Dougherty Valley Specific Plan

Contra Costa County

As amended and approved by the
Board of Supervisors
on February 11, 2014

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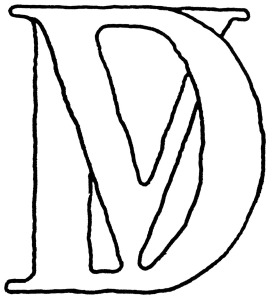
INTRODUCTION



1. INTRODUCTION

Over recent decades, growth in the Tri-Valley region has meant tremendous increases in the number of available jobs. This has led to growing demand for housing and increased homebuilding, but housing production has not kept apace of the need, especially the need for single family homes affordable for Tri-Valley residents. The prices of homes have skyrocketed as more people compete for a limited supply. Despite this problem, most working households in the area still desire to own their own home. To accomplish this, many have bought a more affordable home farther from the central workplaces. The consequences of these choices include aggravating traffic congestion and worse air and noise pollution. The greatly extended time for each person's journey to work also means less leisure time with family and friends at home and a long journey for children to visit their grandparents.

Dougherty Valley offers an alternative way of life. Instead of contributing to the distant sprawl of suburbia, Dougherty Valley will be an infill development - a residential community planned as a cluster of neighborhoods. Many more affordable homes will be built here. It is within two miles of major workplaces, near freeway corridors and near BART stations so workers living here will have a choice of transportation modes to their job sites. The construction of Dougherty Valley could place thousands of people closer to their workplaces.

This opportunity for Dougherty Valley residents will benefit many others. A shorter work trip from Dougherty Valley means less congested commute corridors, and less air and noise pollution. Since Dougherty Valley will be near existing public transit routes and could have a public transit route through the heart of the valley, use of these modes of travel may reduce car trips. Internal to the valley, shopping and leisure trips are to be accommodated in part on an extensive pedestrian and bicycle trail system, thereby reducing the number of shorter trips made in automobiles.

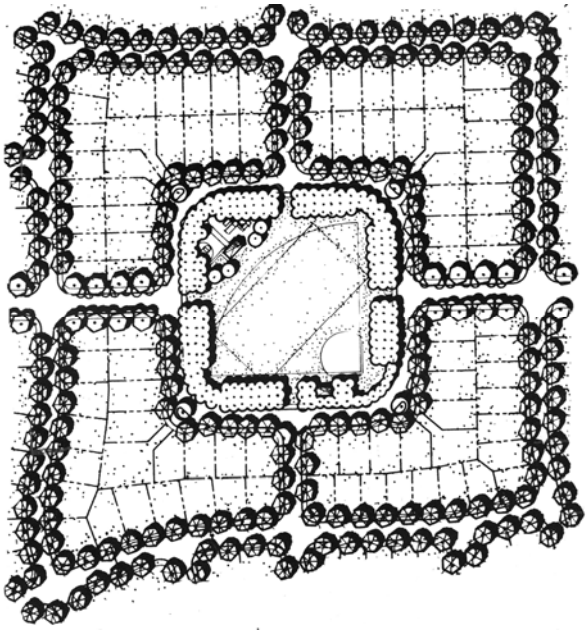
Finding a home in Dougherty Valley near workplaces will allow residents time for leisure activities. Dougherty Valley residents are more likely to get home in time to enjoy the early evening hours with their families. Within Dougherty Valley, they will be near planned parks, playgrounds, creek corridors, ball fields, restaurants and bookstores, any of which they could comfortably reach on foot or by bicycle.

A valley unto itself, Dougherty Valley will be known by its perimeter ridges of untouched open space and its broad, revegetated creek corridors, which will meander along the valley floor. It will be enjoyed by residents throughout Contra Costa County, who enjoy hiking the perimeter trails or learning about wildlife habitat, but primarily by those who will live here.

Dougherty Valley neighborhoods will become more dense near the central heart of the valley. The outlying lower density housing areas will be

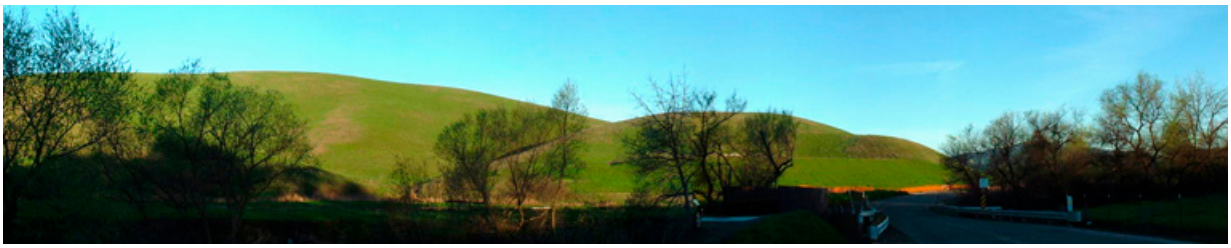
distinctive because of their varying physical settings. Some will focus on a golf course; others will enjoy long-range views across the valley. All will share the peaceful backdrop of the broad open space areas that surround Dougherty Valley. Higher density housing near the valley floor will be built around the Alamo Creek corridors.

All of the neighborhoods will be well served by their own schools and/or neighborhood parks. The elementary, middle and high schools and most parks will be linked by a trail system that uses off-street paths and sidewalks. These common threads that bring neighbors together will unify Dougherty Valley residents and fortify their sense of community.



Residents, and visitors to Dougherty Valley, will also enjoy the Village Center to be located at the confluence of Alamo Creek and its West Branch. The animated center of community life, it will contain a branch community college along with a thriving collection of shops, restaurants and larger stores. As a place for such community activities as scout troop meetings or salmon fishing lectures, its indoor facilities and outdoor gathering places will be the setting for day and evening activities, bringing neighbors together for a movie, brunch or an art festival. Situated where Dougherty Valley trails, roadways and bike routes all converge, the Village Center will be readily accessible to anyone.

This Plan describes the vision for a special place, where residents coexist in an environment replete with open space and recreation opportunities. It is the first step toward the creation of a community planned in conformance with County policies that call for preserving much of our natural heritage while meeting people's needs for a place they can call home.



PLAN OVERVIEW

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2. PLAN OVERVIEW

A. Scope and Purpose

The Dougherty Valley Specific Plan sets forth a far-sighted vision for a new community that meets the challenges of the site and responds to the opportunities of the region. This document defines the plans for the development and conservation of Dougherty Valley, in greater detail than the Contra Costa County General Plan.

The Dougherty Valley Specific Plan was in the making for several years, first with the City of San Ramon and then with Contra Costa County. Under the direction of the City of San Ramon, basic issues and opportunities were identified and documented in reports. A citizens Steering Committee then provided direction for the formulation of basic plan concepts. Those planning concepts form the point of departure for this document prepared under the direction of the Contra Costa County Department of Community Development.

The Dougherty Valley Specific Plan encompasses about 5,978 acres of land within the jurisdiction of Contra Costa County and provides for a well-planned residential area. It addresses the creation of a variety of housing types in close proximity to jobs and enhances environmental quality through the creation of regional open space and multiple internal recreational linkages. This is achieved with a development pattern that clusters homes and conserves surrounding hillsides and ridges on the site as permanent open space. The proposed development contributes substantially to the supply of affordable housing in the Tri-Valley Area (including San Ramon, Amador and Livermore Valleys). The efficient circulation system mitigates anticipated vehicular volumes, creates a network for pedestrian and bicycle travel, while making provisions for light rail. Community facilities placed throughout the valley, such as schools, parks, a fire station and a community center, and infrastructure will be phased with residential development.

Specific plans are set forth under California law (Government Code Section 65451 et. seq.) to provide a greater level of specificity than a general plan offers for planning sites of special interest or value to a city or county. A Specific Plan creates the opportunity to plan for a site comprehensively, based on more specific information about site conditions and the surrounding physical, environmental and policy context. Specific plans establish the nature, character and location of activities and development, guide the orderly growth of an area and describe other aspects of planning. The Dougherty Valley Specific Plan potential impacts and implementation are described in the following documents:

(1) The Dougherty Valley Final Environmental Impact Report (December 1992), is an analysis of the environmental implications of implementing the Specific Plan and subsequent development

applications (as enhanced by subsequent environmental documents);

(2) The Dougherty Valley General Plan Amendments (November 19, 1996 and date? 2005), a portion of the Contra Costa County General Plan;

(3) Rezoning and related development applications; and

(4) Development agreements between Shapell Industries Northern California and the County of Contra Costa and between Windemere Ranch Partners (assigned to Windemere BLC Land Company LLC) and the County of Contra Costa, which implement the other project approvals to be issued for Dougherty Valley.

(5) The Dougherty Valley Community Design Handbook

(6) Agreements to settle litigation relating to Dougherty Valley (The Settlement Agreements).

This Specific Plan is organized to parallel the structure of the Contra Costa County General Plan as much as possible. Following introductory information, Chapter 4: Land Use addresses the overall arrangement of the proposed land uses. Subsequent chapters focus on the characteristics of the proposed housing (Chapter 5); street systems, transit options and trails (Chapter 6); open space areas (Chapter 7) and parks/recreation facilities and community facilities (Chapter 8). Chapter 9 is an explanation of the major requirements and routes for water, reclaimed water, sewer, storm drainage, electricity, gas and communications services.

To explain how the Specific Plan should be carried out, several chapters are dedicated to implementation issues: the Community Design chapter guides the overall form and character of development (Chapter 10); growth management and general plan text (Chapter 11 and Chapter 12) demonstrate how the Dougherty Valley Specific Plan has been derived from the Contra Costa County General Plan. Lastly, implementation measures are delineated in Chapter 13.

B. Planning Approach

Dougherty Valley marks an unprecedented step in shaping the future of Contra Costa County, San Ramon and the Tri-Valley Region. It is an opportunity to create a plan for a large site in a comprehensive and far-sighted fashion, balancing public objectives and community values with the interests of nearby residents, major employers, property owners and potential developers. Dougherty Valley represents one of the few remaining large sites close to existing and expanding job centers and major transportation corridors. It is relatively unconstrained environmentally. Because the site has been grazed continuously for many years, development can bring about an improvement in the natural environmental quality and result in the establishment of a richer and more diverse natural setting.

It has the physical capability to accommodate housing at densities that are conducive to transit ridership and to support the provision of much needed affordable housing. It is of a scale that makes the endowment of permanent public open spaces feasible and allows for the arrangement of open space in a meaningful pattern to reinforce the physical structure of the place. It can increase the variety and availability of recreational activities for a broad range of people in all stages of their lives.

In planning a community that will take shape over the next twenty years, it is important to try to imagine the way people may live in the future. Today, fewer households are traditional nuclear families and most women work. Instead of commuting to a single major center city for employment, travel patterns have become complex, with a web of secondary job centers throughout the region. The demand for community services such as childcare has increased dramatically as has the attraction to places where people can gather to meet their neighbors, socialize and experience a sense of community.

Historically, housing in the region has become less affordable as a result of a number of factors including rising land prices. To make housing more affordable, smaller lots for detached homes have been built in adjacent areas such as Canyon Lakes. However, throughout the state, these denser smaller lot single family projects have raised a number of issues related to the location and design of rows of houses on a street, house scale relative to lot size and fit within a hilly landscape. The need has grown for more thorough neighborhood design, especially with higher density housing where design can minimize undesirable repetition and add quality to the environment. This is possible within a master planned community.

While it is difficult to predict what the future may bring, it is possible to create a community that can respond to changes over time in technology and lifestyle choices. In Dougherty Valley, this is achieved chiefly by designing flexibility into the plan with a pedestrian-oriented community where residents can bike or walk to all of the schools, parks, transit stops and to the Village Center employment sites. Further, the plan builds in opportunities for mixed uses at proposed commercial/transit stops along the major roads served by buses and potentially future light rail transit, where higher density housing can meet the diverse, unmet needs of a wide range of households.

In creating a framework for future growth and development, the Dougherty Valley Specific Plan places greatest governance over the implementation of the major organizing elements of the community, including: the neighborhoods, trail systems, village center (including community facilities), streets, recreational facilities and open space. These are reviewed below:

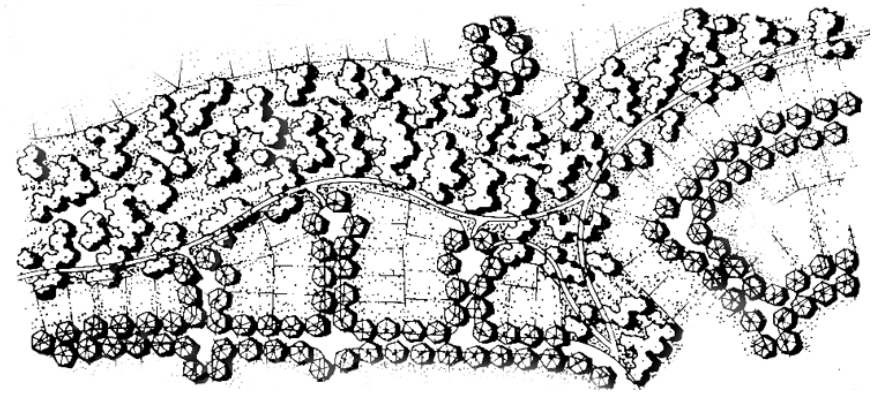
(1) Neighborhoods

The individual neighborhoods will vary in size, but each cluster of housing gathers its identity from surrounding natural features of the terrain,

adjacent open space and circulation systems that form its edges. Each neighborhood also has a gathering place occupied by a school or park, which defines the heart of the neighborhood. Each neighborhood thereby has visible edges and a shared center.

(2) Trail Systems

The trail system within Dougherty Valley will link most activities and encourages pedestrian and bicycle movement throughout the area. The backbone of the internal circulation system will be two long, landscaped and restored creek corridors. An enhanced parkway along Bollinger Canyon Road will provide additional pathways and trails. Sidewalks on streets and off-street trails within the neighborhoods will provide connections between homes. In turn, this internal trail system will be linked to a regional perimeter open space trail network planned through Dougherty Valley.



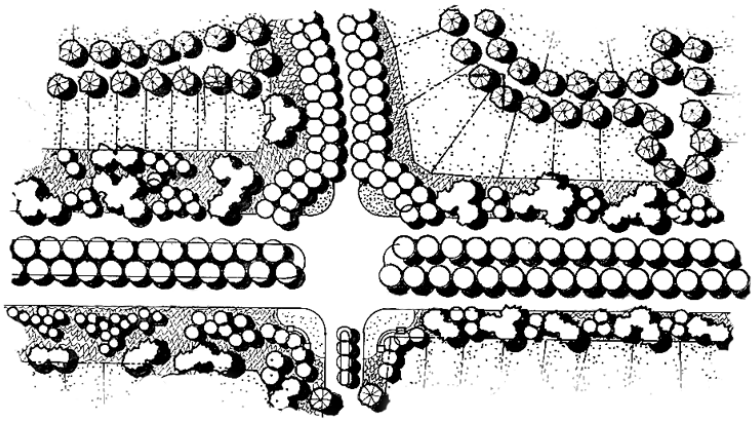
(3) Village Center

The Village Center is planned at the confluence of the two major creek corridors and major roadways, on the valley floor. It will be a higher density, mixed-use activity center that is pedestrian oriented. This mixed-use area will accommodate a branch community college, local shopping facilities, some locally oriented office uses and higher density housing. It will be organized around central public gathering place(s) that adjoin buildings in which community activities can occur. A fire station would be located nearby. Community or cultural facilities and retail in the Village Center will reflect a shared architectural theme that reinforces the identity of the valley.

The Village Center will be bordered by housing to the north and linked to all parts of Dougherty Valley through pedestrian and bike trails along the linear open space system. It is intended not only to serve as a convenient place for local shopping, but also to contribute greatly to the social life of the community providing common ground for all residents to get together and socialize. Construction of a rail transit system in the reserved right-of-way would further integrate the Village Center with other parts of the community and region.

(4) Streets

Streets will bind the various elements of the community together. Landscaped Bollinger Canyon Road, Dougherty Road and Windemere Parkway will create major organizing elements for the community, connecting the development areas. Some portions of these roads also will act as buffers to separate development from permanent open space areas. Collector streets will link various neighborhoods and local residential streets will create an attractive setting for the development of individual neighborhoods. Landscaped setbacks with berms and/or low walls will be encouraged along all arterials or collector streets instead of high, imposing sound walls, in order to create a friendly and welcoming appearance. A combination of streets of different scales and grid, axial and curving alignments will be permitted to the extent that they respond to the existing terrain and create a well-ordered urban pattern.

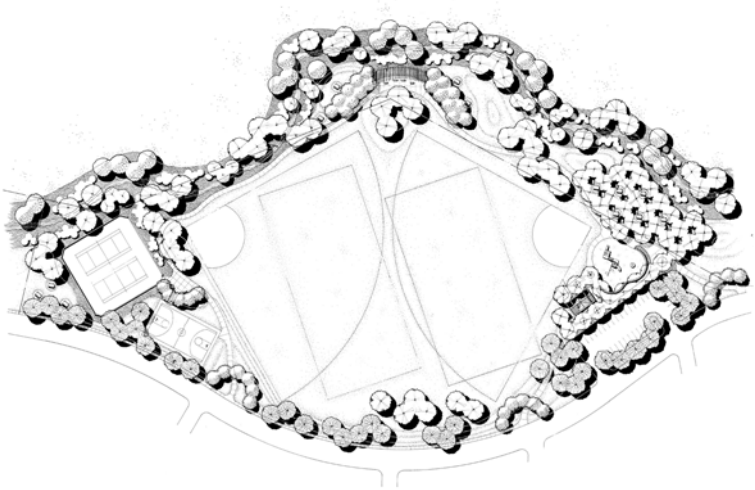


All streets will be continuously landscaped. Local streets will be lined by street trees, offering shade, seasonal variety and a desirable neighborhood image. The residential streets will have a positive relationship to adjoining residences by siting a share of the homes so that habitable rooms are closer to the street, de-emphasizing service and storage functions. In this way,

the street space will become a friendly, interactive place with gracious transitions between public and private areas provided by the thematic landscaping and screened parking areas.

(5) Recreation

Dougherty Valley will provide opportunities for developmental and diversionary activities while allowing for creativity and relaxation. An integrated system of parks linked together by safe and pleasant pathways will provide a variety of active and passive recreation experiences for all ages and interests. Active uses will be accommodated in the community and neighborhood parks and on school sites where ball fields and other facilities will be provided for baseball, basketball, swimming, tennis and other sports. The regional open space system is accessible to pedestrians, bicyclists and equestrians for exercise, relaxation and environmental appreciation. Some of the area's playfields will function periodically as basins for stormwater retention if incorporated into the flood control detention system. These basins will periodically be inundated with water during stormwater retention. An 18-hole golf course is located in the Coyote Creek area.



