetings per year. It is structured to be an pre-authorized appropriation by SWAT and would be drawn down as work load dictates. The costs associated with provision of these supplemental services will be invoiced to each agency within SWAT, on an equal pro-rata share basis, at the end of the Contract Service Year.

1. ***Measure J Strategic Expenditure Plan:*** Facilitate any additional meetings and/or correspondences necessary for SWAT and SWAT TAC’s review and development of the Strategic Expenditure Plan;
2. ***Measure J Growth Management Program – Implementation Documents:*** Facilitate any additional meetings and/or correspondence necessary for SWAT and SWAT TAC’s review and development of the following documents:
  - New Model Growth Management Element
  - New Biennial Checklist
  - New Guide to Local Planning
  - Update to Technical Procedures
3. ***Measure J Growth Management Program – Countywide Transportation Plan:*** Facilitate any additional meetings and/or correspondence necessary for SWAT and SWAT TAC’s review of, and coordinate comments to, the following documents:
  - Update to the Action Plans for Routes of Regional Significance;
  - Contributions to the Update of MTC’s Regional Transportation Plan;
  - Development of SWAT’s TLC Program
  - Development of SWAT grant proposals for MTC’s TLC Program;
  - Contributions to the development of a Countywide Express Bus Program.
4. Attend CCTA related meetings as directed by SWAT.
5. Supplemental services would be provided as work load dictates for the pre-authorized work tasks described above or as approved by SWAT.

**ATTACHMENT 6.A**

*Final*

**Contra Costa's Principles for Collaborative Development of the SB 375  
Sustainable Communities Strategy**

**PREAMBLE:**

SB 375 (Steinberg) was signed into law by the Governor on September 30th, 2008. The bill changes the regional transportation planning process "to achieve, if there is a feasible way to do so," greenhouse gas (GHG) emission targets set by the California Air Resources Board (CARB). The intent of the bill is to help forestall climate change through the comprehensive integration of land use and transportation planning.

Responsibilities for SB 375 implementation are assigned to state and regional agencies. In the Bay Area, explicit responsibility is assigned to MTC and ABAG to develop a Sustainable Communities Strategy (SCS) as part of the 2013 Regional Transportation Plan (RTP). The SCS, in concert with transportation investments included in the RTP, is intended to achieve the GHG reduction targets set by the CARB for 2020 and 2040. The bill specifies that MTC and ABAG shall conduct outreach efforts to a broad range of stakeholders, including the congestion management agencies (CMAs).

While the statute does not mandate a formal role for Bay Area CMAs, the Authority expects to be fully engaged with the process as it relates to Contra Costa. The following principles have been developed to help guide Contra Costa's elected officials, whose roles at the local, regional, and State level will help shape the SCS.

Building upon the foundation of the Authority's Growth Management Program, and the earlier Shaping Our Future effort, the principles are intended to support collaborative decision-making that will result in a feasible SCS that meets GHG reduction targets while supporting the Authority's mission, vision, and core values.

**PRINCIPLES:**

The following principles are considered as a living document. The Authority may, from time to time, revisit them to make course corrections that will support a collaborative decision-making process among local, regional, and state agencies as the SCS process evolves:

1. **Forge a Positive Relationship with the Regional Agencies.** At both the elected official and staff level, the Authority intends to work with the regional agencies to support development of an SCS by facilitating a dialogue between the regional agencies and local jurisdictions regarding land use plans in Contra Costa.
2. **Consensus-Based Planning.** The Authority will seek to achieve an SCS as it applies to Contra Costa that reflects agreement between local jurisdictions and the regional agencies regarding land use assumptions, along with a Contra Costa-based plan for supportive transportation investments.



3. **Consideration of General Plans.** The long-range (2040) vision for the SCS will specify where new growth is to occur. This vision may conflict with currently adopted General Plans. Local jurisdictions that are in agreement with the land use assumptions in the SCS would undertake subsequent General Plan Amendments to reflect the agreed-upon SCS, and such action may take place subsequent to adoption of the 2013 RTP. Local jurisdictions that are not in agreement with the proposed land use assumptions in the SCS will be given the opportunity to work at the subregional level in collaboration with the regional agencies to develop an alternative land use proposal that contributes towards achievement of the Bay Area's GHG emissions target. Where mutual agreement on the proposed SCS is not achieved, the role of the Authority will be to acknowledge the conflict and to identify other factors or impacts that may be relevant for the protection of the environment, furtherance of GHG goals by alternative means, or the sustainability of a local jurisdiction.
4. **Local Control of General Plans and Zoning Maps.** Each local jurisdiction shall retain full control of local general plans and zoning within its municipal boundary.
5. **Ensure the Participation of all Local Jurisdictions and Partner Agencies.** Beyond a focus on the priority development areas (PDAs) as the core of the SCS, efforts will also be made to ensure that all cities and towns can successfully participate in the process, so that their land use and transportation needs can also be addressed. Furthermore, the Authority welcomes and encourages participation by other agencies, such as the transit operators.
6. **Facilitative Role.** Working in partnership with local jurisdictions and the regional agencies, the Authority, as a transportation agency, should play a facilitative role by providing resources, information and policy insights to cities, towns and Contra Costa County, while recognizing that local jurisdictions have sole discretion with respect to land use decisions. A working group of Contra Costa planning directors will be established to monitor the development of the SCS and any issues raised during that process.
7. **Urban Limit Line.** The SCS needs to respect the Measure J mandated Urban Limit Line (ULL) for Contra Costa, which represents an agreed upon "urban growth boundary," and shall direct all urban development to areas within the ULL.
8. **Sustainable Transit.** Ensure that the SCS includes feasible transit service that is adequately funded to provide reliable and convenient service for Contra Costa, while encouraging walking and bicycling.
9. **Rural Sustainability Component.** Recognizing SB 375's overall goal of achieving more focused growth, the SCS also needs to consider transportation investments for the safety and preservation of roads serving farm to market and interconnectivity transportation needs.
10. **Public Health.** The Authority recognizes that there are multiple public health benefits to transportation policies that both reduce GHG emissions and increase mode share of walking, cycling, and transit, and will consider these health co-benefits in planning decisions.
11. **Reflect Contra Costa's Continuing Commitment to Growth Management and Resource Conservation.** Development of the SCS shall incorporate Contra Costa's existing efforts and programs that would help reduce GHG emissions. These include the Measure J Growth Management Program (GMP), the establishment of PDAs and PCAs,

and the East Contra Costa Habitat Conservancy. The GMP, in particular, has much in common with the objectives of the SCS, including the ULL provision noted above, local jurisdiction compliance with State Housing and Community Development (HCD) Department requirements, 5u Contra Costa Clean Fuel Infrastructure and transportation demand management programs funded by Measures C and J, and a general plan amendment (GPA) review process to address the impacts of growth and promote appropriate mitigation.

12. **Shaping Our Future.** Continue the collaborative process that began with Shaping Our Future, where Contra Costa jurisdictions collectively developed the Shaping Our Future land use plan, and which provided a springboard to the PDAs and PCAs that are now being incorporated into the SCS and which has significant transportation benefits.
13. **Common Voice.** The Authority in collaboration with the cities, towns and Contra Costa County should provide a unified voice and advocate for all Contra Costa jurisdictions in working work with the regional agencies and adjacent CMAs.
14. **Final SCS.** The Authority will support the final SCS provided it is consistent with each local jurisdiction's mission, vision and sustainability goals.

This report describes Senate Bill 375, the Sustainable Communities Strategy (SCS) and the effect of the law on local governments as well as the Bay Area as a region. The “template” for this report was initially prepared by staff from the Association of Bay Area Governments (ABAG). The “template” report was revised by CCTA staff to provide the Regional Transportation Planning Committees (RTPCs) and local jurisdictions with an overview of the SCS in relation to subregional and local policy considerations.

The SCS will be developed in partnership among regional agencies, local jurisdictions and Congestion Management Agencies (CMAs) through an iterative process. The regional agencies recognize that input from local jurisdictions with land use authority is essential to create a feasible SCS. The SCS does not alter the authority of jurisdictions over local land use and development decisions.

### **PURPOSE AND APPROACH**

Senate Bill 375 became law in 2008 and is considered landmark legislation for California relative to land use, transportation and environmental planning. It calls for the development of a Sustainable Communities Strategy (SCS) in all metropolitan regions in California. Within the Bay Area, the law gives joint responsibility for the SCS to the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG). These agencies will coordinate with the Bay Area Air Quality Management District (Air District) and the Bay Conservation and Development Commission (BCDC).

The SCS integrates several existing planning processes and is required to accomplish the following objectives:

1. Provide a new 25-year land use strategy for the Bay Area that is realistic and identifies areas to accommodate all of the region’s population, including all income groups;
2. Forecast a land use pattern, which when integrated with the transportation system, reduces greenhouse gas emissions from automobiles and light trucks and is measured against the regional target established by the California Air Resources Board (CARB).

The SCS is a land use strategy required to be included as part of the Bay Area’s 25-year Regional Transportation Plan (RTP). By federal law, the RTP must be internally consistent. Therefore, the over \$200 billion dollars of transportation investment typically included in the RTP must align with and support the SCS land-use pattern. SB 375 also requires that an updated eight-year regional housing need allocation (RHNA) prepared by ABAG is consistent with the SCS. The SCS, RTP and RHNA will be adopted simultaneously in early 2013.

The SCS is not just about assigning housing need to places or achieving greenhouse gas targets. The primary goal is to build a Bay Area which continues to thrive and prosper under the changing circumstances of the twenty-first century. By directly confronting the challenges associated with population growth, climate change, a new economic reality and an increasing public-health imperative, the SCS should help us achieve a Bay Area which is both more livable and more economically competitive on the world stage. A successful SCS will:

- Recognize and support compact walkable places where residents and workers have access to services and amenities to meet their day-to-day needs;
- Reduce long commutes and decrease reliance that increases energy independence and decreases the region's carbon consumption;
- Support complete communities which remain livable and affordable for all segments of the population, maintaining the Bay Area as an attractive place to reside, start or continue a business, and create jobs.
- Support a sustainable transportation system and reduce the need for expensive highway and transit expansions, freeing up resources for other more productive public investments;
- Provide increased accessibility and affordability to our most vulnerable populations;
- Conserve water and decrease our dependence on imported food stocks and their high transport costs.