(6) Open Space

Open space frames the Dougherty Valley community, providing a strong sculptural edge on high ridges primarily to the east and west but also extending into the center of the valley. To the south, the open space creates a buffer between adjacent development areas and Camp Parks Reserve Forces Training Area. Open space comprises more than 55 percent of each property and of the whole plan area. It provides regional linkages to the south and north, to the Mt. Diablo State Park. A system of creek corridors will traverse the valley floor. Linking neighborhoods, schools and developed parks will be a continuous system of trails.

SITE AND ITS CONTEXT

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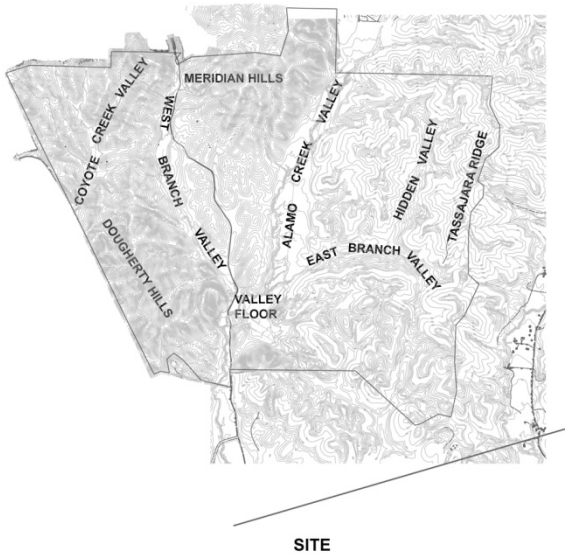
3. THE SITE AND ITS CONTEXT

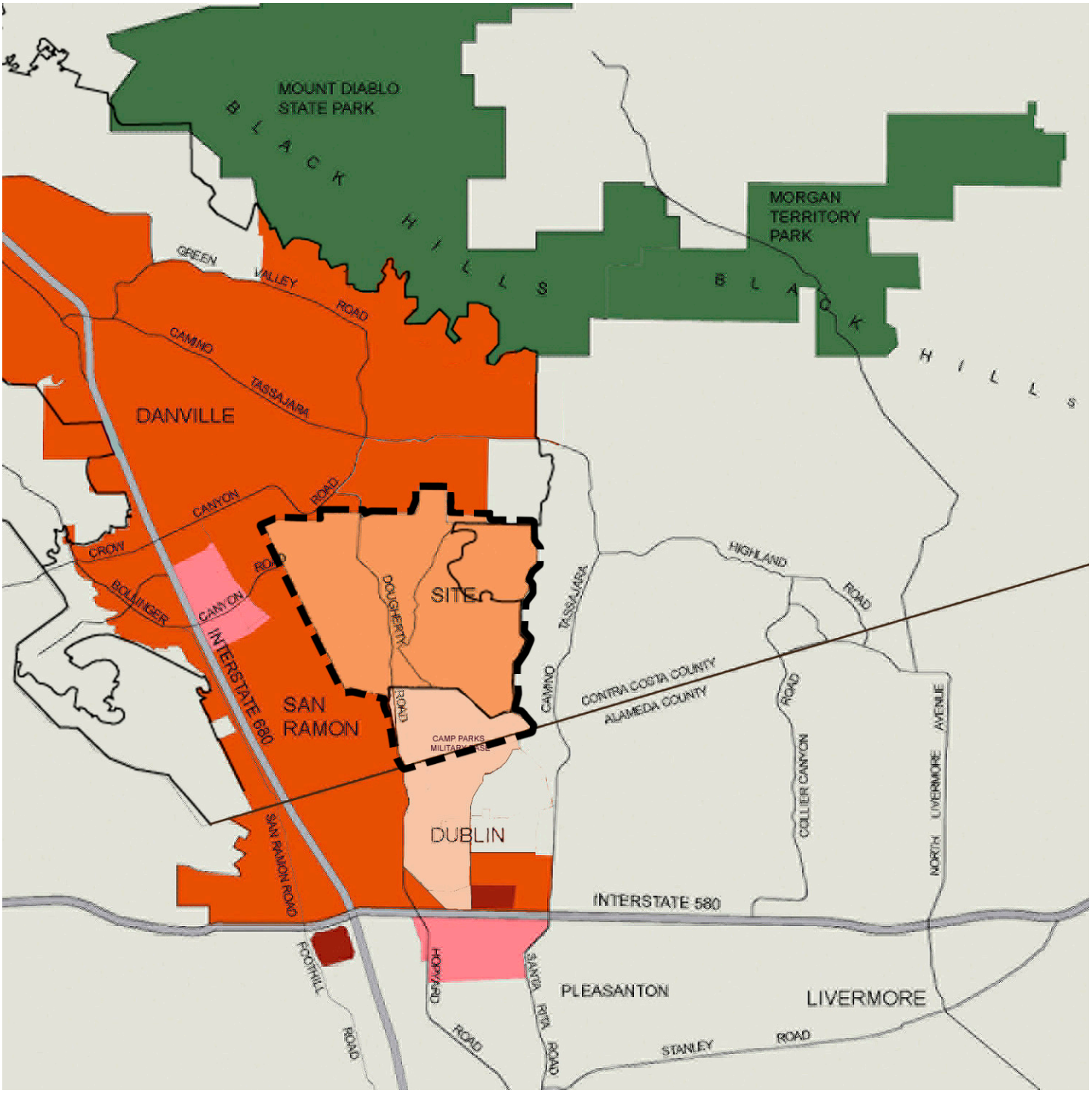
A. Introduction

Dougherty Valley encompasses approximately 5,978 acres of land located in south central Contra Costa County, immediately to the north of the Alameda County line and east of the City of San Ramon. It includes land on both sides of Dougherty Road, from Camp Parks on the south to near the Crow Canyon/Dougherty Road intersection on the north. Other than Dougherty Road, no paved roads traverse the site, however, Bollinger Canyon Road extends through the City of San Ramon to near the western plan area boundary, Crow Canyon and Lawrence Roads lie to the north, and Old Ranch Road terminates at Dougherty Road to the southwest (see Figure 3-1: Site Context).

Dougherty Valley is comprised of lands primarily within the drainage of Alamo Creek as shown in Figure 3-2: Physical Features. It is bounded by ridges that separate it from San Ramon Valley to the west and Tassajara Valley to the east. While both the San Ramon Valley and Tassajara Valley are essentially linear in character and focused on flat land within the valley floor, Dougherty Valley is characterized by more complex topography and forms a number of smaller housing areas, which together form the diverse but interrelated system described below.

From the top of the major ridge separating San Ramon and Dougherty Valley, one sees undulating hillsides and valleys ranging in elevation from 500 to 1,000 feet, with slopes from 10-20% within the interior of the valley and slopes 20-30% or greater leading up to the major perimeter ridges. The significant ridges and hills of Dougherty Valley interlace to form a scenic backdrop for a community as well as a usable, large regional open space system for recreation for all residents of Contra Costa and Alameda Counties.





LEGEND

- RESIDENTIAL DEVELOPMENTS
- BUSINESS PARK / EMPLOYMENT CENTERS
- REGIONAL SHOPPING CENTER
- MILITARY BASE
- CONTRA COSTA COUNTY URBAN LIMIT LINE
- DOUGHERTY VALLEY

SITE CONTEXT DOUGHERTY VALLEY

FIGURE 3-1

JUNE 2005

The valley is shaped by Coyote Creek, the West, East and Main branches of Alamo Creek and other minor tributaries draining generally to the south. Intermittent creeks carve the landscape, with drainages that flow for the most part into Alamo Creek. There is relatively little riparian woodland vegetation associated with these minor watercourses.

Continuous cattle grazing over the last 150 years has disturbed the creeks, valley floors and hillsides. Consequently, although undeveloped, the site is not environmentally sensitive because of overgrazing and the general lack of both riparian and savannah vegetation. Some areas, such as Hidden Valley, that may have special biological value are not proposed for development.

In these areas, extraordinary mitigation measures are planned including: (a) setting aside acreage in natural habitat and (b) creation of a wetland habitat and associated observation areas for educational purposes. Overall, Dougherty Valley appears to be suitable for residential development and the wide range of uses that will define a coherent and attractive community.

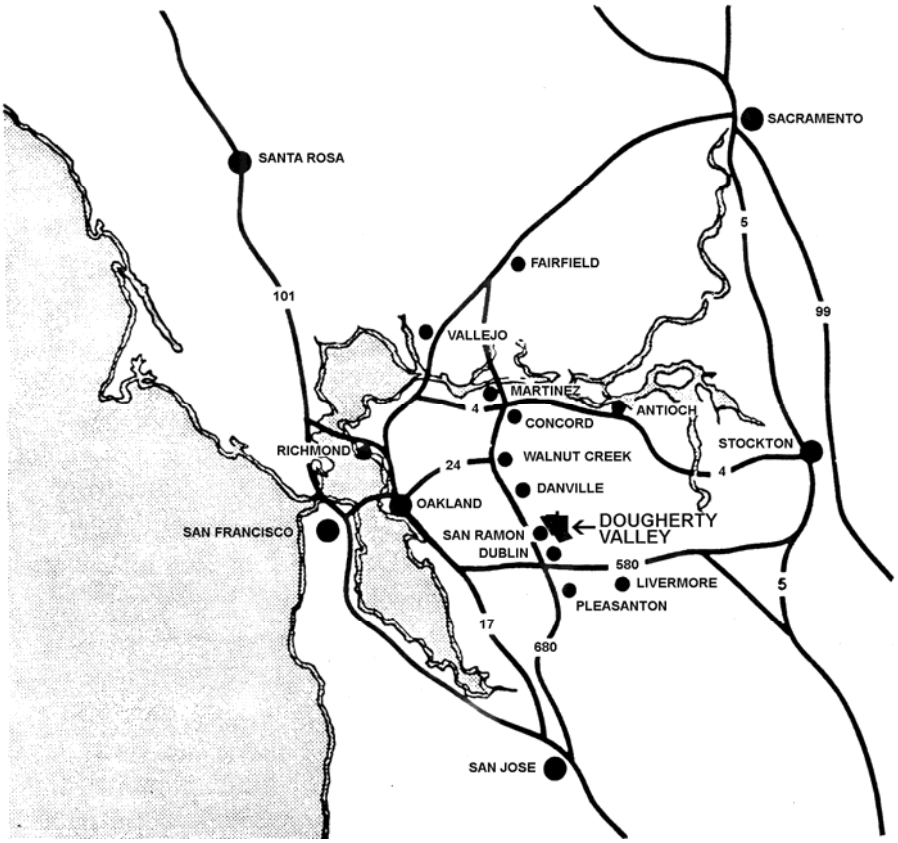
Dougherty Valley is centrally located within the region. It is in close proximity to both Bishop Ranch and Hacienda Business Parks. It is situated between developed areas in San Ramon to the west, developing areas in East Dublin to the south, the Sycamore Valley and West Branch developments in the City of San Ramon and the Town of Danville to the north. There are major regional parks and permanent open space along its borders. Dougherty Valley is an infill project located between developing areas to the north, west and south and is separated from the agricultural lands to the east by the 800 to 1,000 foot high Tassajara Ridge.

B. Regional Context

Until recently, the Bay Area was an urban region like many others in the United States. It originally focused around one major city, San Francisco, and later expanded eastward to another major center, Oakland. In the early days of settlement in the region (in the late 1800's), there was very little development in outlying areas beyond the Oakland hills. The few towns that were established in central Contra Costa County focused within resource-rich areas, such as fertile agricultural valleys (Pacheco and Walnut Creek), and in mining areas (such as Clayton on the slopes of Mt. Diablo).

At the same time that bridges were being engineered to span San Francisco Bay, tunnels were being built through the Oakland and Berkeley hills to link Central Contra Costa County to the larger Bay Area. By the early 1900's, the first tunnel was completed through Shepard Canyon and electric railway lines were extended, allowing residents of Lafayette to travel by train to downtown Oakland in forty minutes. Real estate development of central Contra Costa County followed, not only in Lafayette, Orinda and Moraga, but eastward to the community of Diablo. But it was not until 1936-37, with the completion of both the Bay Bridge and the twin bore Caldecott

Tunnel, that the valleys to the east of the Oakland/Berkeley hills were opened up to a large scale residential development.



The push to the east came at a time when the costs and conflicts associated with development in the hills were rising. In the 1930's, the voters of Alameda County responded by creating the East Bay Regional Park District. Coming in the middle of the depression, the formation of the District was a remarkable achievement. It followed in the footsteps of the State Park commission, which set aside Mt. Diablo as a public park, and by 1940, the East Bay Regional Park District had secured over 7,000 acres in public parkland in Contra Costa and Alameda Counties. Together with the East Bay Municipal Utility District's watershed lands, these created broad open areas of public land in the hills and ridges of the East Bay.

In the 1930's and early 40's, new development concentrated in the western edges of Contra Costa County near the mouth of the Caldecott Tunnel in the towns of Orinda and Lafayette, but it extended to the south quite rapidly in the 1950's after Orinda, Lafayette, Alamo and Danville joined the East Bay Municipal Utility District and utilities were extended to the flat alluvial valleys. Cities such as Orinda and Lafayette originally looked much like Dougherty Valley does today, but intensive planting in association with community development have helped them to evolve into the wooded, desirable communities that exist today. By the 1960's, the growth that had begun was facilitated by the extension of Highway 24 and Interstate 680 to the San Ramon Valley, as well as enlarging the Caldecott Tunnel. In 1973,

the BART line to Concord was completed, further opening up central Contra Costa County to growth.

Very soon after the BART line was completed, residents of central Contra Costa County began to shift their commute patterns. Women joined the labor force, new suburban business centers were initiated such as Bishop Ranch in the late 1970's and more complicated suburban commute patterns replaced the radial connections from suburban areas to one central city.

Today, the Bay Area must be characterized as a complex and diverse region. As Figure 3-3: Regional Growth illustrates, instead of one central city, myriad newer communities have developed into sizable employment centers, rivaling San Francisco and Oakland for particular types of office and industrial uses. San Ramon and Pleasanton exemplify this. Besides employment sites throughout the Tri-Valley area, there are now approximately 25,000 people employed at Bishop Ranch in San Ramon and the Hacienda Business Park in nearby Pleasanton and there are plans for 65,000 workers at buildout. Nearby Lawrence Livermore Laboratories also employs a large number of Contra Costa County residents.

Within the past twenty years, some 8,000 dwelling units were approved by jurisdictions surrounding Dougherty Valley. In addition, another 13,200 units have been approved for the East Dublin Planning Area to the south. Canyon Lakes and Deer Ridge to the west, West Branch and Live Oak to the north and Bent Creek, Ponderosa and Old Ranch Estates projects to the south, are all nearby neighborhoods. In Canyon Lakes, there are a variety of unit types with densities (net of open space) which are generally higher density than the predominantly single family developments nearby. The closest large-scale community is Blackhawk, with over 2,000 units located on 4,200 acres to the north of Camino Tassajara. The eastern edge of Dougherty Valley is bounded by large rural lots that are accessed from Camino Tassajara.

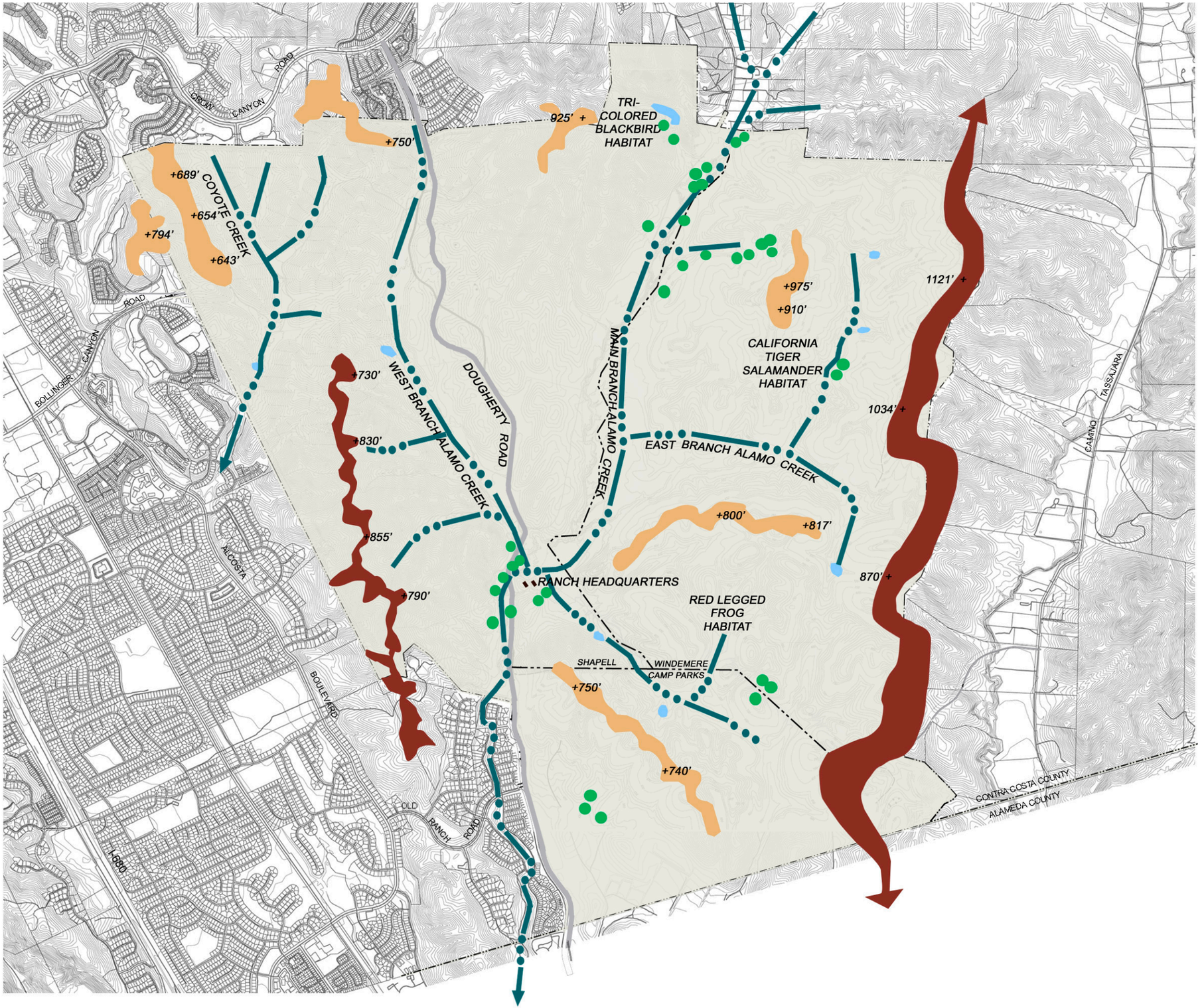
C. Historical Overview and Existing Uses

Dougherty Valley has been in continuous use for cattle grazing and dry wheat farming since Spanish secularization of the landscape in the early 1800's. Originally a part of Rancho San Ramon that encompassed some 18,000 acres of land north of Dublin and was administered by Jose Maria Amador, the land was sold to J.W. Dougherty in the middle 1800's. The Dougherty Estate was later acquired by two judges, Gale and Gumpert. Today, the land that comprises Dougherty Valley is owned by Shapell Industries (Gale Ranch), Windemere BLC Land Company LLC (Gumpert Ranch), and the southerly portion to the Alameda County line is within the Camp Parks Reserve Forces Training Area facility owned by the U.S. Army.