In recognition of the importance of these other goals, ABAG and MTC will adopt performance targets and indicators that will help inform decisions about land use patterns and transportation investments. These targets and indicators will apply to the SCS and the RTP. The targets and indicators are being developed by the Performance Targets and Indicators Ad Hoc Committee of the Regional Advisory Working Group (RAWG), which includes local planning and transportation staff, non-profit organizations, and business and developers' organizations. The targets are scheduled for adoption early 2011 and the indicators will be adopted in spring 2011.

## **BUILDING ON EXISTING EFFORTS**

In many respects the SCS builds upon existing efforts in many Bay Area communities to encourage more focused and compact growth while recognizing the unique characteristics and differences of the region's many varied communities. In Contra Costa, the effort began with "Shaping Our Future," which was completed in 2007 and which laid the groundwork for the designation of FOCUS Priority Development Areas (PDAs) – the locally-identified and regionally adopted infill development opportunity areas near transit. The PDAs provide a strong foundation upon which to structure the region's first Sustainable Communities Strategy. PDAs are only three percent of the region's land area. However, local governments have indicated that based upon existing plans, resources, and incentives the PDAs can collectively accommodate over fifty percent of the Bay Area's housing need through 2035.

PDAs have been supported by planning grants, capital funding and technical assistance grants from MTC. The current RTP allocates an average of \$60 million a year to PDA incentive-related funding. Future RTPs, consistent with the SCS, will be structured to provide policies and funding that is supportive of PDAs and potentially other opportunity areas for sustainable development in the region.

## **PARTNERSHIP**

To be successful, the SCS will require a partnership among regional agencies, local jurisdictions, Congestion Management Agencies (CMAs), transit agencies, and other regional stakeholders. MTC and ABAG are engaged in an intense information exchange with County-Corridor Working Groups throughout the Bay Area. These Groups are organized by county, by sub-regions within counties, and by corridors that span counties. They typically include city and county planning directors, CMA staff, and representatives of other key agencies such as transit agencies and public health departments. Working Group members are responsible for providing updates and information to their locally elected policymakers through regular reports like this one and eventually through recommended council or board resolutions which acknowledge the implications of the SCS for each jurisdiction.

Each county has established an SCS engagement strategy to their needs and ongoing planning efforts. In Contra Costa, our working group includes the RTPCs, the Planning Directors, the Authority's TCC, and an RTP/SCS Task Force. These groups provide an opportunity for all of the region's jurisdictions to be represented in the SCS process and to provide ongoing information to, and input from, local officials through staff reports by working group members (local planning staff) to their city councils and/or boards of supervisors as the SCS process evolves through 2011.

The first County-Corridor Working Group meeting (a.k.a. "the SB 375 Leadership Roundtable") for Contra Costa was held on September 27, 2010 at the CCTA offices in Walnut Creek. The focus of this meeting was to establish an SCS engagement strategy that best suited Contra Costa. At the meeting, it was determined that the most effective channel for communication with the local jurisdictions was through the RTPCs. It was further suggested that from time to time, expanded meetings of the RTPCs should be held to provide an opportunity for all elected officials in each subarea to weigh in at key decision points throughout the SCS-process.

In addition to the County-Corridor Working Groups, a Regional Advisory Working Group (RAWG), composed of local government representatives and key stakeholders provides technical oversight at the regional level.

## **PROCESS – SCS SCENARIOS**

The final SCS will be the product of an iterative process that includes a sequence of growth and supportive transportation scenarios. Starting with an Initial Vision Scenario (February 2011), followed by more detailed SCS scenarios that refine the initial vision scenario (Spring and Fall

2011), and final draft (early 2012). For more information about the timeline, see *SCS Schedule – Attachment A*.

### Initial Vision Scenario

ABAG and MTC will release an Initial Vision Scenario in February 2011 based in large part on input from local jurisdictions through the county/corridor engagement process and information collected by December 2010. The Vision Scenario will encompass an initial identification of places, policies and strategies for long-term, sustainable development in the Bay Area. Local governments will identify places of great potential for sustainable development, including PDAs, transit corridors, employment areas, as well as infill opportunities areas that lack transit services but offer opportunities for increased walkability and reduced driving.

The Initial Vision Scenario will:

- Incorporate the 25-year regional housing need encompassed in the SCS;
- Provide a preliminary set of housing and employment growth numbers at regional, county, jurisdictional, and sub-jurisdictional levels;
- Be evaluated against the greenhouse gas reduction target as well as the additional performance targets adopted for the SCS.

### Detailed Scenarios

By the early spring of 2011 the conversation between local governments and regional agencies will turn to the feasibility of achieving the Initial Vision Scenario by working on the Detailed Scenarios. The Detailed Scenarios will be different than the initial Vision Scenario in that they will take into account constraints that might limit development potential, and will identify the infrastructure and resources that can be identified and/or secured to support the scenario. MTC and ABAG expect to release a first round of Detailed Scenarios by July 2011. Local jurisdictions will provide input, which will then be analyzed for the release of the Preferred Scenario by the end of 2011. The County/Corridor Working Groups as well as the RAWG will facilitate local input into the scenarios through 2011. The analysis of the Detailed Scenarios and Preferred Scenario takes into account the Performance Targets and Indicators.

## **REGIONAL HOUSING NEEDS ALLOCATION**

As described above, the eight-year RHNA must be consistent with the SCS. Planning for affordable housing in the Bay Area is one of the essential tasks of sustainable development. In the SCS, this task becomes integrated with the regional land use strategy, the development of complete communities and a sustainable transportation system. The process to update RHNA will begin in early 2011. The county/corridor engagement process will include discussions of RHNA, since both the SCS and RHNA require consideration of housing needs by income group. Cities will discuss their strategies for the distribution of housing needs at the county level and decide if they want to form a sub-regional RHNA group by March 2011. The distribution of housing needs will inform the Detailed SCS Scenarios. Regional agencies will take input from local jurisdictions for the adoption of the RHNA methodology by September 2011. The final

housing numbers for the region will be issued by the State Department of Housing and Community Development (HCD) by September 2011. The Draft RHNA will be released by spring 2012. ABAG will adopt the Final RHNA by the end of summer 2012. Local governments will address the next round of RHNA in their next Housing Element update.

This is a condensed description of the RHNA process. Additional details about procedural requirements (e.g. appeals, revisions and transfers) and substantive issues (e.g. housing by income category and formation of subregions) will be described in a separate document.

## **REGIONAL TRANSPORTATION PLAN**

The SCS brings an explicit link between the land use choices and the transportation investments. MTC and ABAG's commitment to the reduction of greenhouse gas emissions and provision of housing for all income levels translates into an alignment of the development of places committed to these goals and transportation, infrastructure and housing funding. The regional agencies will work closely with the CMAs, transportation agencies and local jurisdictions to define financially constrained transportation priorities in their response to a call for transportation projects in early 2011 and a detailed project assessment that will be completed by July/August 2011; the project assessment will be an essential part of the development of Detailed SCS Scenarios. The RTP will be analyzed through 2012 and released for review by the end of 2012. ABAG will approve the SCS by March 2013. MTC will adopt the final RTP and SCS by April 2013.

Regional agencies will prepare one Environmental Impact Report (EIR) for both the SCS and the RTP. This EIR might assist local jurisdictions in streamlining the environmental review process for some of the projects that are consistent with the SCS. Local jurisdictions are currently providing input for the potential scope of the EIR. Regional agencies are investigating the scope and strategies for an EIR that could provide the most effective support for local governments.

## **ADDITIONAL REGIONAL TASKS**

MTC, ABAG and the Bay Area Air Quality Management District are coordinating the impacts of CEQA thresholds and guidelines recently approved by the Air District. The Air District is currently developing tools and mitigation measures related to the CEQA thresholds and guidelines to assist with development projects in PDAs. The four regional agencies will be coordinating other key regional planning issues including any adopted climate adaptation-related policy recommendations or best practices encompassed in the Bay Plan update recently released by BCDC.

## **BENEFITS FOR ALL**

The SCS provides an opportunity for the local jurisdictions of Contra Costa to advance local goals as part of a coordinated regional framework. By coordinating programs across multiple

layers of government, the SCS should improve public sector efficiency and create more rational and coordinated regulation and public funding. The SCS connects local neighborhood concerns—such as new housing, jobs, and traffic—to regional objectives and resources. As such, it is a platform for cities and counties to discuss and address a wide spectrum of challenges, including high housing costs, poverty, job access, and public health, and identify local, regional, and state policies to address them. It gives local governments a stronger voice in identifying desired infrastructure improvements and provides a framework for evaluating those investments regionally. In this way, the SCS rewards those cities whose decisions advance local goals and benefit quality of life beyond their borders—whether to create more affordable housing, new jobs, or reduce driving.

Regional agencies are exploring the following support for the SCS:

- Grants for affordable housing close to transit
- Infrastructure bank to support investments that can accommodate housing and jobs close to transit
- Transportation investment in areas that can significantly contribute to the reduction of greenhouse gas emissions through compact development
- Infrastructure investments in small towns that can improve access to services through walking and transit.

## **NEXT STEPS**

- Regional agencies expect to release an initial Vision Scenario in early February 2011.
- City (or County) staff will subsequently provide a report to their Councils/Boards describing the overall approach, regional context, and local implications.
- Local staff will seek Council feedback and response to the initial Vision Scenario to be share with regional agencies. This feedback will serve as a basis for the development of Detailed SCS Scenarios through July 2011.
- Testing and development of SCS Scenarios: Late 2011.
- Develop draft RTP/SCS for analysis 2012.
- MTC adopts final RTP/SCS: 2013.