Agricultural practices in Dougherty Valley have generally remained the same over the past several decades. The privately owned land was leased to ranchers, who grazed cattle there on a seasonal basis. The only existing buildings located on the property were at the ranch headquarters on the

PHYSICAL FEATURES

DOUGHERTY VALLEY



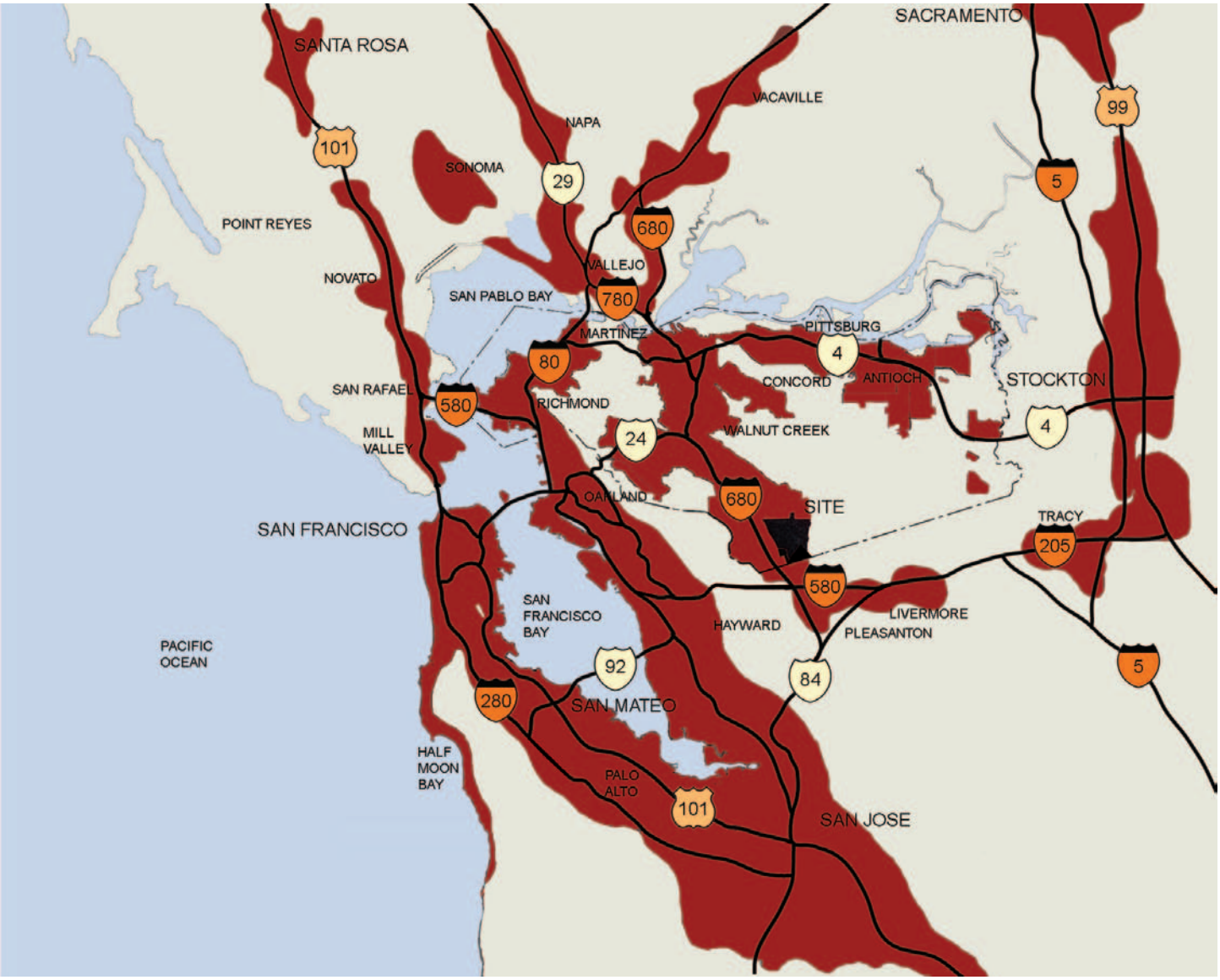
LEGEND

- MAJOR RIDGELINES
- OTHER SIGNIFICANT RIDGELINES
- SIGNIFICANT CREEKS
- STOCK PONDS
- TREES
- +740' ELEVATION POINT

NOTE; MAJOR RIDGELINES PER CONTRA COSTA COUNTY GENERAL PLAN. SEE DOUGHERTY VALLEY DRAFT ENVIRONMENTAL IMPACT REPORT (JUNE 1992) FOR MORE DETAILED INFORMATION.

FIGURE 3-2

JUNE 2005



LEGEND

PLANNED URBAN AREAS
PER CONTRA COSTA COUNTY GENERAL PLAN IN THAT COUNTY

REGIONAL GROWTH DOUGHERTY VALLEY

FIGURE 3-3

JUNE 2005

Gale Ranch in the southerly end of the valley. This area, together with its adjacent corrals, served as a staging area for ranching operations. In the southerly portion of the site, Camp Parks is a part of a larger Army facility extending across the County line into Alameda County. It is used to train Army reserves.

D. Market Context

A market analysis of the Tri-Valley was conducted at the outset of the planning process. It identified a strong demand for housing units in Dougherty Valley, at all price ranges from $120,000 to above $500,000. Development trends in the Tri-Valley area revealed a large inventory of units priced above $400,000, which is affordable only to a small segment of the potential market. In 1991, only an estimated 14 percent of Tri-Valley area households would be able to afford a new home priced above $250,000.

Due to sustained population and employment growth and recognizing the valley's centrality and proximity to workplaces, strong demand for all housing types and in particular, affordable housing, in the Tri-Valley area can be expected to continue. Based on market projections, it is estimated that Dougherty Valley could support 11,000 dwelling units by the year 2020, including the full range of detached, attached and rental units. The market absorption for the Dougherty Valley development could be accelerated based upon the development of a master plan concept and the inclusion of amenities, as well as affordable housing and the development of an active adult community. Retail uses that serve the planned residential development could also be supported. Market projections indicate up to 380,000 square feet of retail/commercial/office can be supported by the anticipated population of 29,000 people. The Village Center can accommodate up to 680,000 square feet total should market conditions warrant a greater intensity of uses.

E. Public Policy Context

The Dougherty Valley planning area lies within Contra Costa County. It is unique, having three landholders who control several thousand acres of land and being immediately adjacent to the urbanized areas of the San Ramon Valley (see Figure 3-4: Ownership and Easements). With development located on the north, west and south sides, this property provides an opportunity to create a unique community which provides a range of housing opportunities to serve the job markets of Bishop Ranch or the Hacienda Business Park, while maintaining compatibility to the adjacent residential fabric. This may be the last major infill opportunity of this type left in Contra Costa County.

Dougherty Valley is contiguous to the corporate limits of the Town of Danville and the corporate limits of the City of San Ramon. Historically, the Contra Costa County General Plan designated Dougherty Valley for agricultural uses; however, Dougherty Valley has been included within the

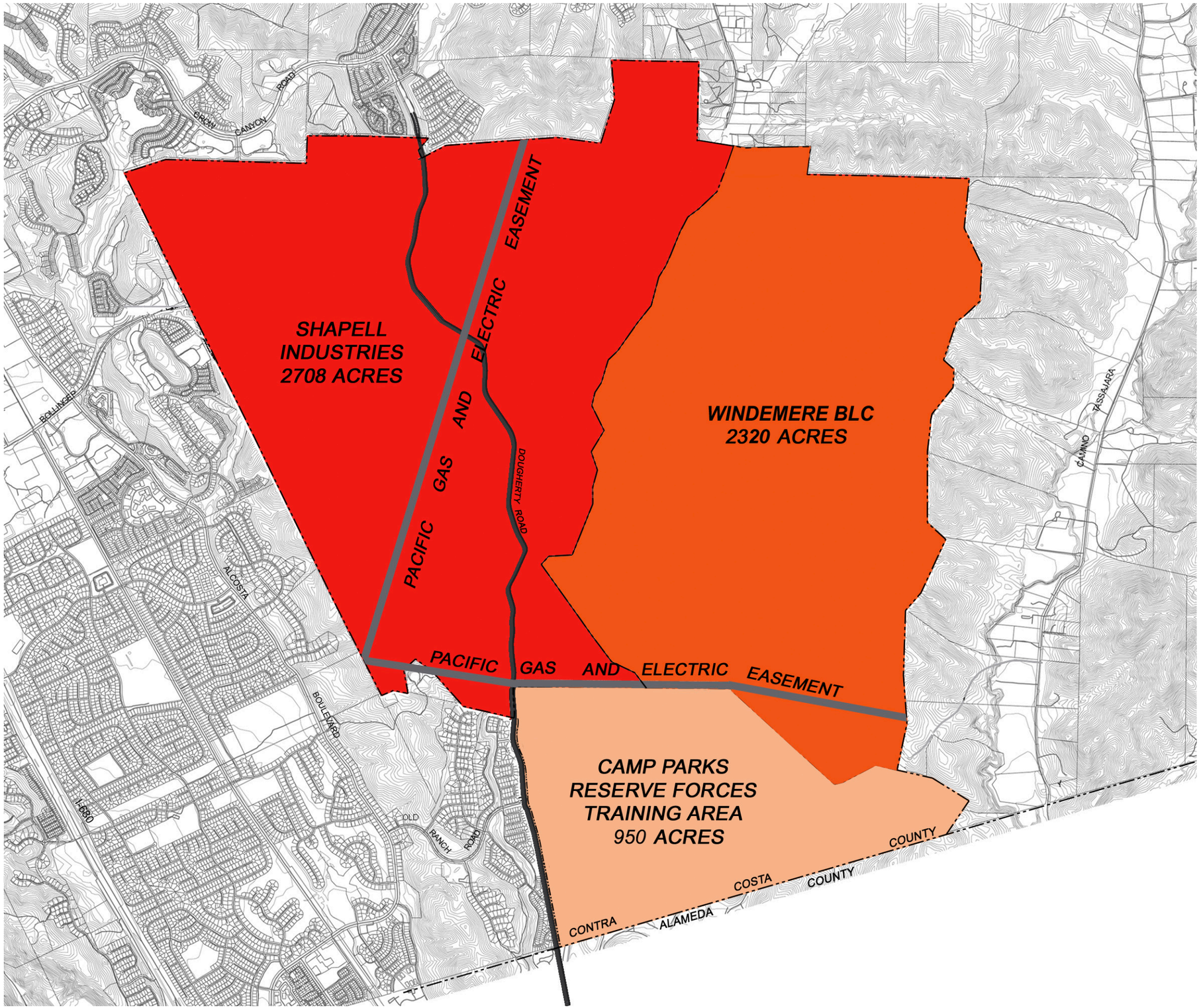
voter-approved County Urban Limit Line, indicating potential for the development of the valley, to accommodate the demand for housing and other urban uses. Dougherty Valley is within the City of San Ramon's Planning Area and its Sphere of Influence. Dougherty Valley is envisioned to be fully integrated into the City of San Ramon by way of rolling annexations, as a predominantly residential community that would round out and complement existing development patterns.

From a regional planning perspective, the policy issue of greatest concern has revolved around the designation of an urban limit line that would define the limit of urban expansion for the region, thereby reducing the pressure for urbanization of outlying agricultural and open space land. In November 1990, Contra Costa County voters adopted Measure "C", an ordinance that established an Urban Limit Line delineating the Contra Costa County 65/35 Land Preservation Plan border. This Urban Limit Line restricts urban development to 35% of the land in the County, while preserving 65% for open space, agriculture, wetlands, parks and other non-urban uses. The Urban Limit Line set a boundary within which the future development of the County would be maintained through 2010. The purpose of the Urban Limit Line and Measure "C" is to strike a balance between the preservation and conservation of open space, wetlands, parks, hillsides and ridges while making decent, safe, affordable housing available within close proximity to employment centers. This measure is consistent with a larger, regional Tri-Valley area planning vision of creating a jobs/housing balance while encouraging higher density, more concentrated development to support more financially feasible implementation of public transit systems.

The Dougherty Valley Plan is consistent and supportive of these ideas, by proposing a mixed use project capable of supporting housing located in close proximity to employment centers and by maintaining over 55% of the project area in open space, parks and recreation uses.

OWNERSHIP AND EASEMENTS

DOUGHERTY VALLEY

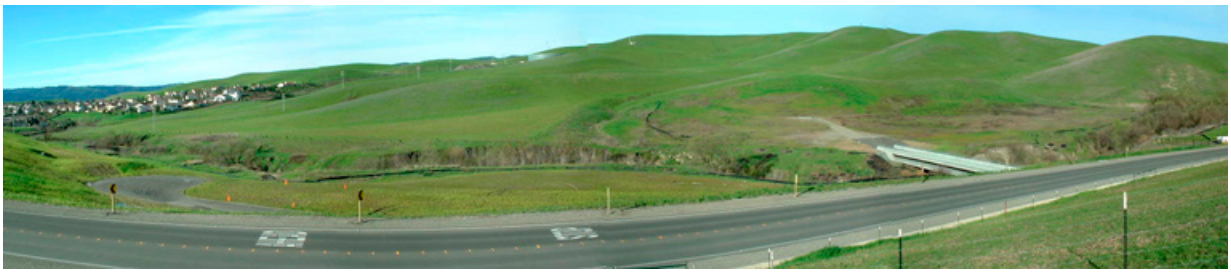


LEGEND

- SHAPELL INDUSTRIES
- WINDEMERE BLC
- CAMP PARKS
- PACIFIC GAS & ELECTRIC (EASEMENTS NOT SHOWN TO SCALE)

FIGURE 3-4

JUNE 2005



LAND USE

D

4. LAND USE

A. Introduction

The Land Use Chapter of the Specific Plan defines the overall program and pattern for development and conservation of Dougherty Valley. It describes the specific land uses planned for Dougherty Valley and the policies that will structure the type, extent and intensity of future development. The organization or pattern of development is also addressed.

Dougherty Valley will develop as a cluster of residential neighborhoods supported by retail and community services and surrounded by creek corridors and/or open space. Neighborhoods will contain a variety of housing types derived from a range of permitted residential categories, which will allow for homes ranging from standard lot single family dwellings to higher density housing. Each residential area carries a density designation that ensures that not more than 11,000 homes will be built in the valley. Commercial and retail uses and a branch community college are accommodated in the Village Center and in other strategic locations in the community.

Overall, the Dougherty Valley planning area, including Camp Parks, comprises an area of approximately nine square miles. New development of up to 11,000 new homes within Dougherty Valley would provide for a new residential community of approximately 29,000 people, resulting in an overall population density of approximately 3,100 people per square mile at buildout. To place this in context of other Bay Area communities, this would make the density of the developed areas of Dougherty Valley equivalent to San Ramon and approximately one-third that of Berkeley, one-half that of San Mateo, but about double that of Atherton and Orinda (Census of Population, 1990).

The intent of the Plan is to encourage a mix of higher and lower densities within each neighborhood while respecting the overall proposed plan buildout of 11,000 units. Thus, residential areas are shown on the plan with target densities that would yield not more than 11,000 housing units. Ultimate density within each residential area will also be based upon such factors as geologic safety, economic feasibility, views and visual appearance, the design integrity of the proposed project and its fit within the larger concept for the valley as a whole, as defined in the Dougherty Valley Community Design Handbook.

Land Use Goal: ***Establish an attractive residential community that complements surrounding communities including Danville and San Ramon and responds to regional conservation and development opportunities.***

The plan calls for the development of a new community with residential neighborhoods clustered throughout the valley as Figure 4-1: Land Use

shows. The community will be organized around a constellation of parks and schools which provide focus and identity at the neighborhood scale, and creek side park corridors that link neighborhoods and encourage movement along a community wide trail system, by foot, bicycle and horseback.

A pedestrian-scaled Village Center is planned central to Dougherty Valley. A branch community college will be accommodated within the center design. The Village Center will help to serve the new community's shopping needs. A narrow tree-lined street would offer a row of shops and sidewalks for window-shopping. Activities on ground level floors of buildings could contribute to the street scene. It could also be a center for entertainment and civic activities. With plazas and a performance area it could function as a social gathering place for the residents of Dougherty Valley and surrounding communities.

Large regional open space areas on the site and surrounding the community will be preserved as permanent open space, providing unique identity and a strong sense of place for residents as well as region-serving parks and open space. All of these plan elements will be arranged on the land owned by Shapell and Windemere . The portion of Camp Parks that lies within Contra Costa County is included in this Specific Plan although its current military uses may continue for the foreseeable future.

Where possible, higher density housing should be placed along the main arterials and transit routes throughout the project to maximize ridership of transit along these routes.

Policy LU-1: ***Organize the community into a series of neighborhoods which are distinctive in character and shaped by the landscape.***

The extent and intensity of land uses set forth in the plan reflect the natural characteristics of the site. The undulating nature of Dougherty Valley supports the creation of a series of distinctly identifiable neighborhoods that respond to the surrounding topography. Each neighborhood will contain a variety of residential housing areas that vary by density and design. Generally however, lower density residential uses will be on the perimeter where more difficult topography warrants less intensive land uses. Medium and medium high density uses will be located primarily in the flatter, more central portions of the site, strategically located along the creek corridor pathway system. The highest density residential uses will be located on the valley floor in and around the mixed-use area in the Village Center, nearer multiple modes of transportation and public recreation sites. All of the proposed land uses are defined in the sections that follow. Abbreviated land use plan designations follow each topic heading.

B. Residential (SVL, SL, SM, SH, ML, MM, MH)

Dougherty Valley has been planned to accommodate 11,000 new homes. In keeping with the overall land use plan concepts explained previously,

each residential area is designated for a particular residential density. These suggest that denser neighborhoods should be in the center of the site and less dense neighborhoods should be on the perimeter. Accomplishing this would result in a desirable integration of lifestyles in Dougherty Valley.