OneBayArea

- GHG Targets
- Performance Targets
- Public Participation Plans



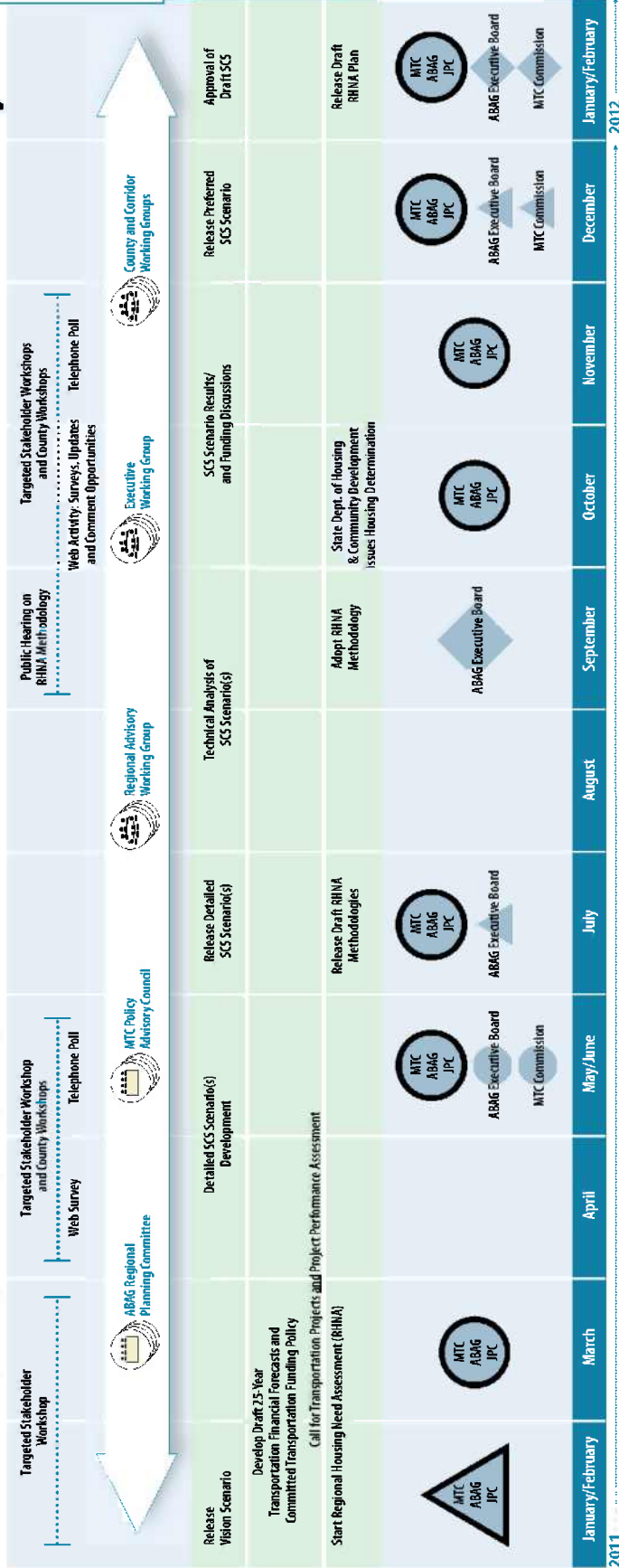
## Sustainable Communities Strategy Planning Process: Phase 2 Detail for 2011\*

Phase 2: Scenario Planning, Transportation Policy & Investment Dialogue, and Regional Housing Need Allocation

OneBayArea

Local Government and Public Engagement

- Phase Two Decisions:**
- Vision Scenarios
  - Financial Forecasts
  - Detailed SCS Scenarios
  - RHNA Methodology
  - Preferred SCS Scenario
  - Draft RHNA Plan



\*Subject to change

Policy Board Actions

Meeting for Discussion/ Public Comment

Decision

Document Release

JOINT document release by ABAG, JPC and MTC

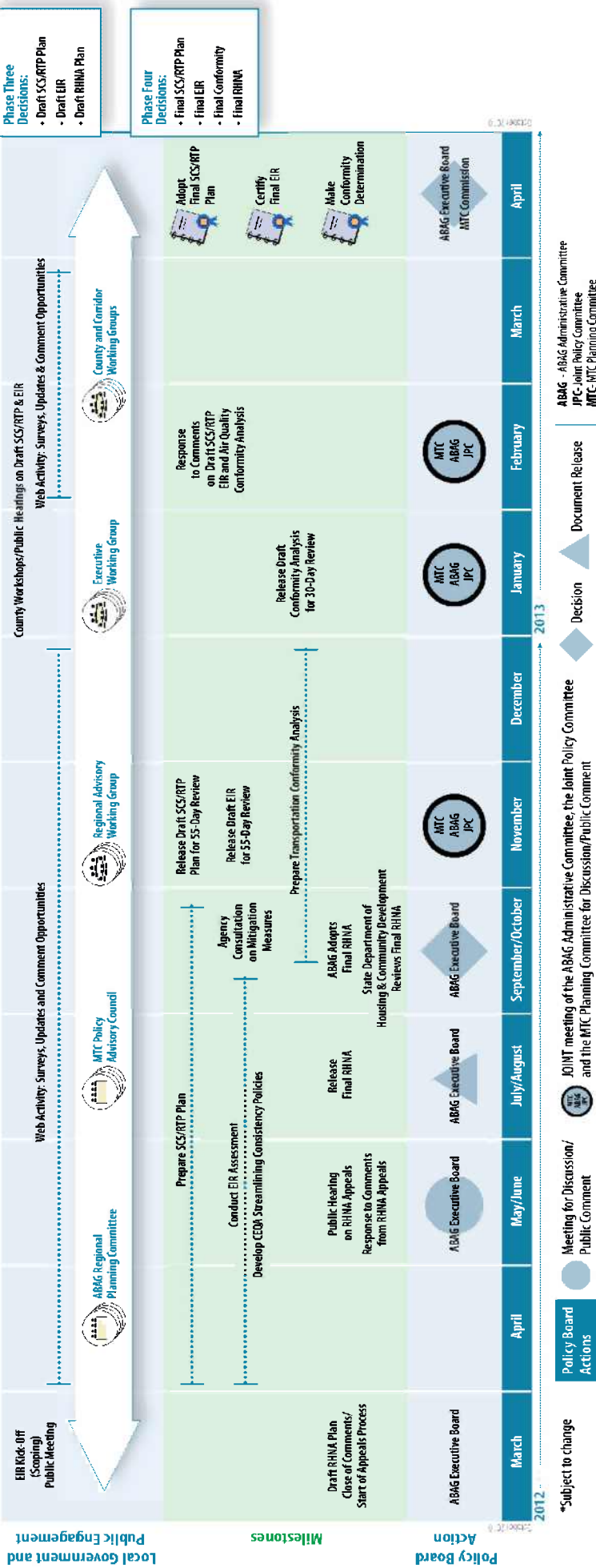
ABAG - ABAG Administrative Committee  
JPC - Joint Policy Committee  
MTC - MTC Planning Committee

# Sustainable Communities Strategy Planning Process: Phases 3 & 4 Details for 2012-2013\*

OneBayArea

Phase 4: Plan Adoption

Phase 3: Housing Need Allocation, Environmental/Technical Analyses and Final Plans



## **ATTACHMENT 6.B**



# SWAT

---

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**DATE:** January 10, 2011

**TO:** SWAT Committee

**FROM:** SWAT TAC

**SUBJECT:** Lamorinda Appointments to the Contra Costa Transportation Authority (CCTA)

---

## BACKGROUND

The SWAT representation to the CCTA, from the Lamorinda area, is rotated among the jurisdictions of Lafayette, Orinda and Moraga. Currently, the Moraga representative is serving a two-year term through January 31, 2011. Per the SWAT Rules of Procedure, the Lamorinda representative is scheduled to rotate to the Lafayette representative for a two-year term beginning February 1, 2011 through January 31, 2013.

At its January 7, 2008 meeting, the Southwest Area Transportation (SWAT) Committee amended its Rules of Procedure to add Section 4(e), as follows:

“In order to achieve maximum participation at the CCTA from SWAT jurisdictions, whenever the Mayors’ Conference or Metropolitan Transportation Committsion (MTC) representative to CCTA is from a SWAT jurisdiction, then no other council member from that jurisdiction shall serve as a SWAT representative to CCTA.”

As the Orinda representative currently serves on MTC as a Commissioner, the alternate Lamorinda representative to the CCTA is scheduled to be the Moraga SWAT representative for the Feburary 1, 2011 through January 31, 2013 term.

## SOUTH COUNTY

South County representation to CCTA is rotated between Danville and San Ramon. Consistent with the agreement between Danville and San Ramon as described in the staff report for the February 2, 2009 SWAT meeting, Danville will continue to serve as the SWAT representative from the San Ramon Valley

through January 31, 2012. This seat is scheduled to rotate to the San Ramon representative for a two-year term beginning February 1, 2012.

#### RECOMMENDATION

Appoint the Lafayette representative as the SWAT representative to the CCTA from the Lamorinda area, and the Moraga representative as the alternate to the CCTA Lamorinda area, for a two-year term beginning February 1, 2011 through January 31, 2013.

## **ATTACHMENT 6.C**



# SWAT

---

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

**DATE:** January 10, 2011  
**TO:** SWAT Committee  
**FROM:** SWAT Administrative Staff  
**SUBJECT:** Rotation of SWAT Chair and Vice-Chair for 2011

---

## BACKGROUND

As described in the SWAT Rules of Procedure, the SWAT Chair and Vice-Chair shall rotate on a 12-month term, from January through December. The sequence of rotation is Contra Costa County, Lafayette, Danville, Orinda, Moraga, San Ramon.

As such, the 2011 SWAT Chair is scheduled to rotate to the Orinda SWAT Representative, and SWAT Vice-Chair is scheduled to rotate to the Moraga SWAT Representative.

## RECOMMENDATION

Appoint the Orinda SWAT Representative as the 2011 SWAT Chair, and appoint the Moraga SWAT Representative as the 2011 SWAT Vice-Chair.



## **ATTACHMENT 7**



# SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

## Southwest Area Transportation Committee

### 2011 MEETING SCHEDULE

#### SWAT Meetings

Unless otherwise notified or notated, all SWAT meetings are held on the first Monday of every month at 3:00 p.m. 2011 meetings will be held at the Orinda City Hall, Sarge Littlehale Community Room, 22 Orinda Way, Orinda (to be confirmed). *NOTE: January 10<sup>th</sup> meeting will be held at Danville Town Offices, Large Conference Room, 510 La Gonda Way, Danville.*

**January 10\***  
**February 7**  
**March 7**  
**April 4**  
**May 2**  
**June 6**

**July 11\***  
**August – No Meeting**  
**September 12\***  
**October 3**  
**November 7**  
**December 5**

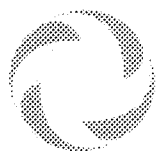
\*Indicates meeting is moved to second Monday of the month due to holiday

#### SWAT TAC Meetings

Unless otherwise notified, all SWAT TAC meetings are held on the third Wednesday of every month, 3:00 p.m., at the Lafayette City Offices, Conference Room 265, 3675 Mt. Diablo Blvd., Lafayette.

**January 19**  
**February 16**  
**March 16**  
**April 20**  
**May 18**  
**June 15**

**July 20**  
**August 17**  
**September 21**  
**October 19**  
**November 16**  
**December 21**



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Robert Taylor,  
Chair

David Durant,  
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce


Maria Viramontes

Randell H. Iwasaki,  
Executive Director

2899 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

## MEMORANDUM

To: Barbara Neustadter, TRANSPAC  
Andy Dillard, SWAT, TVTC  
John Cunningham, TRANSPLAN  
Christina Atienza, WCCTAC  
Richard Yee, LPMC

From: Randell H. Iwasaki, Executive Director 

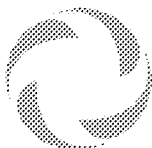
Date: October 21, 2010

Re: Items approved by the Authority on October 20, 2010, for circulation to the Regional Transportation Planning Committees (RTPCs), and items of interest

At its October 20, 2010 meeting, the Authority discussed the following items, which may be of interest to the Regional Transportation Planning Committees:

1. **Approval of FY 2010-11 Measure J Allocation for the West County Additional Bus Service Enhancements Program (Sub-Regional Program 19b).** The 2009 Measure J Strategic Plan establishes the West County Additional Bus Service Enhancements Program (Program 19b) at 2.16% of sales tax revenues. As a sub-regional program the funds are programmed by WCCTAC. At its September 24, 2010 meeting WCCTAC took action on programming the funds to AC Transit and WestCAT. *The Authority approved the allocation of Measure J West County Additional Bus Service Enhancements program funds for FY 2010-11. Resolution 10-40-G.*
2. **Approval of a Revision to the FY 2010-11 Measure J Allocation for the Sub-Regional Southwest County Safe Transportation for Children: School Bus Program (Program 21c) adding funding to the Allocation.** Subsequent to the June 16, 2010 approval of Resolution 10-24-G allocating Measure J funds to the Southwest County school bus operators through Measure J program 21C, an error was discovered in calculating a previous year program over-allocation. *The Authority approved Resolution 10-24-G, Revision 1, correcting the allocation amount for Measure J Sub-Regional Southwest County Safe Transportation for Children: School Bus Program funds for FY 2010-11. The correction added \$56,025 to the allocation. Resolution 10-24-G (Revision 1).*

3. **Authorization to Distribute FY 2009-10 2.09% Additional Measure J Local Street Maintenance & Improvement (LSM) Funds.** The Measure J Sales Tax Expenditure Plan includes additional funding for LSM to be allocated to jurisdictions in the West, Central, and Southwest subareas (Subregional Projects and Programs, No. 23). These funds are to supplement the annual allocation of the 18% LSM. Each jurisdiction receives its allocation based upon a formula of 50% population, and 50% road miles. Compliance with the GMP for receipt of funds is only required in West County. *The Authority approved Resolution 10-44-G, authorizing the distribution of FY 2009-10 2.09% additional Measure J LSM funds. Resolution 10-44-G.*
4. **Approval of the City of Walnut Creek's Calendar Year (CY) 2008 & 2009 Growth Management Program (GMP) Compliance Checklist.** The City of Walnut Creek has submitted its Calendar Years 2008 & 2009 Growth Management Program Compliance Checklist for allocation of Measure J Local Street Maintenance and Improvement (LSM) Funds. *The Authority approved the City of Walnut Creek's GMP Compliance Checklist and payment of \$647,684 in FY 2009-10 LSM funds, with a second ("off-year") payment of FY 2010-11 funds due on the one year anniversary of the first payment.*
5. **Legislation.** *Mark Watts of Smith, Watts & Company, gave a presentation on the 2010-11 State Budget Bill (SB 870), passed by the Legislature and signed by the Governor on October 8, 2010.*
6. **Authorization for the Executive Director to sign the SR 4 Corridor System Management Plan (CSMP) for submittal to the California Transportation Commission (CTC).** As part of the passage of Proposition 18 in November 2006, the Corridor Mobility Improvement Account (CMIA) was created by the California Transportation Commission (CTC). The CTC requires Caltrans to develop Corridor System Management Plans (CSMPs) for highway corridors containing projects slated to receive CMIA funds. Caltrans has recently completed work on the SR 4 CSMP, which will enable use of CMIA funds on the State Route 4 East Widening project (Somersville to SR 160). To prepare the document for final transmittal to the CTC, it must be signed by the Executive Director of the affected CMA, Caltrans, and MTC. *The Executive Director was authorized to sign the SR4 CSMP for submittal to the CTC.*



CONTRA COSTA  
transportation  
authority

COMMISSIONERS

Robert Taylor,  
Chair

David Durant,  
Vice Chair

Janet Abelson

Newell Americh

Ed Balico

Susan Bonilla

Jim Frazier

Federal Glover

Mike Metcalf

Julie Pierce

Marie Viramontes

Randell H. Iwasaki,  
Executive Director

2999 Oak Road  
Suite 100  
Walnut Creek  
CA 94597  
PHONE: 925.256.4700  
FAX: 925.256.4701  
www.ccta.net

## MEMORANDUM

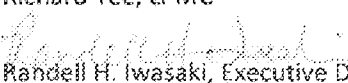
To: Barbara Neustadter, TRANSPAC

Andy Dillard, SWAT, TVTC

John Cunningham, TRANSPLAN

Christina Atienza, WCCTAC

Richard Yee, LPMC

From:   
Randell H. Iwasaki, Executive Director

Date: December 16, 2010

Re: Items approved by the Authority on December 15, 2010, for circulation to the  
Regional Transportation Planning Committees (RTPCs), and items of interest

At its December 15, 2010 meeting, the Authority discussed the following items, which may be  
of interest to the Regional Transportation Planning Committees:

- 1. Approval to Release RFP No. 11-1 to Conduct the 2011 CMP Traffic Monitoring Program.** As the designated Congestion Management Agency for Contra Costa, the Authority is responsible for developing and updating a Congestion Management Program (CMP) every other year. As part of the 2011 CMP, traffic monitoring of freeways and principle arterials is required to determine whether CMP Level of Service Standards and multi-modal performance measures are being met. This RFP would seek qualified engineering firms to conduct the Spring 2011 CMP traffic monitoring program and document the results. *The Authority authorized staff to release the 2011 CMP Traffic Monitoring Program RFP.*
- 2. Modifications to Scope of Work and Budget for Consultant Agreement No. 310 with Parisi Associates for the Development of the Contra Costa Safe Routes to School Program (SR2S).** In November the Authority approved the agreement under the condition that resources previously allocated to Contra Costa Health Services for SR2S outreach and survey assistance be reallocated to Parisi Associates. Accordingly, staff seeks authorization to increase the initial agreement amount for Phase I from \$72,500 to \$100,000 and incorporate revisions to the scope of work for Task 1. *The Authority authorized modifications to Agreement No. 310 with Parisi Associates for an initial amount not to exceed \$100,000 to complete Task 1*
- 3. Authorization of Consultant Agreement No. 312 with Economic & Planning Systems to Provide Ongoing Technical Support Services for Development of the SCS.** In response

to Request for Proposal (RFP) 10-8 released in October 2010, three planning consulting firms responded. A selection committee comprised of city and County staff chose Economic & Planning Systems, Inc. ("EPS") as the most qualified consultant. *The Authority authorized Agreement No. 312 with EPS to provide ongoing technical support for development of the SCS at a cost not to exceed \$100,000.*

4. **Initiation of Regional Dynamic Ridesharing Pilot Project with Sonoma and Marin CMAs.** The Authority is eligible to receive approximately \$500,000 in federal funds for participation in a three-county regional Dynamic Ridesharing Pilot Project made possible through MTC's Climate Initiative grant program. *The Authority authorized staff to proceed with the development of an inter-agency agreement with the Sonoma County Transportation Authority and the Transportation Authority of Marin to participate in the Regional Dynamic Ridesharing Pilot Project.*
5. **Congressman John Garamendi's Fiscal Year 2012 Appropriation Requests.** Staff will report on efforts by Congressman Garamendi's office related to Federal Fiscal Year 2012 appropriation requests. Staff will discuss timelines and opportunities for the Authority in submitting requests, developing support and consensus, and coordinating with other elected State and federal officials. *The Authority approved staff's recommendation to continue with the priorities that were established in March 2009.*



El Cerrito

October 18, 2010

Hercules

Mr. Randell Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek CA 94597

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

At its September 24 meeting, the WCCTAC Board took the following actions that may be of interest to the Authority:

Richmond

1) Received an informational report on reductions to AC Transit services in West County due to fiscal hardships; and progress reports on the paratransit needs assessment, SB 375 implementation, and the Student Bus Pass Program transition to Clipper.