However, the density designations do not limit the variety of residential densities that can be built in any given location. They are targets, such that a full range of residential housing types -- from low to high density -- could be built in a given area with the average density being within the designated range. For example, housing ranging from 0.8 dwelling units per acre (DU/AC) to 24.0 DU/AC could be built in an area designated for Single Family Residential Medium Density (SM), or 3.0 - 4.9 DU/AC, and the average density in that area could be 4.5 DU/AC. This encourages the use of the widest feasible range of housing types in each neighborhood to achieve household diversity and to offer homes to the widest possible range of incomes. It also allows for the transfer of housing units from one residential area to central residential receiver sites, as described in Chapter 5: Housing Characteristics. By meeting this criterion as well, the housing developed in Dougherty Valley would indeed achieve the intent of the Plan.

Following is a list of the range of housing densities permitted in the plan, with an indication of the types of housing associated with each density. The density categories are drawn from the Contra Costa County General Plan. Several of them are not shown on the plan as they do not serve as density targets. Nonetheless, they are permitted in order to achieve the targeted densities and housing diversity. The net acreage is derived by applying the gross-to-net factor in the Contra Costa County General Plan.

(1) Single Family Very Low Density Residential (SVL)

This category includes residential uses that are developed at densities up to 0.9 units per net acre. This designation primarily allows for single family homes and appropriate accessory structures, consistent with a more rural lifestyle.

(2) Single Family Low Density Residential (SL)

This designation includes residential uses within a density range of 1.0 to 2.9 dwelling units per net acre. Sites as large as one acre and larger may be allowed if unique environmental characteristics of a parcel dictate. The housing in this category would consist of detached single family homes and their accessory structures.

(3) Single Family Medium Density Residential (SM)

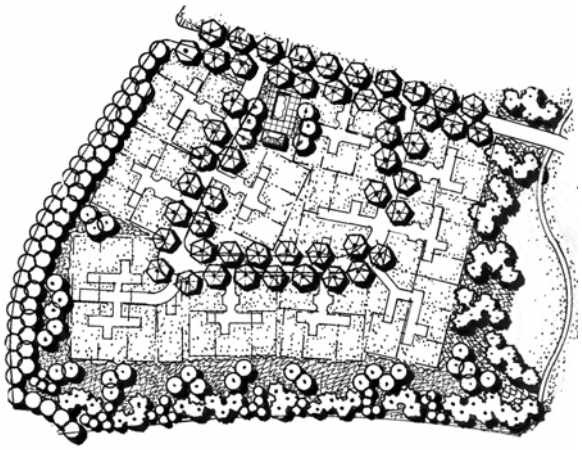
This designation includes residential uses developed within a density range of 3.0 to 4.9 dwelling units per net acre. Typical housing types in this category might include medium and smaller lot single family detached homes and larger townhouses.

(4) Single Family High Density Residential (SH)

This designation permits housing densities within a range of 5.0 to 7.2 dwelling units per net acre. Parcels may be up to 8,729 feet for single family detached homes, but may also include attached single family units such as duplexes or duets.

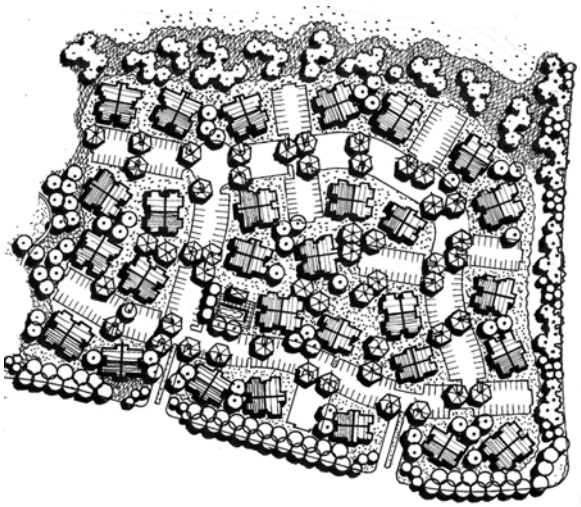
(5) Multiple Family Low Density Residential (ML)

This category includes residential uses developed within a density range of 7.3 to 11.9 dwelling units per net acre. Housing types could range from small lot single family detached homes to attached townhouses to multiple family flats and townhouse over flat units.



(6) Multiple Family Medium Density Residential (MM)

This category includes residential uses with a density range of 12.0 to 20.9 dwelling units per net acre. These will be built in and around the Village Center. Housing types may include rental apartments, condominium flats, multiple family residences, such as townhouses and stacked flats, and various forms of senior housing.



(7) Multiple Family High Density Residential (MH)

This category includes residential uses within a density range of 21.0 to 29.9 dwelling units per net acre. Typical housing types include rental apartments, condominium flats, single room occupancy, multiple family, flat-over-flat units and various forms of senior housing.

Policy LU-2: ***Provide for predominantly residential uses within Dougherty Valley with complementary supporting uses such as public facilities, commercial uses, schools and parks.***

Residential development planned in Dougherty Valley responds to the housing needs generated by employees in the Tri-Valley region and helps improve the local and regional jobs/housing balance. Dougherty Valley is situated in close proximity to two major employment centers, Bishop Ranch in San Ramon and Hacienda Business Park in Pleasanton. Another employment center is currently in the planning stages in East Dublin. In addition, hundreds of other companies offer employment opportunities throughout the Tri-Valley area.

While employment opportunities strengthen the County's economic base, residential development in Dougherty Valley will increase opportunities for residents to work near their homes. A jobs/housing balance will offer significant reductions in commute times and increases opportunities for non-vehicular transportation, thereby reducing related air quality impacts. Living and working in close proximity will provide more opportunity for the creative use of leisure time to afford the new residents individual lifestyle choices.

TABLE 1: LAND USE PROGRAM
DOUGHERTY VALLEY
(Assumes Maximum 11,000 Dwelling Units)

	Gross Acres (DU/Gross Acres) By Owner			
Land Use	**Windemere**	**Shapell**	**Camp Parks**	**Total Acres**
SM	681 2,466 DU	318 (1,216 DU)		999 (3,682 DU)
SH	195 (1,402 DU)	248.1 (1,300 DU)		256 (1,300 DU)
ML	77 (1,302 DU)	413.2 (3,114 DU)		606 (4,516 DU)
MH				77 (1,302 DU)
MU (Village Center)		10 (200 DU)		10 (200 DU)
Residential	**953 AC (5,170 DU)**	**989.3 AC (5,830 DU)**		**1,938 AC (11,000 DU)**
C M-8 (Village Center)	1 15	11 27		12 42
Non-Residential	**16 AC**	**38 AC**		**54 AC**
Schools Religious Institutions	85	47.9 3		132.9 AC 3 AC
Public/ Semi-Public	**85 AC**	**50.9 AC**		**135.9 AC**
Creek Corridors Staging Area Community Park Service Center Golf Unimproved Open Space	70 <1 15 1,107	165 <1 27.8 3 200 1,139	 950	235 1 42.8 3 200 3,201
	1,193 AC	**1,534.8 AC**	**950 AC**	**3,680 AC**
Major Roads	73	105		178 AC
Total Gross Acres	**2,320 AC**	**2,708 AC**	**950 AC**	**5,978 AC**

Note: Open Space/Parks & Rec. total does not include School/Playing Fields, Neighborhood Parks, Pocket Parks and Tot Lot acreage or other improved open space within residential areas.

Note: The Community College will be accommodated in the Windemere portion of the Mixed Use (M-8) Village Center.

Source: PBR, April 1996; REPS, June 2005.

LAND USE

DOUGHERTY VALLEY

LEGEND

SM	SINGLE FAMILY MEDIUM DENSITY RESIDENTIAL
SH	SINGLE FAMILY HIGH DENSITY RESIDENTIAL
ML	MULTIPLE FAMILY LOW DENSITY RESIDENTIAL
MH	MULTIPLE FAMILY HIGH-DENSITY RESIDENTIAL
CO	COMMERCIAL
M-8	MIXED USE VILLAGE CENTER MAY INCLUDE MULTIPLE FAMILY RESIDENTIAL, COMMUNITY COLLEGE, RETAIL, COMMERCIAL, AND CIVIC USES
PS	PUBLIC / SEMI-PUBLIC ELEMENTARY, MIDDLE, HIGH SCHOOLS, OTHER
PR	PARKS AND RECREATION
OS	OPEN SPACE
	PRIMARY ROADS

NOT TO SCALE

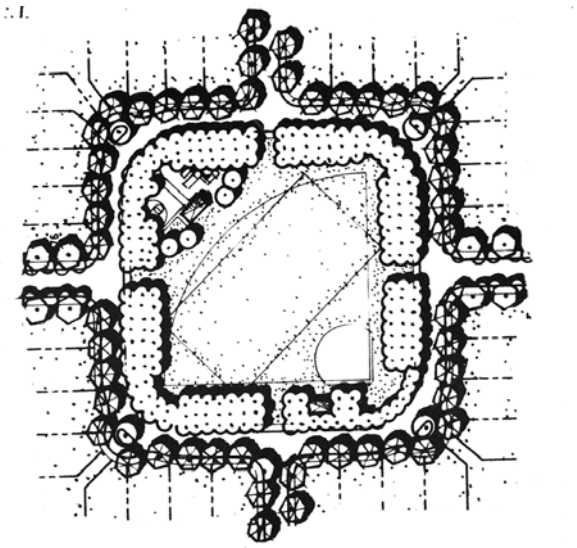
FIGURE 4-1

JUNE 2005

*REVISED NOVEMBER 2013

Policy LU-3: ***Structure residential neighborhoods around focal uses, such as community facilities and recreational uses, to provide identity to individual Dougherty Valley neighborhoods and centers for neighborhood activity.***

Schools, parks and/or recreational uses will be conveniently located in each Dougherty Valley neighborhood to ensure that these opportunities are within walking distance of all new residences. These will create a public gathering place for neighbors to meet and socialize on an informal basis. Where feasible, neighborhood swimming pools or exercise areas are encouraged to facilitate daily life and animate the core of each neighborhood.



C. Mixed Use (M-8)

A mixed-use designation is called for in the Village Center. This will be a higher intensity district with a fine-grained mix of uses including retail, office, multiple family residential and civic uses. The mixture of uses within a structure (e.g., office or residential above retail) is encouraged within the Village Center district. In the Village Center, residential densities will be a minimum of 20.0 dwelling units per net acre. Densities in this area may be greater as a result of density transfers from other housing areas.

Policy LU-4: ***Focus higher intensity uses within the flatter portion of the valley and within the Village Center.***

Higher intensity land uses are planned in and around the Village Center, around the confluence of the main branches of Alamo Creek. In this area, the topography is generally more level and well suited for higher density housing and commercial uses. The provision for transit along the extension of Bollinger Canyon Road and the proximity to shopping and jobs in the Village Center and open space along the creek corridors make the area appropriate for high density uses. (See Chapter 10: Community Design.)

This mixture of uses in the Village Center creates an environment that is a vital and interesting place. This can include up to 680,000 square feet of neighborhood serving retail, service office and civic uses and up to 400 units of high density housing. These estimates of the development program for the Village Center are offered to suggest the magnitude and potential for significant retail, office, housing and public amenities. An appropriate development program for the Village Center will be developed prior to approvals to build it as set forth in Chapter 13: Implementation. The accompanying structure diagram suggests a framework of public spaces and rights-of-way that can respond to future private initiative.

Policy LU-5: ***Establish a pedestrian-oriented Village Center which serves as the focal point for community gatherings and as an activity center for the Dougherty Valley community.***

A mixed-use Village Center, with a combination of high-density residential, local serving retail and office uses, civic uses, plazas and open space, is planned as the heart of the Dougherty Valley community. Like the Main Street commercial districts of traditional American small towns, the Village Center is designed for the pedestrian, but also allows convenient auto access and parking for myriad activities.

As the primary gathering place for the Dougherty Valley community, the Village Center is located at an important community crossroad, where pedestrian, vehicular and transit linkages converge. In the Village Center, mixed-use commercial buildings will be clustered in a compact area shared by higher density residential development. Small-scale shops will be located along the ground floor, with office or residential uses located above. Civic uses including a branch community college, community center, senior center, library, childcare and a police substation are planned within the Village Center. A common architectural theme will knit the varied public facilities and places together, along with signage and landscape features similar in character. The entire Village Center is anchored by a branch

community college and potentially, a future rail transit station. Should the need arise for other civic buildings, they could suitably be located in the Village Center.

A pedestrian oriented design for the Village Center should either ensure ample pedestrian connections to a rail transit station on Bollinger Canyon Road, or reserve right-of-way for an exclusive rail transit line through the Village Center. The rail transit line could leave the road right-of-way north of the Village Center and then reenter the road right-of-way near the intersection of Bollinger Canyon Road and Dougherty Road. This concept should be explored with the submittal of the Final Development Plan.

VILLAGE CENTER

Note: This graphic is an example only and should not be interpreted literally.

Policy LU-6: ***Take measures to ensure a viable mixture of retail, civic, office, higher density residential, recreational and transit uses within the Village Center.***

The Village Center is envisioned to include a number of programmed seasonal events for leisure activities such as jazz festivals, plays, concerts, dance, music competitions and facilities for traveling troupes or tours to set up and perform. This area is also envisioned to provide shopping and strolling opportunities by combining plaza areas closely adjacent to shops and restaurants, all within easy walking distance of the higher density residential areas and the branch college. The central, higher density nature of the Village Center warrants the incorporation of a major transit center to facilitate access for residents and visitors in the event rail transit can be extended through the valley. The design of the Village Center will be determined by public needs, the Dougherty Valley Community Design Guidelines and retail economics.

TABLE 2: MIXED USE VILLAGE CENTER POTENTIAL LAND USES DOUGHERTY VALLEY

Use	Typical Tenants
Community College	CCC Community College District
Neighborhood Retail	Supermarket; Drug Store
Community Retail	Home Improvement; Cinema; Restaurants
Service Office	Banks; Insurance, Travel Agencies
Office*	"Autonomous" User*
Day Care	Independent Operator
Community Facilities	Fire and Police Stations; Branch Library, Community Center
Residential	Higher Density Housing

*The large office user will be permitted in the Village Center although near- and mid-range market projections suggest it is unlikely. Changes in the traditional pattern of workplace locations may be necessary before it would occur.

Source: PBR, March 1992; REPS, December 2004.

Policy LU-7*: **Allow the Village Center to be developed intensively in the future with provisions for shared parking.***

The plan for Dougherty Valley allows for multi-story mixed use in the Village Center. Multi-story housing with ground-floor retail could be built here, creating a place with animated daytime and evening populations. As the community develops, it may be desirable to intensify the retail, small office or housing development within the Village Center, through the addition of floor area and structured parking. Market projections prepared as part of the specific plan process indicate that up to 680,000 square feet of retail/office/civic uses could be supported in Dougherty Valley. There is

adequate acreage for a larger office user(s), substantially more housing or larger scale civic uses. As noted in Chapter 5: Housing Characteristics, the Village Center is one of the key receiver sites for housing units that are not built elsewhere in the valley. This may create a "bank" of housing units that can be built in the Village Center allowing for a dense, urban development to occur here.

Policy LU-8*: Prepare a Village Center plan and program which integrates the mix of uses and assures a unified development effort among property owners.*

The Village Center land is owned by Shapell and Windemere and is the commonly shared center of Dougherty Valley. Design and construction of any portion of the center is to be done in accordance with an approved Village Center plan which defines key aspects of the center including: the street system and gateways, parcelization; public areas and pathways; building setbacks; height, bulk and massing and general character of the architecture, landscape and public art requirements.

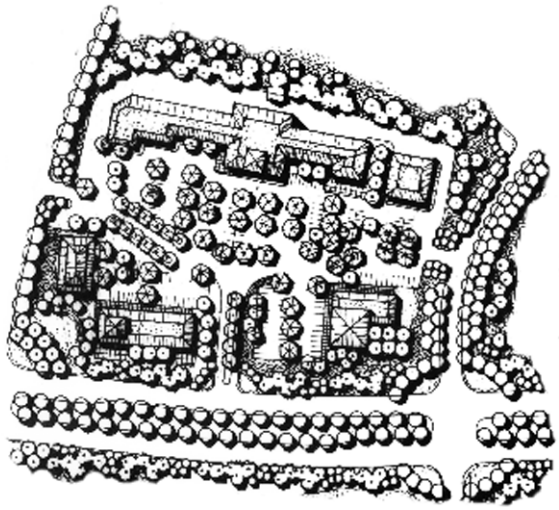
D. Commercial (C)

Policy LU-9*: Provide for development of small support retail uses convenient to residential neighborhoods.*

In addition to the retail uses planned in the Village Center, the Specific Plan provides for the development of two smaller convenience retail centers elsewhere in the community. Located near planned pedestrian routes and transit stops, the sites are intended for convenience stores, pet shops, pharmacies, automotive support uses and similar scale uses. These may become the future site of advanced work-related technologies such as telecommuting centers. To ensure the vitality and primacy of the Village Center, an average of 10,000 square feet of retail per acre is suggested. However, these sites could, as time goes by, become intensely developed, residential/mixed use transit stops.

E. Public/Semi-Public (PS)

This category includes public and institutional uses, such as schools, public offices, fire stations, sheriff/police substations, City Service Center and Recycling Center and libraries. It also includes public transportation corridors and privately owned transportation and utility corridors such as railroads, transmission lines and pipelines.



Policy LU-10*: Allow for a range of public community facilities that can be scattered throughout the development envelope of the project.*

Figure 4-1: Land Use shows the proposed locations for schools (also see Chapter 8: Community Facilities). Other public/semi-public uses such as a library could occupy land in the Village Center. Their precise locations are subject to subsequent more detailed planning. Their roles are described under Community Facilities in Chapter 8. Churches and private schools are specifically allowed within these areas.

This project will require a location for maintenance service yards, potentially two fire stations, equipment yards, water tanks and service roads. These are not all shown on the land use plan maps. These locations will be negotiated with the service providers, consistent with this plan and service provider performance standards.

Policy LU-11*: Identify land uses for the Camp Parks Reserve Forces Training Area recognizing the presence of military uses and activities compatible with the proposed adjacent community.*

Camp Parks is designated as Public / Semi-Public (PS) in recognition that there will be continuing military training activities on the Army property. Lands abutting the military property are designated for uses that are compatible with continuing military training.

The approximately 950-acre portion of Camp Parks within Contra Costa County is characterized by a major ridge mass and relatively steep terrain, with the exception of two parcels of land, one of which is a gently sloping site east of Dougherty Road near the county line and the other a valley in the north part of the Army property.

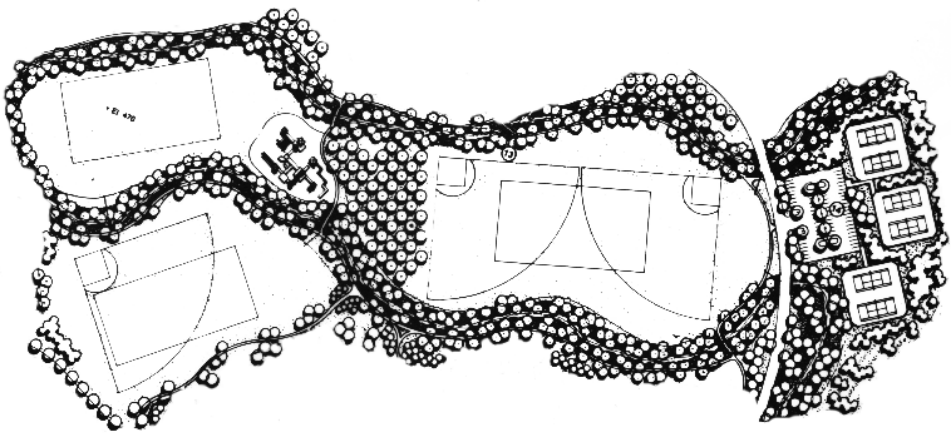
This Public / Semi-Public designation will also function as the equivalent to the designation for the hills and ridges because this portion of Camp Parks would complement the easterly ridge open space in the Dougherty Valley and open space to the south in Alameda County. Such a designation would ensure that most of Dougherty Valley would be framed by open space.

F. Open Space / Parks and Recreation (OS, PR)

The open space category includes lands proposed for permanent open space uses (other than public/semi-public) to be reserved for passive recreation and the preservation and restoration of ecological values. Except in creek corridor habitat conservation areas where access is restricted, uses and activities allowed in open space areas may include but are not limited to cattle grazing, hiking, bicycling, picnicking and horseback riding. Support facilities for recreation or agriculture, such as staging areas and cattle chutes and utility uses such as water tanks and stormwater drainage basins may also be allowed. Some of these lands may be transferred to park and recreation agencies for non-intensive park uses. Such decisions will occur during review of the Final Development Plans for the two properties.

The parks and recreation category encompasses parks to be developed for public or private recreational use. This includes the linear parks alongside major creek corridors as well as community, neighborhood and "pocket parks". The Parks and Recreation land use category includes recreational facilities held in either public or private ownership which are generally not open for use by the general public. Examples include golf courses, equestrian centers, swimming clubs and small conference centers.

The hierarchy of parks is displayed in Figure 10-4: Park and Trail Concept. Chapter 8: Community Facilities defines the park system components, and all park characteristics are set forth in Chapter 10: Community Design.

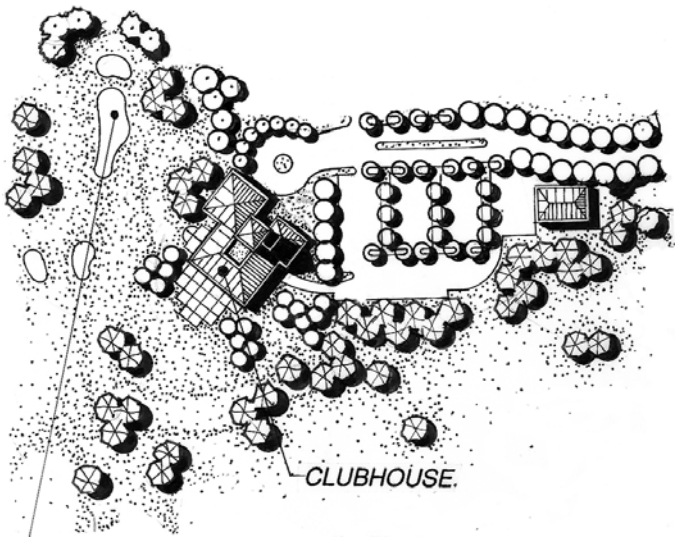


Policy LU-12*: Establish public and homeowner's association recreational uses in areas where environmental features can be enjoyed and enhanced by the recreational use.*

The Public/Semi-Public, Open Space and Parks and Recreation designations provide potential for the development of land uses that conserve and enhance the environmental qualities of many areas on site, including the Coyote Creek, the Main and West Branches of Alamo Creek and Hidden Valley areas. In these areas, creek systems and proximity to regional open space areas can provide amenity to adjacent recreational uses, while at the same time providing for the enhancement of the environmental values found in these areas. Hidden Valley and the creeks provide opportunities for education and interpretation of wetland habitat areas. The plan calls for their improvement for these activities.

Policy LU-13*: Provide for a variety of public and private recreational uses that are accessible to Dougherty Valley residents and visitors.*

In addition to the wide range of public recreational facilities and open space areas planned within Dougherty Valley, other uses, such as golf courses, equestrian centers or resort/conference facilities, which address specialized leisure time opportunities can be developed in Dougherty Valley. These will include facilities such as but not limited to tennis, basketball, baseball, soccer, volleyball and bocce courts.



Policy LU-14*: Establish a separation between Camp Parks and the remainder of Dougherty Valley.*

An open space buffer shall be established between Dougherty Valley homes and the adjoining military uses. Camp Parks adds further definition to Dougherty Valley by establishing a southern boundary to the site at the Contra Costa County line.

HOUSING CHARACTERISTICS

D

5. HOUSING CHARACTERISTICS

A. Introduction

A broad range of housing densities and unit types are allowed within Dougherty Valley in order to meet the diverse housing needs of Contra Costa County and contribute to the overall vitality of the region. The overall density ranges set forth in the plan create a tighter, somewhat more dense residential pattern that conserves large open space areas, provides for a more efficient use of the land, and helps to support transit use.

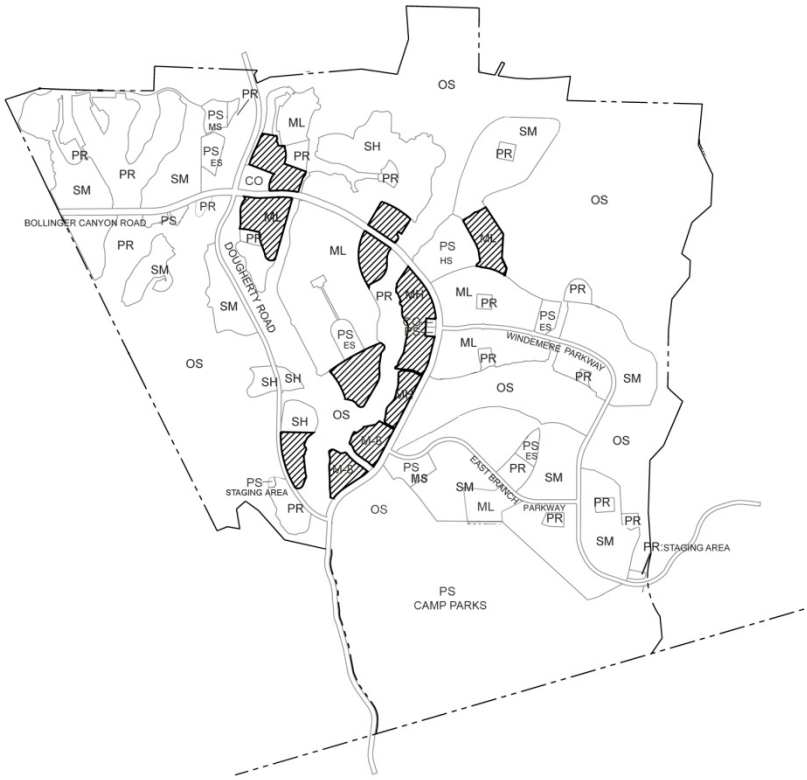
Housing Goal: ***Provide a wide range of housing types and densities to meet the diverse needs of all age groups and household sizes.***

The Specific Plan provides for the development of a variety of housing types, ranging from single family detached units on large lots to higher density multiple family units as defined in Chapter 4: Land Use. Of the 11,000 proposed units, Shapell will contribute up to 5,830 units and Windemere up to 5,170 units. Within the range of housing types and densities, Shapell and Windemere shall each provide a minimum of 25 percent of its housing affordable to low and moderate income persons as defined by the Dougherty Valley Affordable Housing Program.

Since the Windemere and Shapell properties are zoned as Planned Unit Developments (P-1), residential density regulations proposed herein are targets densities (see Figure 5-1: Housing Densities). The County's Planned Unit Development ordinance provides for flexibility of site design, building massing, setbacks, heights, etc., while ensuring that the total number of housing units and housing densities are consistent with the General Plan. Based on preliminary planning, it appears that the densities noted in the plan are feasible and can result in up to 11,000 housing units.

The County may allow, by mutual agreement with the property owners, transfer of housing units from one owner to another. Based on more detailed site planning, actual numbers and densities of housing units in each housing area will vary. In certain planning areas, based on physical site conditions and market factors, fewer homes may be built. Fewer homes may be built in each area, so long as the overall density in that area is not below the lowest permitted density, e.g., not below 3.0 dwelling units/net acres in the single family residential - medium density category of 3.0 - 4.9 dwelling units/net acres.

The unbuilt units (i.e., the difference between built units and maximum allowable units) may be transferred to any of the residential receiver areas shown in the following diagram. This encourages accumulation of the largest number of dwellings in the area most likely to be the future urban core of the valley. It also places more homes near transit, parks, retail and community facilities.



B. Housing Mix

Policy H-1: ***Encourage a fine grain mixture of residential densities within neighborhoods.***

New communities are often criticized for appearing too homogeneous and sterile, partially due to the tracts of housing units that are all of the same size, type and appearance. Because of its large size, it is important in Dougherty Valley to introduce mixtures of housing unit types and densities between and within each neighborhood. In addition to enhancing the appearance of an area, a mixture of housing types and densities within a large development area or each neighborhood improves housing choices and the overall affordability of the housing stock.

As explained in Chapter 4: Land Use, the housing mix within neighborhoods is expected to incorporate housing types representing a wide range of the allowable densities. The plan sets forth target densities that can be achieved with diverse housing products so long as other community design criteria are met (see Chapter 10: Community Design).

Policy H-2: Ensure that the majority of the homes in Dougherty Valley are single family residences consistent with the character of surrounding areas.

Contra Costa County is an area that has been traditionally composed of predominantly single family housing. Consistent with the General Plan, new

development in Dougherty Valley should reflect the predominantly single family nature of the County. A wide array of architectural design solutions already exist for single family homes, ranging from large lot (0.2 dwelling units/acre) to zero-lot line homes (12 dwelling units/acre and greater). The innovative design of smaller or more dense single family homes that fit modern lifestyles and household needs are encouraged.

C. Housing Affordability

Policy H-3: ***Provide for a strong, affordable single family and multiple family housing program for a wide range of household income levels in Dougherty Valley.***

Housing costs in the Bay Area are among the highest in the nation, owing largely to the strength of the regional economy and a growing disparity between the number of jobs added in the region and the number of housing units built. In recent years, the lack of affordable housing produced in the Bay Area has resulted in a growth pattern that has forced households to locate housing in more and more distant communities and workers to commute longer distances to work. This, in turn, creates significant strains on the regional transportation system and contributes to air quality problems. Economic forecasters observe that, in the long term, the lack of affordable housing in the Bay Area may negatively affect the economy, primarily by providing the incentive for businesses to follow the labor supply, and relocate to areas with lower housing costs.

As a large undeveloped area, Dougherty Valley clearly provides an opportunity to contribute towards the regional need for affordable housing. Affordable housing units will be dispersed throughout Dougherty Valley including the Village Center, to avoid the concentration of affordable units in only one area, and to ensure that the residents of affordable housing receive the same neighborhood amenities as the residents of market rate units. Rental housing will be an important means of fulfilling these needs.

Policy H-4: ***Develop a minimum of 25 percent of all dwelling units as affordable to low, very low and moderate income households as defined by the County. At the discretion of the County Board of Supervisors, flexibility will be allowed in determining the distribution and relative values of unit types and qualifying income levels in determining compliance with this policy.***

The plan for Dougherty Valley responds to the housing goals in the Contra Costa County General Plan, expanding housing opportunities and increasing the supply of affordable housing in Contra Costa County. It provides opportunities for the provision of a variety of housing types within flexible locations to encourage suitable and acceptable home styles for residents of all income levels. The affordable units shall be dispersed throughout the community and shall be built compatible with the market rate housing.

Policy H-5: ***Provide for the development of higher residential densities to increase housing opportunities for diverse income groups.***

The Dougherty Valley Specific Plan calls for a variety of housing types including multi-family housing, smaller lot single family housing and traditional single family housing. The variety of housing types allowed by the plan provides opportunities to develop and maintain affordable housing in Dougherty Valley.

Policy H-6: ***Each phase established shall be subject to an inclusionary housing requirement. A minimum of 15% of the units in each phase shall be developed as affordable units (i.e., no more than 40% of an individual phase's "affordable housing obligation" may be passed forward to future development). In no case shall the affordable housing obligation for future phases be increased to exceed 50% of the number of planned units. One phase may omit affordable housing but those affordable units must be picked up in the next phase being applied for.***

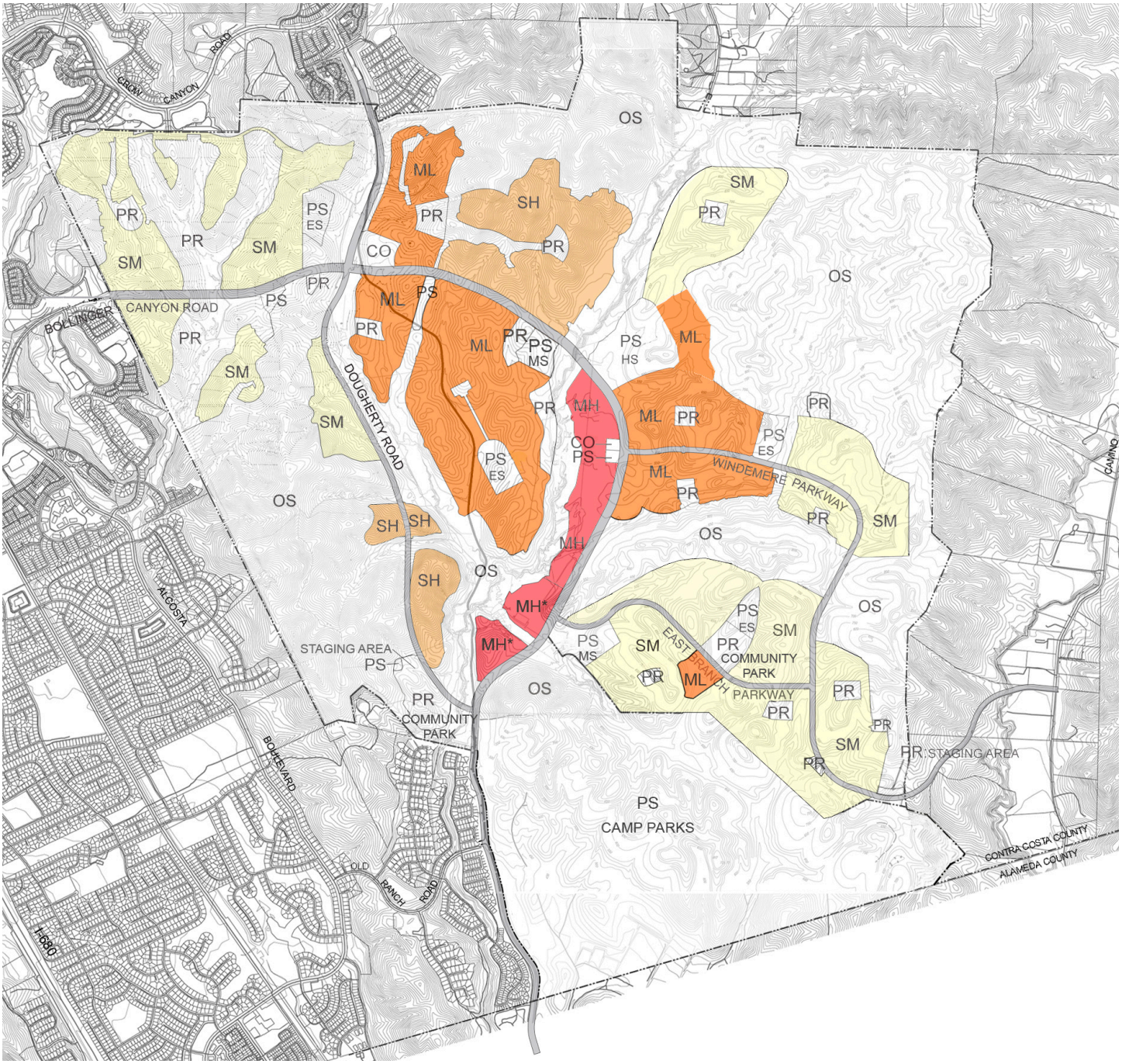
This policy is intended to encourage the locational and qualitative integration of market rate and affordable housing.

Policy H-7: ***The use of an in lieu affordable housing fee to secure relief from the requirement to deliver affordable housing is expressly prohibited*****.**

Funds earmarked for affordable housing typically have failed to deliver the actual housing units in a timely manner. It is far more likely that the needed housing units will be constructed and available if they are required with each phase of market rate housing. Primarily to insure early delivery of affordable units, the use of in-lieu fees is not allowed.

Policy H-8: ***Encourage and promote owner occupied housing, especially for affordable units. Affordable units shall be maintained for the maximum period feasible. Target periods shall be as defined by the Dougherty Valley Affordable Housing program. Speculative activities relating to affordable units will be discouraged.***

The implementation of a program for affordable housing for the Specific Plan will include a requirement for a Dougherty Valley Affordable Housing Program (DVAHP) in which developers and the County define the overall development concept for affordable residential neighborhoods, including a housing program, grading, design character and locations of parks and community facilities. How the required affordable units will be provided and the proposed number of units by County designated income category will be further refined by the DVAHP. It is desirable that affordable housing remains affordable, i.e., attainable for the duration of this project. Affordable units shall be maintained for the periods identified in the DVAHP.