San Pablo

2) Authorized for a future meeting to discuss and articulate in a letter to CCTA West County's concerns and priorities relating to express lanes on I-80, in order to facilitate the informed representation of those interests by MTC Commissioners Worth and Glover at MTC and by you at the Express Lane Executive Working Group.

Contra Costa  
County

3) Approved for final consideration by CCTA FY 10-11 claims from AC Transit and WestCAT for funds from Measure J Program 19b, *Additional Bus Service Enhancements*.

4) Approved a modification to WCCTAC's FY 10-11 Work Program to replace the development of a West County Bicycle and Pedestrian Plan with a Complete Streets initiative.

AC Transit

5) Received an update on the I-80 Integrated Corridor Mobility (ICM) project and considered for approval the I-80 Corridor System Management Plan (CSMP). After significant discussion, approved the CSMP subject to two conditions: a) the I-80 ICM should have no adverse fiscal impacts on West County and West County jurisdictions would not bear any O&M costs associated with the project for the next 25 years; and b) the I-80 ICM project would be operated in such a manner as to ensure that travel time savings attributable to the project will be evenly balanced between the freeway and San Pablo Avenue.

BART

Sincerely,

WestCAT

Christina M. Atienza  
Executive Director

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN;  
Andy Dillard, SWAT

# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

October 29, 2010

Hercules

Mr. Randell Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek CA 94597

Pinole

RE: WCCTAC Meeting Summary

Dear Randy:

Richmond

At its meeting today, the WCCTAC Board took the following actions that may be of interest to the Authority:

San Pablo

- 1) Approved the attached calendar of WCCTAC Board and TAC meetings for 2011.
- 2) Received a briefing on ABAG and MTC's SB 375 SCS initial leadership roundtable meeting with Contra Costa County, and a progress report on the Student Bus Pass Program's transition to Clipper.
- 3) Approved to forward to CCTA the allocation request for Measure J *Safe Transportation for Children: Low Income Student Bus Pass Program* (Program 21b) FY 2010-11 funds.
- 4) Approved for final consideration by CCTA WestCAT's claim for their share of Measure J *Additional Bus Service Enhancement* (Program 19b) FY 20-11 funds.
- 5) Received presentations on Complete Streets from Dave Campbell of East Bay Bicycle Coalition, Richmond's Draft Bicycle Master Plan from Keiron Slaughter of Richmond, and the Transportation Demand Management Program from Linda Young of WCCTAC/511 Contra Costa.

Contra Costa  
County

AC Transit

Sincerely,



BART

Christina M. Atienza  
Executive Director

WestCAT

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN;  
Andy Dillard, SWAT



# WCCTAC

West Contra Costa Transportation Advisory Committee

El Cerrito

December 14, 2010

Hercules

Mr. Randell Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek CA 94597

RE: WCCTAC Meeting Summary

Pinole

Dear Randy:

The WCCTAC Board at its meeting on December 10 took the following actions that may be of interest to the Authority:

Richmond

1) Recognized and commended Chair Maria Viramontes and Hercules alternate Kris Valstad for their service to west County through their respective appointments to WCCTAC.

San Pablo

2) Elected Pinole Mayor Roy Swearingen as Chair of the Board and El Cerrito City Council member Janet Abelson as Vice-Chair of the Board.

3) Elected San Pablo Mayor Genoveva Calloway to represent west County at the CCTA Administration & Projects Committee and CCTA Board, and Richmond Vice-Mayor Dr. Jeff Ritterman as alternate to both west County representatives on the CCTA Board.

Contra Costa  
County

4) Appointed Directors Ed Balico (Hercules), Tom Hansen (WestCAT), and Dr. Jeff Ritterman (Richmond) as WCCTAC's representatives to the Corridor Policy Advisory Committee for the State Route 4 Integrated Corridor Analysis project.

5) Deferred action on staff's recommendation to submit a request from WCCTAC to CCTA to sponsor a \$60,000 independent due diligence case study on I-80 to inform CCTA's overall legislative and advocacy platform pertaining to MTC's HOV/HOT network proposal. Directed staff to flesh out concerns expressed by CCTA staff, and to report back to the Board within the next six months.

AC Transit

6) Regarding the Measure J Student Bus Pass Program, approved WCCTAC's participation in a pilot implementation of an AC Transit EasyPass model for loading the subsidy onto the Clipper Youth cards of program participants.

BART

7) Discussed BCDC's proposed Bay Plan amendment pertaining to projected sea level rise.

8) Approved with amendments staff's recommendations for programming Measure J funds that flow to west County for transportation for seniors and people with disabilities.

Sincerely,



Christina M. Atienza  
Executive Director

WestCAT

cc: Danice Rosenbohm, CCTA; Barbara Neustadter, TRANSPAC; John Cunningham, TRANSPLAN;  
Andy Dillard, SWAT

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Pleasant Hill, CA 94523 (925) 969-0841

November 16, 2010

Randell H. Iwasaki  
Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:


At its meeting on November 10, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Received a presentation on the James Donlon Boulevard Project by Paul Reinders, Senior Civil Engineer, City of Pittsburg.
2. Received a presentation on the Central County BART Crossover Project by Steve Kappler, BART Group Manager of Capital Programs.
3. Authorized the 511 Contra Costa-TRANSPAC/TRANSPLAN TDM Program Manager to submit applications to CCTA for FY 2011/12 Measure J Commute Alternative Funds; to the Bay Area Air Quality Management District for FY 2011/12 TFCA Funds; to MTC for CMAQ (Employer Outreach Funds); and to execute the required grant contracts and enter into cooperative agreements with the respective funding agencies.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager 

cc: TRANSPAC Representatives  
TRANSPAC TAC and staff  
Don Tatzin, Chair, SWAT  
Federal Glover, Chair, TRANSPLAN  
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, CCTA  
Christina Atienza, WCCTAC  
John Cunningham, TRANSPLAN  
Andy Dillard, SWAT  
June Catalano, City of Pleasant Hill

# TRANSPAC Transportation Partnership and Cooperation

Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County  
2300 Contra Costa Boulevard, Pleasant Hill, CA 94523 (925) 969-0841

December 15, 2010

Randell H. Iwasaki  
Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

At its meeting on December 9, 2010, TRANSPAC took the following actions that may be of interest to the Transportation Authority:

1. Recognized City of Concord Councilmember Guy Bjerke for his service to TRANSPAC.
2. Received a presentation by Martin Engelmann on SB 375 Implementation and the development of a Sustainable Communities Strategy (SCS) for the Bay Area.
3. Approved the allocation of 2008-09 Measure J Line 20a "Additional Transportation for Seniors and People with Disabilities" as follows: \$9144 for one year's operating costs to the City of Walnut Creek Senior Club Mini bus program, and a not-to-exceed amount of \$56,000 for the purchase of a replacement van for the City of Pleasant Hill Senior Van program.
4. Discussed the TAC's review of joint contracting for School Crossing Guard Services in Central County and asked the TRANSPAC Manager to continue to work on a sample contract for discussion with the TRANSPAC TAC and jurisdiction staff.
5. Received reports on CCTA activities from CCTA representatives.

TRANSPAC hopes that this information is useful to you.

Sincerely,



Barbara Neustadter  
TRANSPAC Manager

cc: TRANSPAC Representatives  
TRANSPAC TAC and staff  
Don Tatzin, Chair, SWAT  
Federal Glover, Chair, TRANSPAC  
Martin Engelmann, Arielle Bourgart, Hisham Noeimi, Danice Rosenbohm, CCTA  
Christina Atienza, WCCTAC  
WCCTAC Chair  
John Cunningham, TRANSPAC  
Andy Dillard, SWAT  
June Catalano, City of Pleasant Hill

# TRANSPLAN COMMITTEE

## EAST COUNTY TRANSPORTATION PLANNING

Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County  
651 Pine Street -- North Wing 4<sup>TH</sup> Floor, Martinez, CA 94553-0095

---

December 10, 2010

Mr. Randell H. Iwasaki, Executive Director  
Contra Costa Transportation Authority  
2999 Oak Road, Suite 100  
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

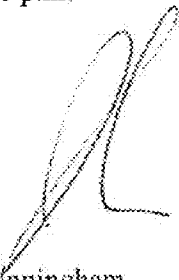
This correspondence reports on the actions and discussions at the TRANSPLAN Committee during their meeting on December 9, 2010.

**Adopt Calendar of Meetings for 2011:** The Committee moved to adopt the 2011 Calendar of Meetings, please see the attached.

**Discuss the City of Pittsburg's Withdrawal From East Contra Costa Regional Fee and Financing Authority and Advise as Appropriate:** The Committee discussed the matter and directed the TRANSPLAN Technical Advisory Committee to work with TRANSPLAN Staff, and with the assistance of Contra Costa Transportation Authority staff, develop an agreement for the Committee's consideration addressing the consistency of Pittsburg's fee program with that of the East Contra Costa Fee and Financing Authority's. The TAC will report back monthly on the progress of the effort and ultimately bring a draft agreement to TRANSPLAN with a detailed report on the same.

The next regularly scheduled TRANSPLAN Committee meeting will be on Thursday, January 13, 2011 at 6:30 p.m.