LEGEND

SM	SINGLE FAMILY MEDIUM DENSITY RESIDENTIAL	3.0 - 4.9 DU/NET AC
SH	SINGLE FAMILY HIGH DENSITY RESIDENTIAL	5.0 - 7.2 DU/NET AC
ML	MULTIPLE FAMILY LOW DENSITY RESIDENTIAL	7.3 - 11.9 DU/NET AC
MH	MULTIPLE FAMILY HIGH DENSITY RESIDENTIAL	21.0 - 19.0 DU/NET AC

MH* = MIXED USE M-8 AREA

HOUSING DENSITIES DOUGHERTY VALLEY

FIGURE 5-1

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*REVISED FEBRUARY 2007

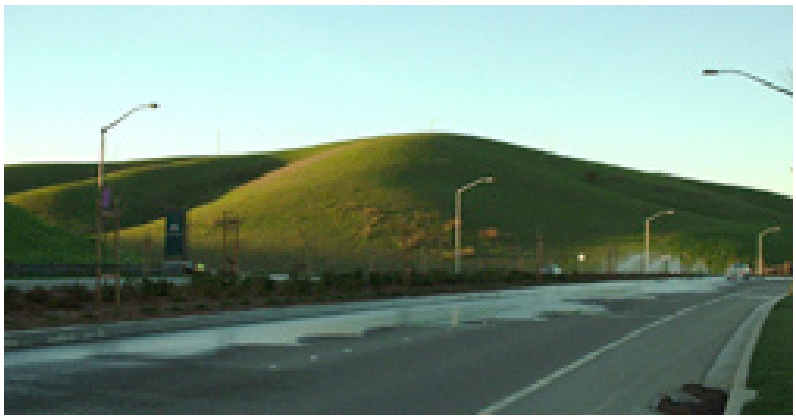
Policy H-9: ***Encourage the development of innovative single family and multiple family higher density housing which addresses housing affordability needs.***

The Dougherty Valley Specific Plan encourages the development of new types of housing solutions. High-density single family housing can be explored that address the need for affordability, help achieve a better jobs/housing balance and encourage stability and long-term commitment to the community.

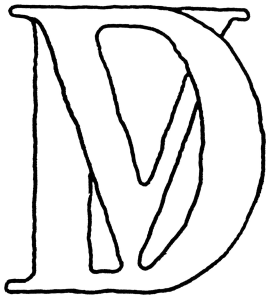
The proposed range of allowable housing types and densities promotes new opportunities for affordable housing. Innovative higher density single family housing types that offer affordable options for home ownership are encouraged. One example that would be appropriate in Dougherty Valley would be carriage house units that include single family detached units developed in conjunction with second dwelling units (the "carriage" units), over a detached garage. The carriage house may provide the homeowner with a rental unit, which in turn can contribute to payment on the main unit, essentially providing two affordable units, one rental and one owner occupied, on one lot. Other innovative types of housing may include residential over retail, single room occupancy units and co-housing. The Community Design Handbook, which accompanies the Specific Plan, establishes the detailed criteria for typical housing types, including setbacks, building envelope and accessory structures.

Policy H-10: ***Provide for the development of senior housing within Dougherty Valley.***

The Bay Area's aging population has expressed a demand for housing tailored to their lifestyles. Senior housing is best located in close proximity to services and amenities such as shopping, commercial services, golf, parks and/or transit. Within Dougherty Valley, there are a variety of suitable locations for senior housing. The Village Center in particular will provide convenient access to a planned senior center as well as opportunities to use other local amenities and transportation modes. Senior housing is a valuable form of affordable housing, especially for households with fixed incomes.



CIRCULATION



6. CIRCULATION

A. Introduction

The circulation plan for Dougherty Valley addresses both regional and local circulation requirements. Regional access to and from Dougherty Valley will be provided by the extension and improvement of several arterial roads. By providing access in all directions, the circulation system will provide a greater variety of options for circulation within the Tri-Valley area. The internal circulation plan for Dougherty Valley provides direct vehicular access to all sections of the community while protecting the residential character of neighborhoods along local streets. A network of transit, pedestrian, equestrian and bicycle facilities also enhances accessibility within and between neighborhoods. These alternatives reduce reliance on the private automobile for trips within the valley.

As shown on Figure 6-1: Regional Circulation, regional traffic access to Dougherty Valley is provided by the Interstate 580 (I-580) and Interstate 680 (I-680) freeways. Interstate 580 is an eight-lane east-west freeway about two miles south of Dougherty Valley. It serves Hayward and the East Bay to the west and Livermore and the Central Valley to the east. Interstate 680 is a six-lane freeway running north south about two miles west of Dougherty Valley. To the north, I-680 provides access to central Contra Costa County; it serves the Amador Valley within Alameda County and Santa Clara County to the south.

There will be four main points of vehicular access to Dougherty Valley. Dougherty Road, once improved, will provide two of these access points, as it runs north-south through the eastern portion of the Valley, intersecting with Crow Canyon Road to the north and terminating at an I-580 interchange to the south. The extension of Bollinger Canyon Road easterly from San Ramon will offer access to the western portions of Dougherty Valley. An arterial, Windemere Parkway, will be extended eastward from the site to connect with Camino Tassajara. Camino Tassajara presently terminates at I-580 to the south of Dougherty Valley.

The Dougherty Valley project will be providing a transportation network that will serve local and subregional circulation needs. The transportation network includes roads for cars and transit, bike lanes and trails for bicycles and provisions for a future rail transit system. Beyond the project, there are planned improvements in the surrounding communities in the Tri-Valley area as evidenced by their general plans, specific plans and general and specific plan amendments. It is recognized that it is beneficial for the Dougherty Valley project to coordinate the planning of all transportation circulation and infrastructure needs with the communities in the Tri-Valley area.

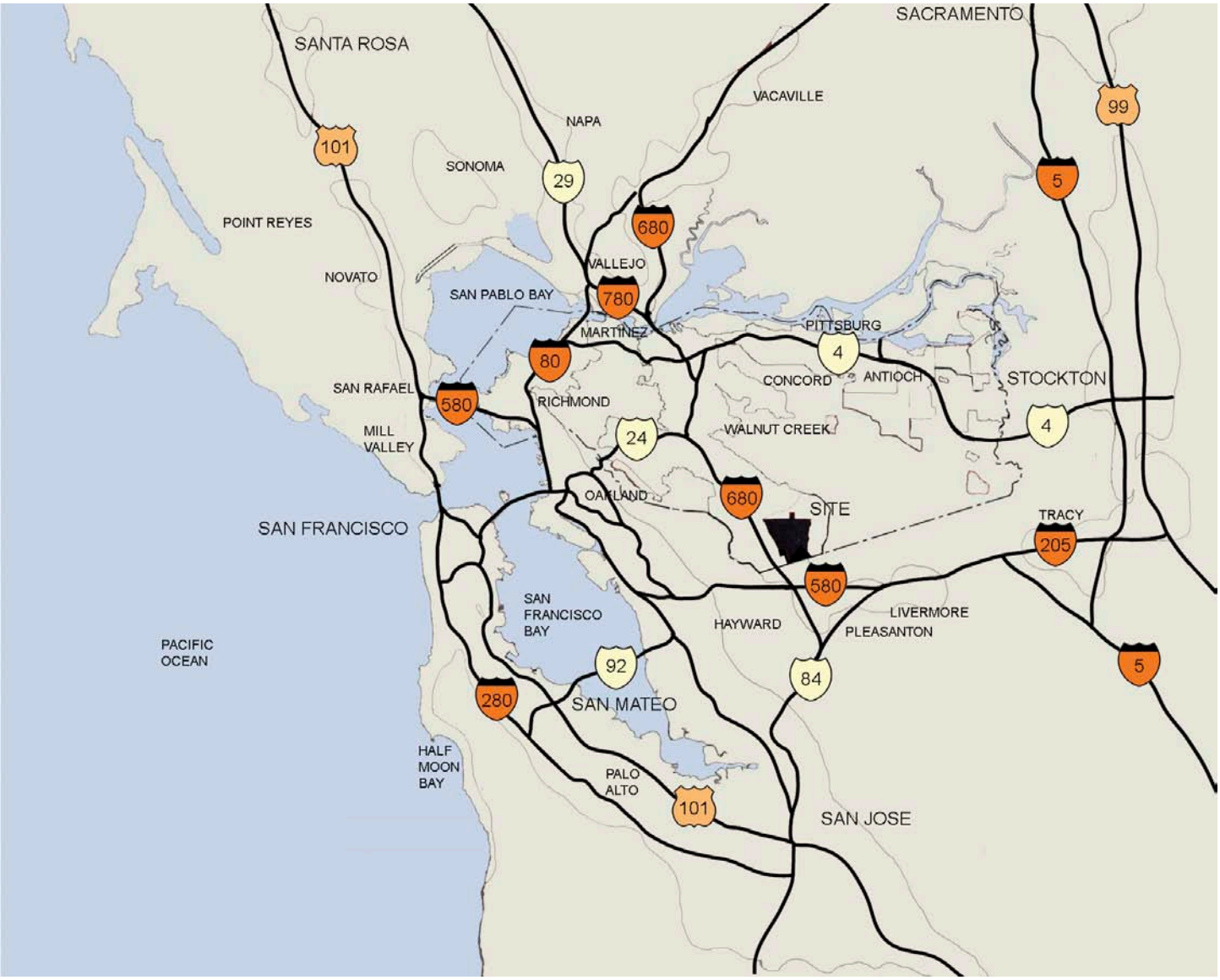
Circulation Goal: ***Establish a circulation system that creates an adequate major street system while maintaining a residential neighborhood scale street system.***

The circulation plan for Dougherty Valley establishes a hierarchy of streets to help motorists distinguish between streets which are used to travel through the community, versus between neighborhoods and streets which are used for local access only. The system includes four standard street sections that are designated as: major arterials, arterials, collector streets and local streets. The street sections, A through M on Figures 6-2 – 6-9, illustrate schematically the right-of-way, designated lane widths, non-vehicular routes and landscaped setbacks for each street type. The necessary public utilities easements can be accommodated in each right-of-way. Generally, the major arterials connect Dougherty Valley with the regional circulation system. The arterials provide connections between Dougherty Valley neighborhoods. Collectors provide access into and through individual neighborhoods, while local streets serve only local residential travel within each neighborhood.

The streets are designed to provide for vehicular travel and parking needs as well as transit, bicycle and pedestrian needs. A right-of-way is reserved for potential rail and transit within the median of Bollinger Canyon Road and the portion of Dougherty Road to the south that would connect with the East Dublin/Pleasanton BART line. Arterial and collector streets are designed to provide for bus travel and stops. Using street rights-of-way and open space corridors, a full system of pedestrian, bicycle and equestrian paths provides access to the Village Center, parks, schools and regional open space trails. Bicycle lanes are provided on arterial streets while bicycle routes have been incorporated into the design of collector streets.

B. Internal Circulation System

Three major roads will serve Dougherty Valley, as Figure 6-2: Circulation illustrates. Dougherty Road will be realigned and reconstructed as a six-lane major arterial street. Bollinger Canyon Road will be extended east from the westerly limit of Dougherty Valley to its northerly intersection with Dougherty Road and then from that Dougherty Road intersection, it transitions to a four-lane arterial street. Right-of-way within the Bollinger Canyon Road corridor will be reserved for a potential future light rail transit line. Bollinger Canyon Road will function as a major arterial connecting Dougherty Valley neighborhoods. It will provide lanes for traffic, bicycles and landscaped pedestrian routes. The potential future rail transit route is planned in the right-of-way of Bollinger Canyon Road. Windemere Parkway will connect to Tassajara Road as a four-lane arterial from Bollinger Canyon Road. East Branch Parkway, as a four-lane arterial, links Bollinger Canyon Road and Windemere Parkway. East Branch Parkway is presently shown as a four-lane arterial but may be constructed as a two-lane collector based on further analysis of traffic volumes. All arterials and major arterials will



LEGEND

INTERSTATE HIGHWAY

U.S. HIGHWAY

STATE HIGHWAY

REGIONAL CIRCULATION DOUGHERTY VALLEY

FIGURE 6-1

JUNE 2005

CIRCULATION

DOUGHERTY VALLEY

LEGEND

- MAJOR ARTERIALS
- ARTERIALS
- MAJOR SIGNALIZED INTERSECTIONS
- KEY TO SECTIONS (SEE FIG. 6-3, 6-4, & 6-5)

NOTE; COLLECTOR AND LOCAL STREETS ARE NOT SHOWN.

FIGURE 6-2

JUNE 2005

include adequate medians for left-turn pockets. (See Figures 6-3, 6-4 & 6-5: Street Sections.)

Collector streets connect arterial streets and local neighborhood streets. Intersections of collector streets and arterial streets will be signalized as appropriate. Collector streets will be designed on the basis of County design standards. Intersections of arterials and collectors are to be situated adequate distances from each other to facilitate more efficient, safer flows of traffic. Direct residential access onto collector streets is discouraged

An additional right-of-way is to be reserved on each side of Dougherty Road, Bollinger Canyon Road and Windemere Parkway for a distance from intersections between these roads to allow for right-turn lanes and/or double left-turn lanes as required at intersections.

The design and performance standards for all of the above roadways will be set forth in the Final Development Plan.

Policy C-1*: Develop a circulation network on neighborhood streets that minimizes heavy through-traffic which diminishes the quality of life for residents, while also providing a network of streets conducive to transit routing.*

The street hierarchy within Dougherty Valley is designed to channel the faster, freer flowing traffic volumes along the wider, major arterial streets and discourage through-traffic intrusion into the local neighborhoods. Collector and local streets loop back into their respective neighborhoods, thereby deterring larger arterial traffic volumes in these strictly residential areas.

Transit providers should be consulted to ensure that the circulation plans for Dougherty Valley will provide for efficient transit service to the area. Transit services may include fixed route buses, express buses, small neighborhood shuttles, and school commuting.

Policy C-2: *Provide local neighborhood streets which discourage through-traffic and high speeds but provide a network of streets conducive to transit routing.*

Limiting the use of long, wider streets through residential areas, terminating junctions of collector streets and intersections where possible and varying alignments of collectors and local streets will discourage through-traffic within residential neighborhoods (see Figure 6-7: Street Sections) although neighborhood collector streets which are designated for fixed route bus service should be designed to accommodate efficient transit use.

The kinds of traffic that are specifically undesirable in residential neighborhoods include traffic using local streets as shortcuts, detours, overflow or travelers using excessive speed. There are a variety of

alternative approaches to limit such traffic including reducing the perceived size of the street by narrowing the curb-to-curb widths; necking down the street size at intersections and providing on-street parking in bays. Local neighborhood streets could be reduced in width (depending upon the type and number of housing units) with one-sided on-street parking or parking in bays. See Figure 6-8. Restricted width streets should not connect directly to an arterial street. Where cul-de-sacs occur in the plan they should allow pedestrian and visual access to adjacent open space areas and/or connections to the pedestrian trail network.

C. Transit

Policy C-3: ***Extend public transit service to provide alternative means of access within Dougherty Valley and to major off-site destinations.***

Arterial streets are designed to facilitate transit vehicle operations, with at least four traffic lanes and adequate curb lane width to allow for bus stops. These arterial streets include Dougherty Road, Bollinger Canyon Road, Windemere Parkway and East Branch Parkway (see Figure 6-10: Transit). Additional transit service may be available on certain collector streets in order to provide convenient service to all Dougherty Valley residents. Bus turnouts will be provided on major arterials and arterials. Pedestrian / bicycle path and trail connections from transit stops allow many travelers to complete trips without using their automobile.

Public transit service should be extended as development in Dougherty Valley occurs, to serve trips between Dougherty Valley residences and the major Tri-Valley employment sites. Feeder bus service to the planned East Dublin/Pleasanton BART station should be provided.

At present, no public bus service is provided to or through Dougherty Valley but it is likely that Central Contra Costa Transit Authority (CCCTA) will provide service here. One or more public bus service provider should be identified by the time the Final Development Plan is approved. Bus service routes should be coordinated with Danville and San Ramon.

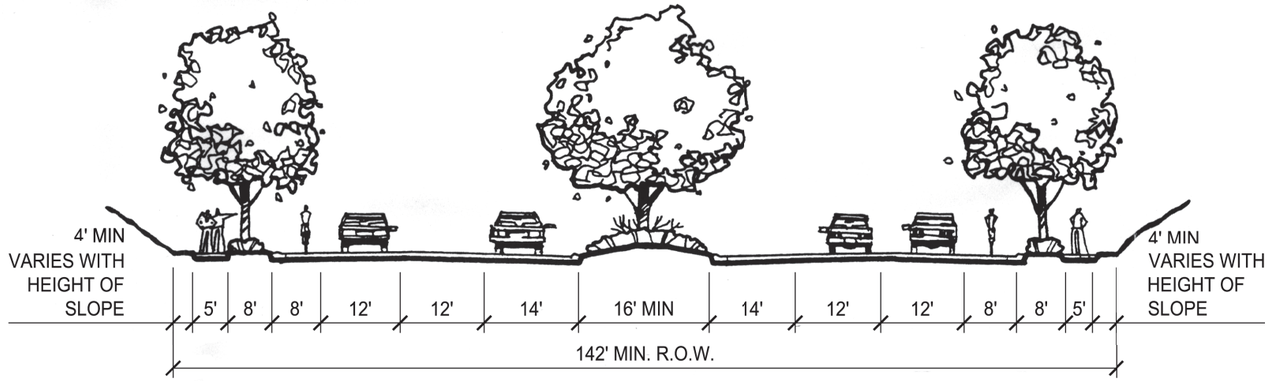
The Specific Plan shows only the arterials in Dougherty Valley. As Chapter 6: Circulation states, there also will be collector roads and local streets in the valley. Once this network is defined, several bus routes should be provided for.

The Preliminary Development Plan should specify the location and typical plan for bus turnouts and bus shelters.

The transit service agency should work with the County and City of San Ramon to provide for both express and local services as patronage becomes available to support the service.

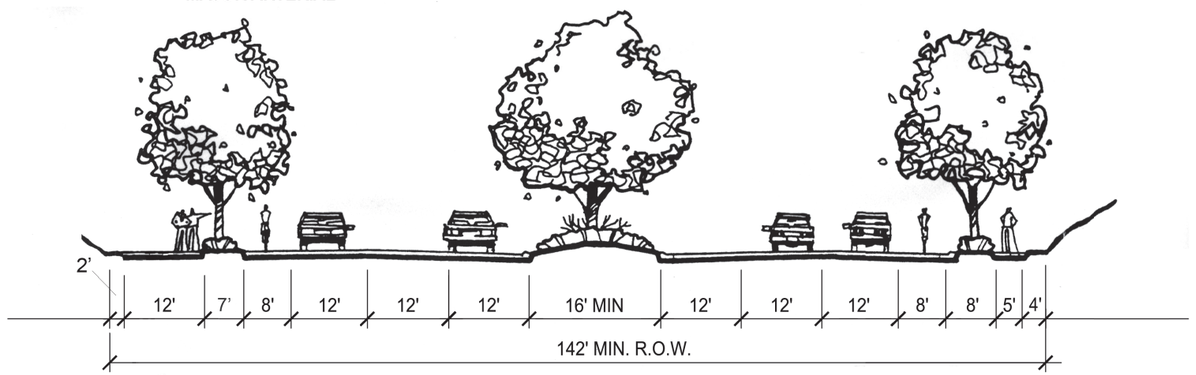
STREET SECTIONS (TYPICAL)

DOUGHERTY VALLEY



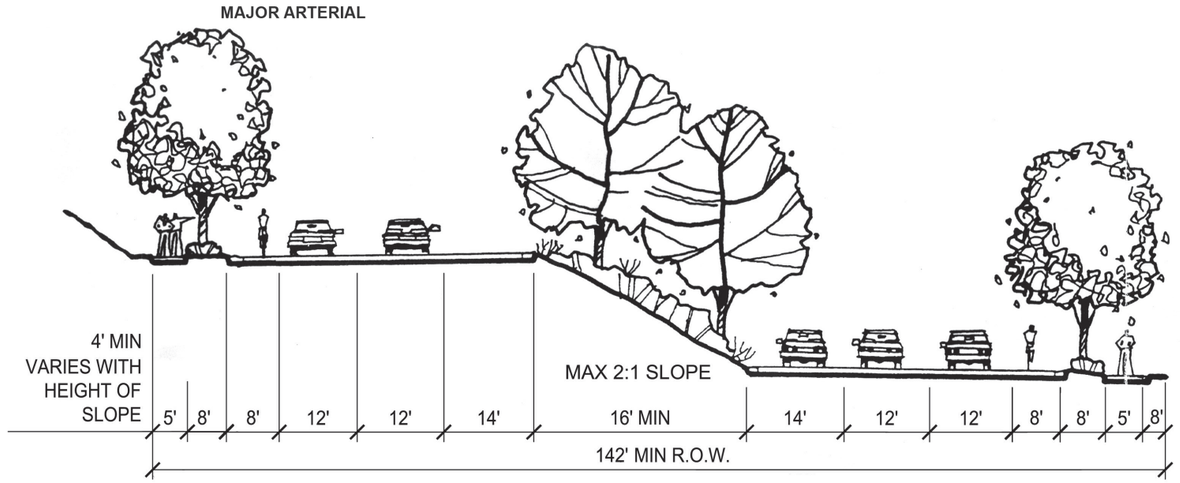
A.1 DOUGHERTY ROAD

MAJOR ARTERIAL



A.2 DOUGHERTY ROAD (SOUTH OF BOLLINGER CANYON ROAD TO RANCHO PARK LOOP)

MAJOR ARTERIAL



B. DOUGHERTY ROAD (SPLIT LEVEL*)

MAJOR ARTERIAL

* AT INTERSECTIONS HORIZONTAL & VERTICAL GRADE IS REDUCED.

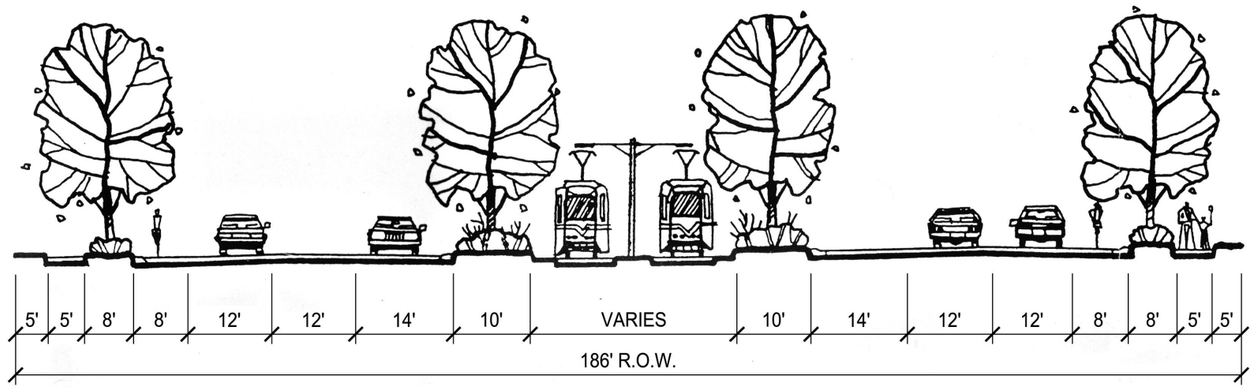
FIGURE 6-3

JUNE 2005

*REVISED NOVEMBER 2013

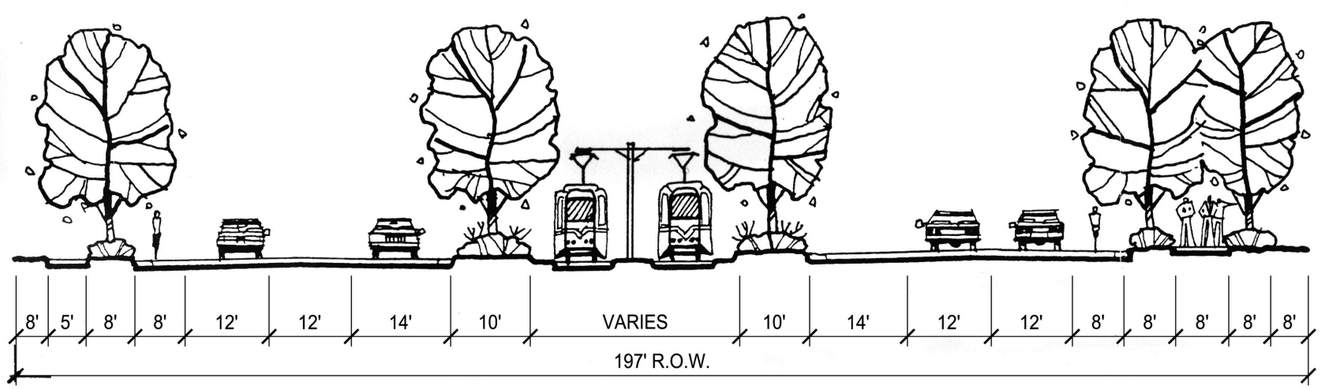
STREET SECTIONS (TYPICAL)

DOUGHERTY VALLEY



C. BOLLINGER CANYON ROAD (WEST OF DOUGHERTY ROAD)
DOUGHERTY ROAD (SOUTHERN SECTION)

MAJOR ARTERIAL



D: BOLLINGER CANYON ROAD (EAST OF DOUGHERTY ROAD TO ALAMO CREEK)

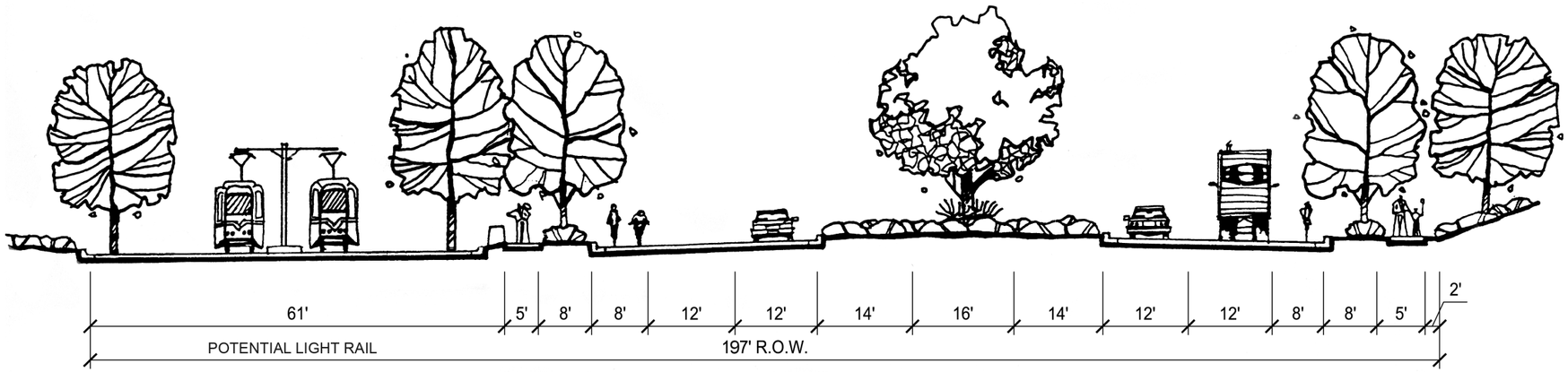
MAJOR ARTERIAL

FIGURE 6-4

JUNE 2005

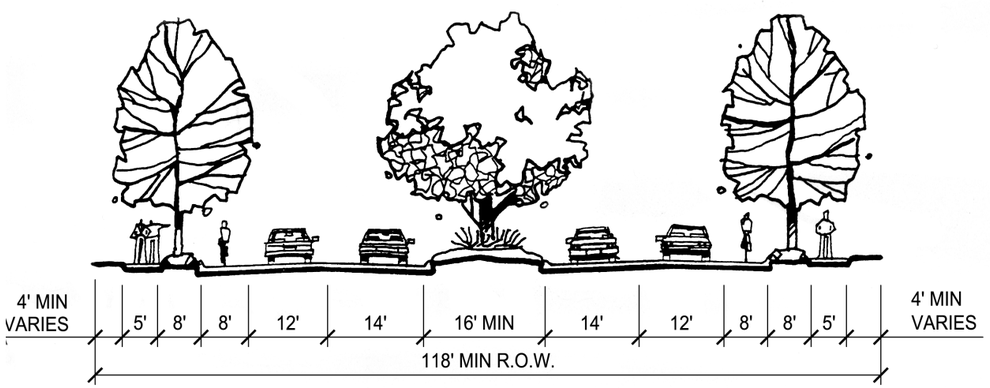
STREET SECTIONS (TYPICAL)

DOUGHERTY VALLEY



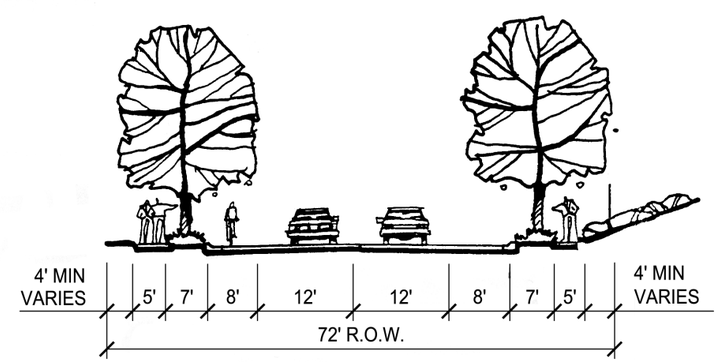
E. BOLLINGER CANYON ROAD (SOUTH OF ALAMO CREEK)

MAJOR ARTERIAL



F. WINDEMERE PARKWAY / EAST BRANCH PARKWAY

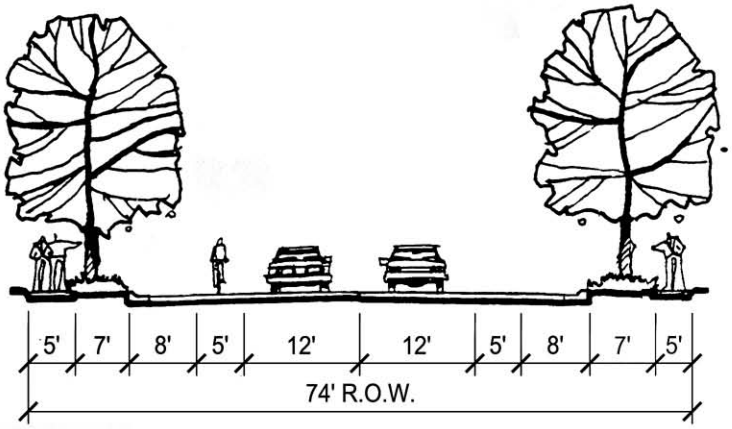
ARTERIAL



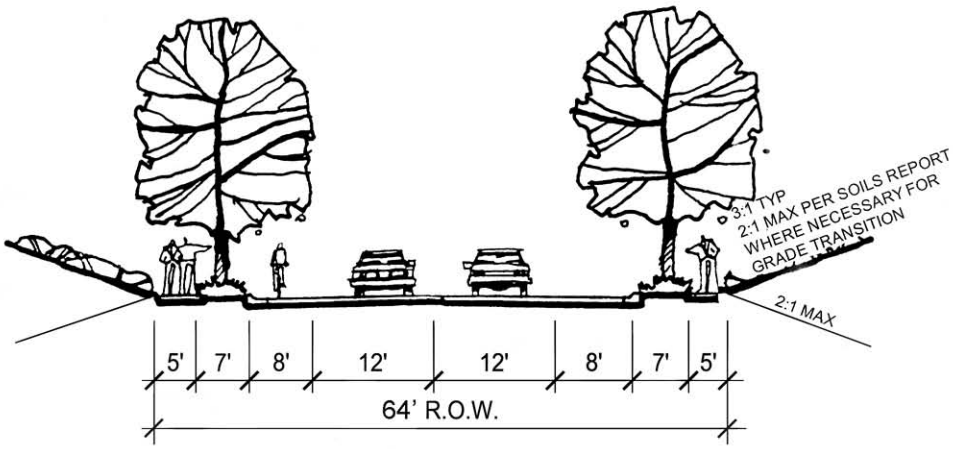
G_1. COLLECTOR

FIGURE 6-5

JUNE 2005



G_2. COLLECTOR



G_3. COLLECTOR

STREET SECTIONS (TYPICAL)

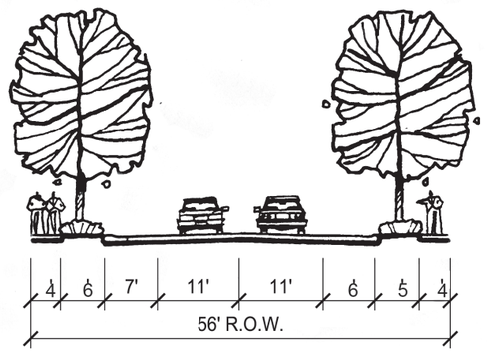
DOUGHERTY VALLEY

FIGURE 6-6

JUNE 2005

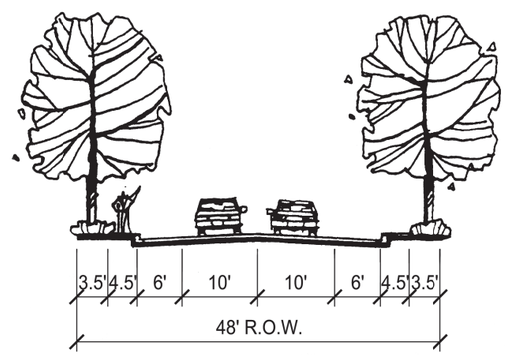
STREET SECTIONS (TYPICAL)

DOUGHERTY VALLEY

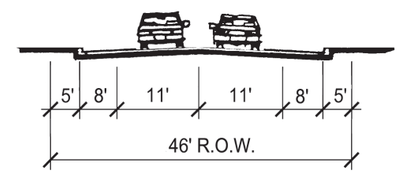


H. LOCAL STREET - MAJOR (DOUBLE LOADED)

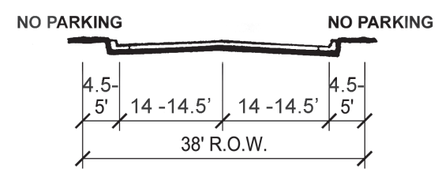
DETACHED RESIDENTIAL AREA



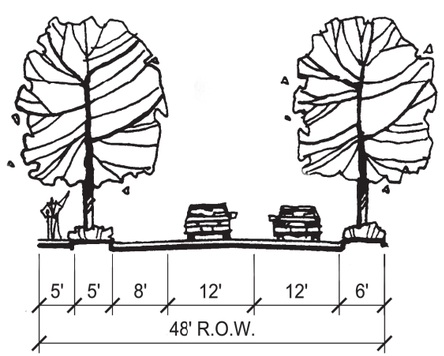
I.1 LOCAL STREET- MINOR (DOUBLE LOADED)



I.2 LOCAL STREET- MINOR W/O PARKWAY (DOUBLE LOADED)

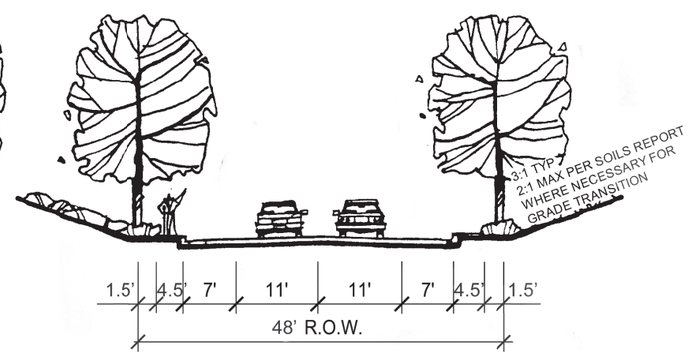


L. PRIVATE STREET

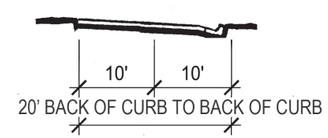


J. LOCAL STREET (SINGLE LOADED)

DETACHED RESIDENTIAL AREA



K. CUL-DE-SAC



M. PRIVATE ALLEY

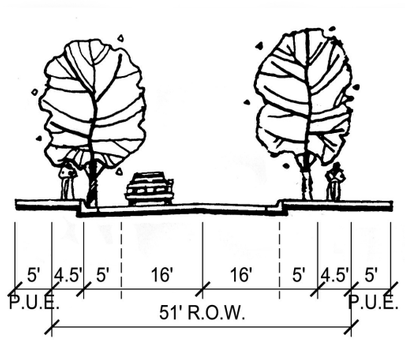
FIGURE 6-7

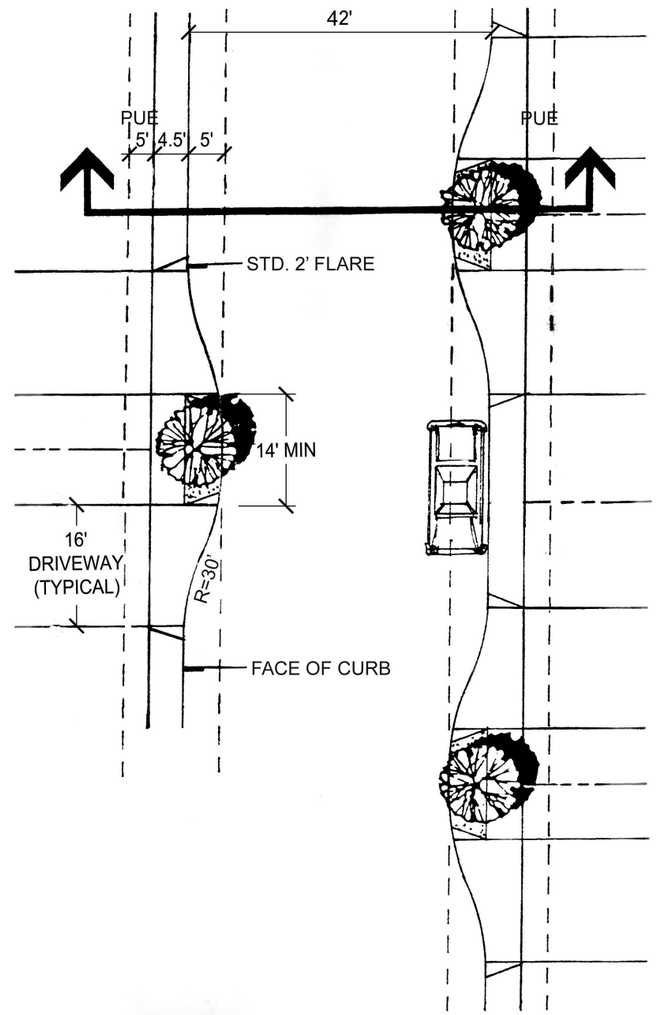
JUNE 2005

*REVISED NOVEMBER 2013

STREET SECTIONS (TYPICAL)