Sincerely,



John W. Cunningham  
TRANSPLAN Staff

c:

TRANSPLAN Committee

A. Dillard, SWAT

B. Neustadter, TRANSPAC

C. Atienza, WCCTAC

T. Williams, TVTC

D. Rosenbohm CCTA

E. Smith, BART

G:\Transportation Committees\Transplan\PLAN Year 2010-11\letters\summary\_letter CCTA DEC 2010.doc

# Magee Ranch – SummerHill Development Application

## Notice of Preparation

Town of Danville (Lead Agency)  
510 La Gonda Way  
Danville, CA 94526  
(925) 314-3349

**Subject:** Notice of Preparation (NOP) for the Draft Environmental Impact Report for the Magee Ranch – SummerHill Development Application

**Project Applicant:** SummerHill Homes

**Public Review Period:** NOP response period is from November 17, 2010 to December 16, 2010

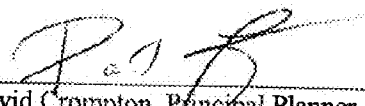
**NOP Scoping Meeting:** A public scoping meeting will be held to receive input on the EIR:  
November 30, 2010 at 7:30 PM  
Danville Town Meeting Hall  
201 Front Street  
Danville, CA 94510

The Town of Danville will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the Magee Ranch – SummerHill development application. The California Environmental Quality Act (CEQA), Section 15082, states that once a decision is made to prepare an EIR, the Lead Agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies and the public of that decision. The purpose of the NOP is to provide responsible agencies and interested parties with sufficient information describing the proposed project and its potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included in the EIR. The project description, location, and probable environmental effects that will be analyzed in the EIR are attached. Documents related to the proposed project are also available for review at Town of Danville Planning Division, 510 La Gonda Way, Danville.

Comments and suggestions as to the appropriate scope of analysis in the EIR are invited from all interested parties. Due to the time limits mandated by State law, your response must be submitted at the earliest possible date, but not later than 30 days after receipt of this notice. Please include in your response the name of a contact person in your agency (if applicable). Please send your written responses to the attention of David Crompton, Principal Planner, at the address identified above. A public EIR scoping hearing will also be held to describe the proposed project and the environmental review process, and to solicit additional input on the EIR analysis. Responsible agencies and members of the public are invited to attend and provide input on the scope of the EIR. You may also make your comments on the Town website located at:

[http://www.ci.danville.ca.us/Planning/Development\\_Applications/](http://www.ci.danville.ca.us/Planning/Development_Applications/).

Date 11/16/10  
November 16, 2010

Signature   
David Crompton, Principal Planner

## **I. INTRODUCTION**

The Environmental Impact Report (EIR) is an environmental review document that will be prepared in compliance with the California Environmental Quality Act (CEQA) of 1970, as amended. Under CEQA, the purpose of the EIR is to inform decision makers and the general public of the environmental effects of a proposed project. The EIR process is intended to provide environmental information sufficient to evaluate a proposed project and its potential for significant impacts on the environment, establish methods for reducing adverse environmental impacts, and to identify and consider alternatives to a project. In accordance with the requirements of Article 9 of the CEQA Guidelines, the EIR will include:

- A summary of the EIR;
- A project description;
- A description of the existing environmental setting, potential environmental impacts, and mitigation measures;
- Alternatives to the project as proposed;
- Environmental consequences, including: (a) any significant environmental effects which cannot be avoided if the project is implemented; (b) any significant irreversible environmental changes and irretrievable commitments of resources; (c) the growth-inducing impacts of the proposed project, (d) effects found not to be significant, and (e) cumulative impacts;
- A list of organizations and persons consulted; and
- The EIR preparers.

The following is a general overview of the proposed project and anticipated environmental effects.

## **II. PROJECT LOCATION**

The proposed project site is located in the Town of Danville, California and is bounded by Diablo Road to the north and McCauley Road to the west. The project site is comprised of 11 parcels totaling approximately 410 acres. The project site is generally characterized by open grass-covered hills with scattered trees. The elevation of the property ranges from approximately 425 feet along the project's frontage at Diablo Road near McCauley Road to about 860 at its highest point (refer to Figure 1).

The project site is located on a portion of a historically larger ranch that was subdivided in the early 1980s. The east portion of the larger original ranch property was developed as the existing Magee Ranch subdivision, located to the north and east of the proposed project site. The site is currently and has historically been used for cattle grazing and horse ranching since 1950. The property is surrounded by single-family residential neighborhoods, including the Belgian Drive/Clydesdale Drive/Fairway Drive neighborhoods, the unincorporated community of Diablo, and single family homes located between Green Valley Creek and Diablo Road/Blackhawk Road to the north, the existing Magee Ranch development to the east, and residential uses located on the south side of Short Ridge to the south. Public and private open space areas are also located in the project vicinity.

## **III. PROJECT DESCRIPTION**

The project consists of an application to subdivide the approximately 410-acre site into 85 single-family lots; 75 lots would range in size from approximately 10,000 square feet to 22,000 square feet. The remaining ten lots would be developed as custom homes with lots ranging in size from approximately 218,000 square feet to 750,000 square feet. The project proposes to locate the subdivision on approximately 119 acres on the flatter portions of the site, avoiding steeper slopes and ridgelines. The 75 single-family lots (lots 1-60, 65-68, and 78-82) would be clustered on approximately 23.5 acres; the 10 custom home sites would be located on 88.9 acres. Street right-of-ways would occur on approximately 6.8 acres. The majority of disturbance activities connected with the proposed project would be concentrated on the 23.5 acres where clustered development is proposed, as well as the

proposed street right-of-ways. The remaining approximately 291 acres would remain as permanent open space (refer to Figure 2).

In order to accommodate the proposed project, the site would need to be rezoned to allow the proposed clustered development. The proposed project would rezone portions of the project site that are currently zoned A-4 (Agricultural Preserve District) and A-2 (General Agricultural District) to P-1 (Planned Unit Development District); a portion of the site currently zoned P-1 would also be zoned to the new P-1 district. The project would entail the construction of a new driveway from Diablo Road/Blackhawk Road adjacent to Jillian Way, which would serve as the primary entrance to the subdivision; access to the proposed custom homesites would be provided by separate project driveways located near Diablo Road /Clydesdale Drive and south of the intersection of Diablo Road/McCauley Road. The proposed project would also include an eight-foot wide pedestrian trail adjacent to Green Valley Creek.

The proposed project would require the construction and installation of backbone infrastructure, including water supply, natural gas and electric, sanitary sewer, and stormwater detention facilities among others. Sanitary sewer services would be provided by Central Contra Costa Sanitary District. East Bay Municipal Utility District would be responsible for providing water supply, and PG&E would be responsible for natural gas and electric services. The project would also install three bioretention facilities in order to comply with stormwater pollution control requirements; the proposed custom home-sites would have individual on-site stormwater treatment facilities.

#### **IV. PROBABLE ENVIRONMENTAL EFFECTS**

The environmental review of the project will focus on the following issues and probable environmental effects, as identified to date. The environmental analysis will address short-term (construction) and long term (operational) impacts.

**Aesthetics:** Development of the proposed project would visually transform portions of the project site through the alteration of the site's topography due to project grading, installation of new utilities and project infrastructure, including the construction of the new project driveway from Diablo Road, and the subsequent residential buildout of the site. As a result, project development would permanently transform the existing visual character of the area by introducing new urban features (e.g., roads, utilities, houses).

The proposed project area is recognized in the Town of Danville 2010 General Plan as an area of scenic importance that is representative of the Town's rural past. Diablo Road is considered particularly scenic because of its windy roads and picturesque views of Mt. Diablo. For the purposes of the EIR, Diablo Road is considered a scenic corridor. The EIR will evaluate the visual effects of the project, based on existing visual characteristics, impacts to scenic views, proposed site layout/design, removal of trees and other vegetation, and density of development. The visual analysis will consider Town of Danville General Plan policies related to the protection of visual resources and the Town's Scenic Hillside and Major Ridgeline Development Ordinance. The EIR will contain a detailed visual impact assessment of the project using artist renderings, visual simulations, grading information, and a field assessment. Mitigation measures will be identified to reduce the extent of project impacts to the maximum extent feasible.

**Air Quality:** The EIR will describe the air quality setting of the area and assess potential air quality impacts in compliance with the currently adopted (June 2010) Bay Area Air Quality Management District (BAAQMD) CEQA Guidelines. The primary air quality issues associated with the project are potential impacts to regional air quality from indirect sources (i.e., project traffic generation) and temporary emissions of dust and exhaust from construction. The EIR will 1) identify existing air quality conditions based on air quality monitoring data published by the state air resources board and BAAQMD; 2) discuss the relevant federal, state, and local regulatory provisions regarding air pollutant emissions and regional planning efforts to maintain air quality standards; 3) identify sensitive receptors in the project area (i.e., existing residences); 4) provide calculations for mobile source emissions associated with the project using the URBEMIS-2007 computer program and traffic

data; 5) assess roadside carbon monoxide (CO) concentrations and determine the level of significance as compared to ambient air quality standards; 6) evaluate construction phase impacts based on the results of emissions modeling; and 7) identify reasonable and feasible mitigation measures to reduce any of the potentially significant air quality impacts associated with buildout of the project site.

**Biological Resources:** The project site is located in a sensitive biological area with the East Branch of Green Valley Creek extending along the northern boundary and several other, smaller drainage channels and two stock ponds within the project boundaries. Several special-status animal species may occur within the proposed development footprint and may be impacted by future development activities. The riparian habitat along East Branch Green Valley Creek provides suitable habitat for the California red-legged frog, western pond turtle, and Alameda whipsnake. Large trees on the site also provide potential nesting habitat for golden eagles. Other California species of special concern that may occur on the site include the western burrowing owl, yellow warbler, American badger, and nesting raptors. A biological assessment will be performed as part of the EIR to identify site conditions, determine the presence/absence of sensitive species and habitats, assess potential impacts from the project on these resources, and present mitigation. The site also includes numerous trees that may be affected by proposed development. A tree survey and analysis of tree impacts will also be included in the EIR.

**Cultural Resources:** The EIR will include an evaluation of cultural resources in the area and identify potential impacts from the project on any historic or archaeological resources. Previous cultural resource evaluation of the project area, including a review of applicable archaeological literature at the Northwest Information Center and a site reconnaissance, did not reveal any recorded historic or prehistoric archaeological sites within the boundaries of the proposed development area. The EIR includes additional field analysis to further evaluate the potential for buried archaeological resources adjacent to Green Valley Creek and the potential for cultural resources within the upland open space areas. The EIR will address potential impacts to cultural resources and identify project-specific mitigation to avoid project impacts in accordance with CEQA.

**Geology and Soils:** The project site is located in Green Valley within the Mount Diablo fold-and-thrust belt on the south flank of the Mount Diablo uplift. Development of the proposed project, including residential buildout of the site, could result in the exposure of site occupants to a variety of geological hazards. Preliminary geotechnical analysis identified potential geological hazards related to seismicity, landslides, and slope stability. The EIR will fully evaluate potential geological and soil related hazards and identify mitigation measures to minimize potential hazards. The EIR will address potential soil, geologic, and geotechnical hazards on the site and identify project-specific mitigation measures to reduce the extent of potential impacts.

**Greenhouse Gas Emissions:** The EIR will discuss the proposed project's cumulative contribution to greenhouse gas (GHG) emissions, based upon the BAAQMD CEQA Guidelines, and the latest information and direction from the Attorney General and California Air Resources Board. The GHG evaluation in the EIR will include the following: 1) describe climate change, the role of GHGs in contributing to climate change, and the predominant GHGs and their properties; 2) identify recent national, state and local efforts to reduce GHG emissions; 3) discuss the Town of Danville's Climate Action Plan and how it would affect the proposed project; 4) estimate annual GHG emissions from the project using the URBEMIS2007 model and the BAAQMD's Bay Area greenhouse gas model; and 5) identify suitable mitigation measures to reduce GHG emissions.

**Hazardous Materials/Health and Safety:** The EIR will address potential hazards associated with development of the project site, including the presence of any hazardous materials associated with past or current uses, based on the results of a Phase 1 Environmental Site Assessment/Limited Phase 2 Subsurface Investigation. The site is currently and has historically been used for cattle grazing and horse boarding since about 1950. Several potentially hazardous elements associated with the historical use of the property have been documented on-site, including a 500-gallon above ground gas storage tank, unknown fill material, and a 2,000 gallon diesel underground storage tank that was previously removed in 1992. Due to the site's historic use for agricultural purposes, there is the potential for residual chemicals (i.e. pesticides) to be present in on-site soils. The analysis in the EIR will 1) describe the site history, based on review of sources such as aerial photos, topographical maps,



and fire insurance rate maps; 2) summarize the results of the Phase I/Limited Phase II evaluation, and describe the existing sources of potential contamination associated with petroleum hydrocarbons and residual pesticides; 3) present the results of regulatory database to determine the presence and type of contamination incidents reported in the project vicinity, if applicable; and 4) identify mitigation for significant impacts.

**Hydrology, Drainage and Water Quality:** The project site is located at the headwaters of San Ramon Creek at the southern periphery of the East Branch of Green Valley Creek. The site is hilly and contains a portion of the East Branch Green Valley Creek and several other smaller drainages. The EIR will describe the hydrological and drainage characteristics of the project area, including flood potential and existing drainage regime. Potential impacts from development of the proposed residential uses could include increases in runoff and flooding potential, as well as potential degradation of water quality from increased erosion and sedimentation. The EIR will assess the potential hydrology impacts from development of the site and evaluate the proposed drainage system for the project (e.g., detention areas). Water quality impacts during and after construction will be assessed and the relevant regulatory requirements identified. Mitigation for significant hydrology and water quality impacts will be presented.

**Land Use and Planning:** The EIR will contain a comprehensive analysis of the project's potential to conflict with applicable land use policies and/or regulations adopted for the purposes of avoiding and/or mitigating an adverse environmental effect. Accordingly, the EIR will address land use compatibility and project compliance with applicable land use policies, including conformance with the Town's General Plan, Zoning Ordinance, Scenic Hillside and Major Ridgeline Development Ordinance, and other pertinent regulatory requirements. The EIR will also evaluate the project's potential to physically divide an established community or conflict with an adopted habitat conservation plan or natural community conservation plan. The EIR will evaluate potential land use constraints and whether the proposed land uses would be compatible with existing land uses within the surrounding area.

**Noise:** The existing noise environment in the project site area will be characterized in the EIR, and impacts will be assessed based on a technical noise evaluation. Field noise measurements will be made to determine existing noise levels in the area. Sensitive noise receptors (i.e., existing residences) in the project vicinity will be identified. The primary noise-related issues are the compatibility of the proposed project with adjacent uses as per the guidelines set forth in the Noise Element of the General Plan, the potential for permanent increases in noise levels occurring as a result of the project, and temporary noise and vibration generated during construction. Mitigation will be identified for significant noise impacts.

**Population & Housing:** A direct increase in population would occur due to proposed housing components of the project. The contribution of this project on population and housing will be addressed quantitatively in this section. The population and housing analysis will consider the trends in population statistics for the local and regional areas. The EIR will discuss impacts to population and housing in terms of the Town's jobs/housing balance. The EIR will also evaluate whether the project would induce substantial growth in the surrounding area or displace a substantial number of people, necessitating the construction of replacement housing elsewhere.

**Public Services/Utilities:** The EIR will describe the existing public service systems serving the project area and evaluate the public service impacts of the project, including increased demands for sanitary sewer, storm drain, and park services. The proposed project will be served by the East Bay Municipal Utility District, Central Contra Costa Sanitary Sewer District, and PG&E. The EIR will describe the available water supply resources and projected demand. This assessment will also address the proposed water system infrastructure to assess compliance with relevant standards and the adequacy of proposed storage and transmission capacity. This section of the EIR will quantitatively evaluate project impacts related to water supply, wastewater generation, solid waste, electricity and natural gas demands, and other public services. In addition, this section will also analyze potential demand for increased police and fire protection services, park and recreational facilities, and potential impacts to educational services. Mitigation will be identified for any significant impacts on these public services and utilities.

***Traffic and Circulation:*** The EIR will describe the existing roadway system, and evaluate traffic impacts from the project, based on a traffic analysis prepared for the project. The traffic analysis will be completed in accordance with the requirements of the Town of Danville and the Contra Costa Transportation Authority. Since the project is anticipated to generate more than 100 net new peak-hour vehicular trips, a traffic study will be completed in accordance with the CCTA Technical Procedures and will be incorporated into the EIR analysis. The EIR will determine the traffic impacts of the proposed residential development and identify mitigation measures to reduce any significant impacts. Specifically, the EIR will 1) describe the surrounding roadway network including existing roadway cross-sections, intersection lane configurations, traffic control devices, and surrounding land uses; 2) estimate project-generated traffic using the vehicular trip generation rates recommended by the Town of Danville and the Institute of Transportation Engineers Trip Generation, 8th Edition; 3) evaluate project conditions; 4) evaluate cumulative conditions; 5) analyze site access and on-site circulation; 6) assess project impacts; and 7) formulate mitigation measures that identify the locations and types of improvements or modifications necessary to mitigate significant traffic impacts from the project.

***Growth Inducement:*** The EIR will discuss the ways in which a project could promote or induce economic or population growth, either directly or indirectly, in the surrounding area. This section will address the potential growth inducement effects of the project based on the assessment of the potential new growth that could be fostered by implementation of the project, including annexation into the utility and sewer districts. This section will review the infrastructure and services improvements proposed, and the environmental and physical constraints to additional growth.

***Cumulative Impacts:*** The EIR will evaluate the potential cumulative impacts of the project when combined with past, present and reasonably anticipated projects in the region. This section will discuss potential significant cumulative impacts. A list of the past, present and reasonably anticipated future projects producing related or cumulative impacts will be discussed, so that a region-wide review of the impacts can be facilitated. The section will address the potential cumulative effects of the project in conjunction with other land uses and development actions recently enacted or proposed in the project area.

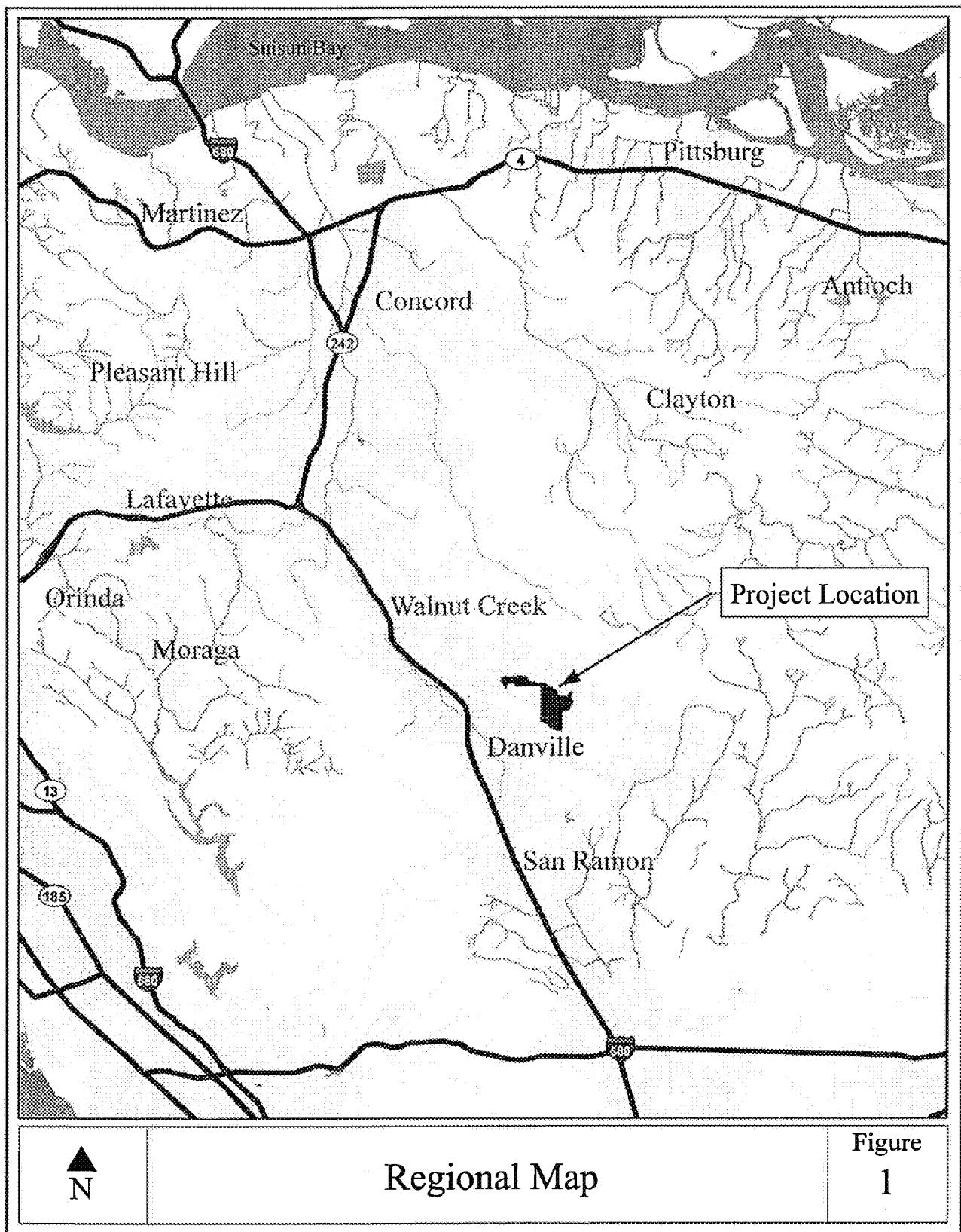
***Alternatives:*** The EIR will consider a range of reasonable alternatives to the proposed project that could feasibly obtain most of the basic objectives of the proposed project, in accordance with CEQA Guidelines Section 15126.6. The EIR will identify and evaluate project alternatives that might reasonably be assumed to reduce significant project impacts. In addition to the "No Project" alternative, other alternatives will be evaluated based on their ability to reduce or avoid environmental impacts. These may include an alternative land use, modified design, and/or a reduced development alternative. Each alternative will be analyzed and its impacts compared to the impacts of the project.

**Attachments:**

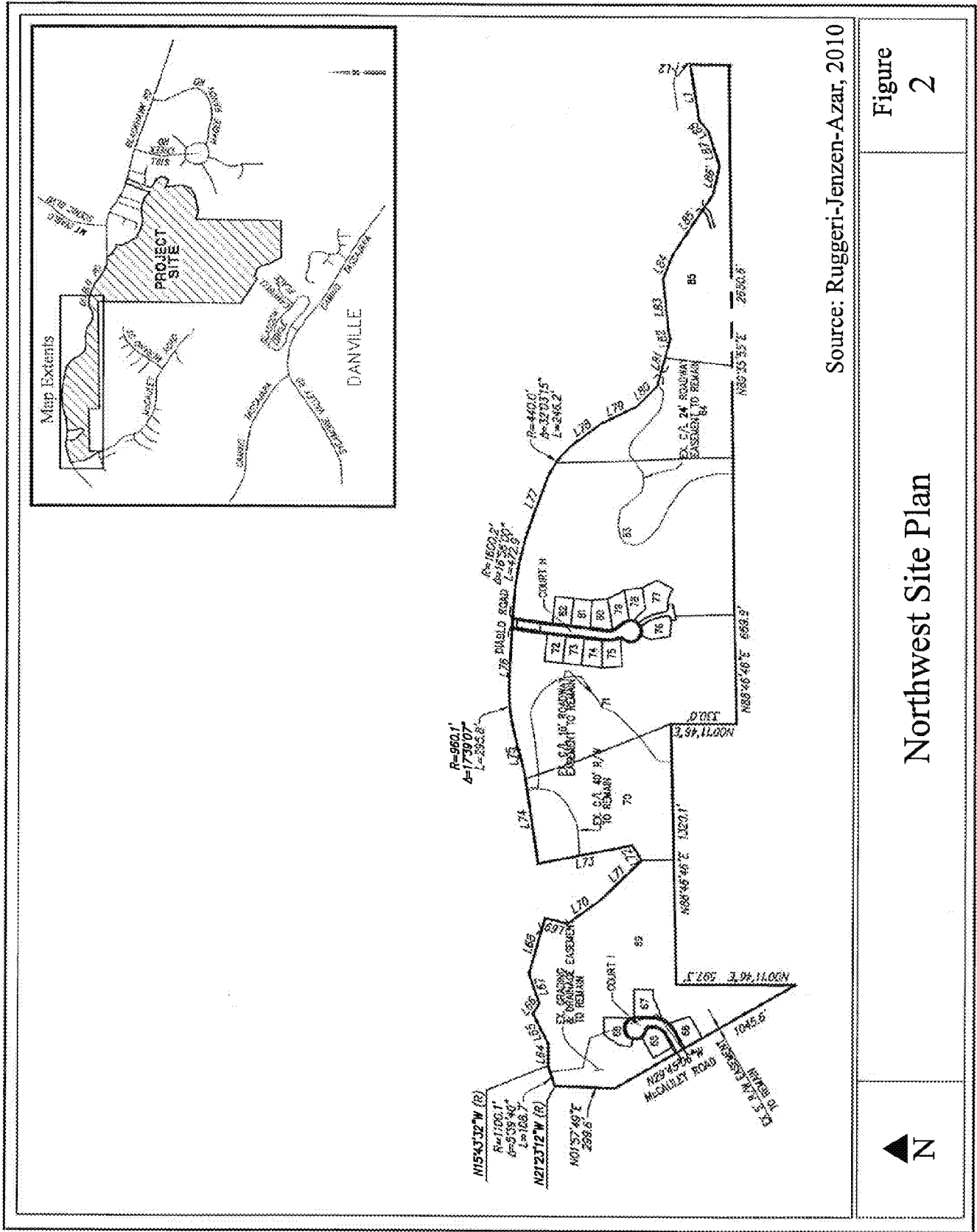
Figure 1 Regional Map

Figure 2 Subdivision Map

Figure 3 Subdivision Map West



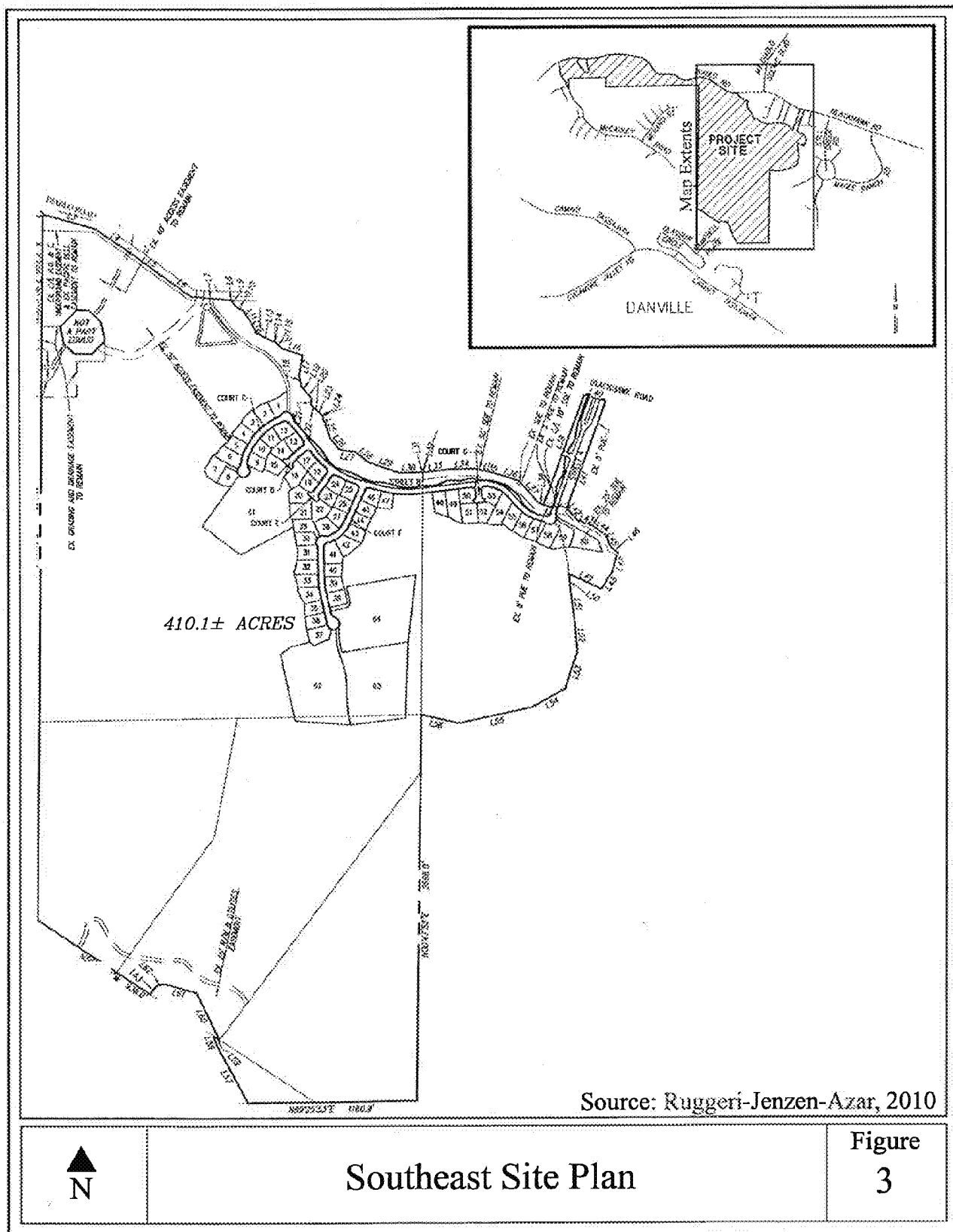
DENISE DUFFY & ASSOCIATES, INC.



Source: Ruggeri-Jenzen-Azar, 2010

Figure  
2

## Northwest Site Plan



DENISE DUFFY & ASSOCIATES, INC.