DOUGHERTY VALLEY





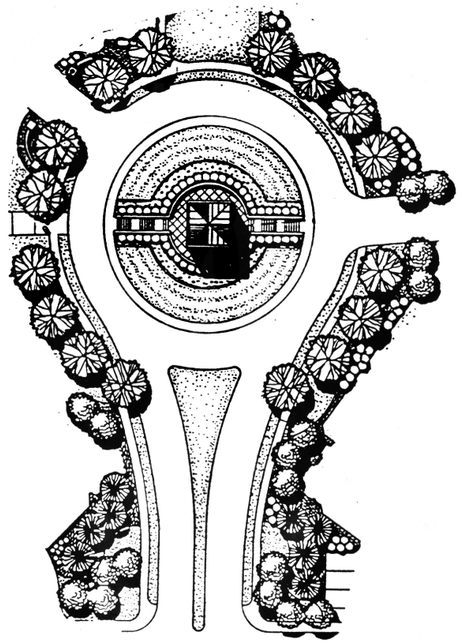
M. LOCAL STREET - TREE WELL

FIGURE 6-8

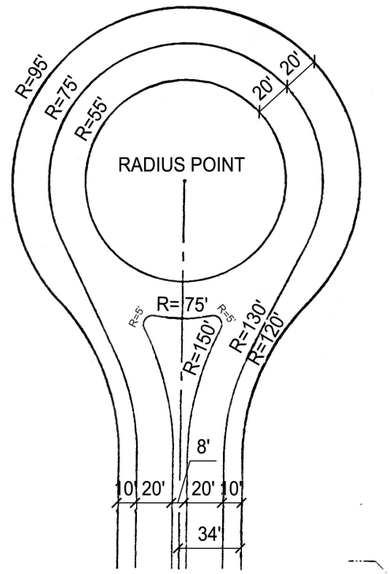
JUNE 2005

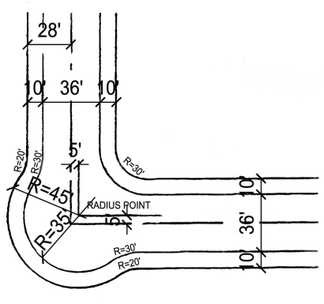
STREET SECTIONS (TYPICAL)

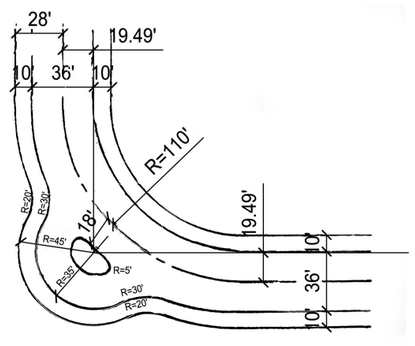
DOUGHERTY VALLEY



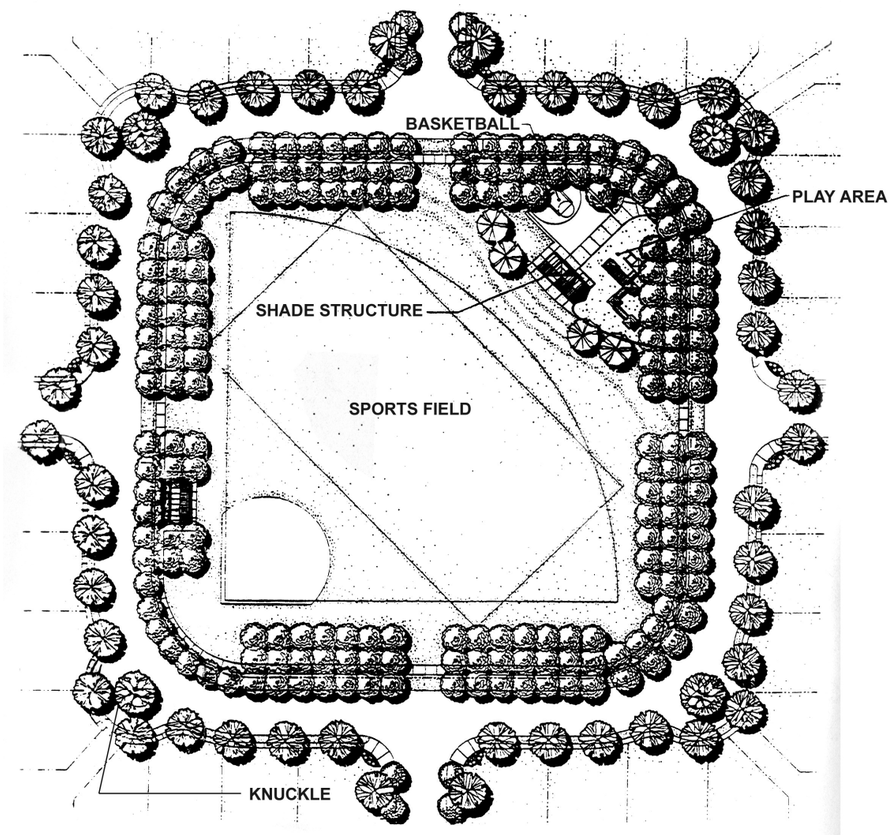
N. ROUNDABOUT







O. KNUCKLE



P. TYPICAL KNUCKLE USE

FIGURE 6-9

JUNE 2005

TRANSIT

DOUGHERTY VALLEY

LEGEND

- POTENTIAL LIGHT RAIL ROUTE
- MAJOR BUS ROUTE
- TRANSIT CENTER
- POTENTIAL LIGHT RAIL STATION
- PARK AND RIDE
- SHARED PARK AND RIDE
- POTENTIAL PARK AND RIDE
- POTENTIAL SECONDARY BUS ROUTES

FIGURE 6-10

JUNE 2005

Should mass transit be developed in the right-of-way reserved on Bollinger Canyon Road, light rail routes and service may replace some Dougherty Valley bus service.

Policy C-4: ***Provide an overall project design that will accommodate efficient and convenient transit routing and maximize transit ridership.***

The overall road system within the Dougherty Valley Specific Plan should be designed to accommodate a convenient and efficient routing for transit and/or transit access. Shelters and bicycle racks should be incorporated into the design of the streetscapes at all transit stops. Bicycle lockers should be provided at transit hubs and potential future rail transit stations. Where feasible, cul-de-sacs that back up to major arterials, arterials, or other transit routes, should have a pedestrian connection between the cul-de-sac and the road to allow convenient pedestrian access to the transit stops.

To maximize transit ridership, approximately 80% of the housing in Dougherty Valley should be located within one-quarter (¼) mile of a designated transit route. Transit service should be provided at a level that will collectively, with other transportation strategies, achieve the Bay Area Air Quality Management District (BAAQMD) goal for "average vehicle ridership" (AVR) or "vehicle to employee ratio"(VER).

Bus pullouts and the associated necessary rights-of-way should be provided along all public transit routes and all traffic signals should be designed with transit preemption devices.

Policy C-5: ***Provide rights-of-way for future transit systems.***

The rights-of-way for Bollinger Canyon Road and Dougherty Road at the southern end of the valley will be reserved for the potential installation of a light rail transit system. The right-of-way will provide a minimum of 40 feet for transit tracks and structures, with an additional eight feet of width at light rail stations. The transit right-of-way within Dougherty Valley on Bollinger Canyon Road and Dougherty Road shall be designed to accommodate the potential for vertical and horizontal alignment of a future light rail transit facility. Ultimately, such a transit system should be connected to the East Dublin/Pleasanton BART Station.

Although the typical sections for Bollinger Canyon Road and Dougherty Road show the future light rail transit in the median, an alternate location within the right-of-way may be more desirable. At this time, the most appropriate transit technology for Dougherty Valley is not known. Where the rail transit should be located in the right-of-way will depend on whether it is an at-grade, or an aerial transit or a high speed or a low speed operation. When the ultimate alignment for the entire light rail system is identified, a Dougherty Valley Rail Transit Study should be completed to determine the appropriate placement within Dougherty Valley.

Policy C-6: ***Provide park-and-ride locations along the arterial street network, to serve transit stops and to serve as meeting points for ridesharing.***

Right-of-way for major park-and-ride lots will be reserved adjacent to the major intersections of Bollinger Canyon Road and Dougherty Road. These major park-and-ride lots will be landscaped for screening and shade, while providing approximately two acres for up to 300 parking spaces. Smaller one-half acre 50-space parking lots could be provided near other major transit stops and connected to bicycle and pedestrian routes. Park and ride lots shall provide bike lockers. The design and placement of the park and ride lots should take into account any express bus service so that the express buses can utilize the park and ride lots as a transit stop.

In the Village Center, a shared parking arrangement between Dougherty Valley commuters and the proposed community college could potentially provide for daytime park-and-ride facilities on campus.

D. Alternative Travel Modes

Policy C-7: ***Encourage and facilitate the use of travel modes other than the private automobile for trips through and within Dougherty Valley.***

The roadway system and paths and trails are complementary. An inter-connected network of bicycle lanes and trails in combination with pedestrian walkways and paths will promote use of alternative forms of transportation. To help reduce commuter impacts, transit stops and park-and-ride facilities will be provided at key locations within the community. A right-of-way for future rail transit and proposed transit stops are also provided convenient to parking and trails.

Contra Costa County adopted and is currently implementing a Transportation Demand Management Ordinance. The County's TDM Ordinance will be extended to Dougherty Valley upon approval of the Specific Plan and Rezoning.

Policy C-8: ***Develop systems of safe and convenient bicycle routes, hiking and riding trails throughout Dougherty Valley.***

A complete network of routes for pedestrians, bicyclists, hikers and/or equestrians has been prepared as part of the Dougherty Valley development plan (see Figure 6-11: Trails). These routes employ the expanses of open space, creek corridors and the vehicular rights-of-way on the site. Along the easterly ridgeline, the trail is proposed to follow natural contours for ease of travel wherever feasible.

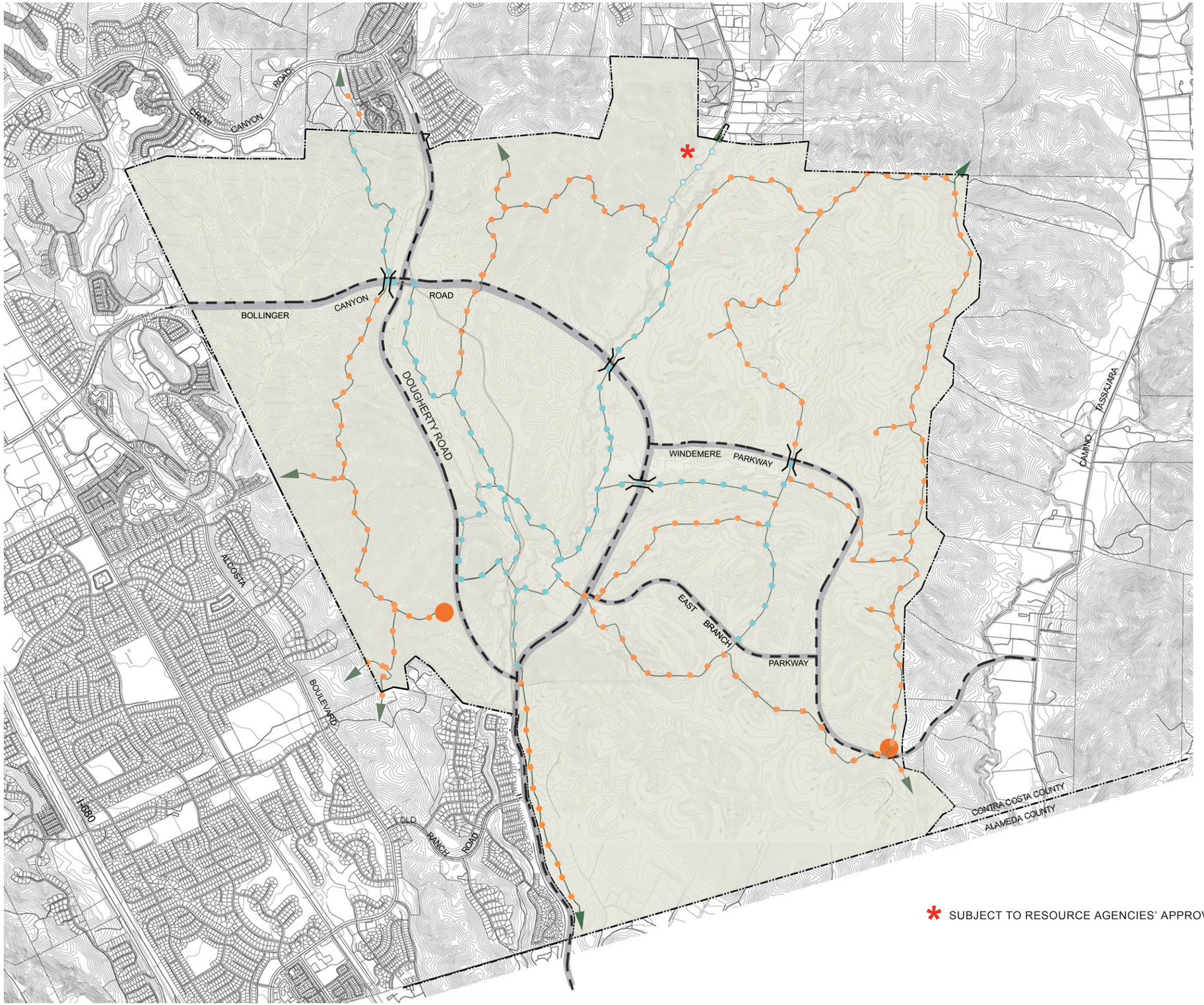
A multi-use trail (Class I bikeway) that provides a right-of-way for bicyclists and pedestrians will be installed along the edge of the West and Main Branches of Alamo Creek. The trail will provide access to the Village Center

TRAILS

DOUGHERTY VALLEY

LEGEND

- MAJOR TRAILS OR PATHS
- CLASS 2 BIKE ROUTE (BIKE LANE)
- STAGING AREA
- AT-GRADE TRAIL CROSSING/ OPTIONAL UNDERPASS *
- MULTI-USE TRAIL/CLASS 1 BIKE ROUTE



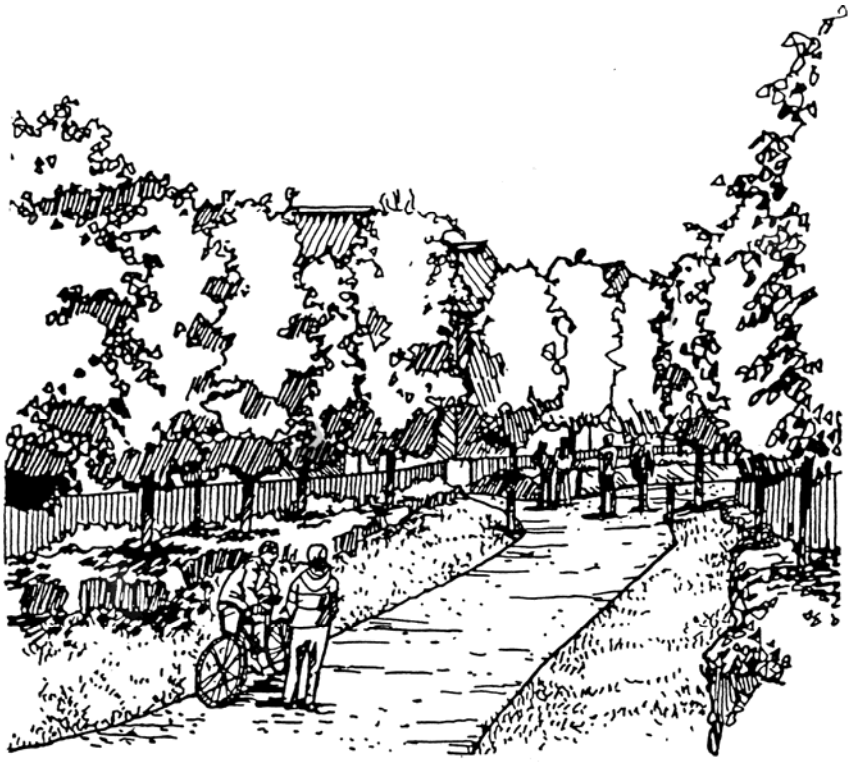
* SUBJECT TO RESOURCE AGENCIES' APPROVAL

FIGURE 6-11

JUNE 2005

and schools and will allow bicyclists to travel north-south through Dougherty Valley alongside the open space corridors.

A Class II bikeway (bike lane) provides a delineated right-of-way for use by bicyclists with limited through travel by motor vehicles and pedestrians but in combination with vehicle parking and pedestrian cross flows. Vehicular parking is prohibited along designated bike lanes. This type of bikeway will be designated on Bollinger Canyon Road, Dougherty Road, Windemere Parkway and East Branch Road.



Policy C-9*: Encourage and provide for the convenient and safe use of the bicycle as an alternative mode of travel.*

A system of safe on-street bicycle lanes should be provided for the community to access all neighborhood commercial areas, parks, convenience retail areas, transit hubs, transit stops, park and ride lots, the Village Center and the schools. Bicycle lockers and sheltered racks should also be considered at the Village Center, convenience retail areas, commercial areas, transit hubs and park and ride lots, to provide a secure place for the bicycle out of the weather. Bicycle racks should also be provided at transit stops.

Policy C-10: ***Locate intersections to facilitate recreational movement on trails across the major arterial streets.***

Within Dougherty Valley, a connected system of open spaces will be created by the creek corridors and perimeter ridges. Where arterial streets and these open space corridors intersect, they will be aligned to accommodate pedestrian and recreational movement across the streets and at grade crossings will be relied upon to connect trails or paths that intersect with major arterial streets. However, this policy does not preclude the possibility that a grade separation of a trail or path from a major arterial street could be accomplished using an underpass located in a creek corridor if such a structure would be permitted by the resource agencies.

Policy C-11: ***Encourage and maximize the use of alternative travel modes by providing connections between the various transportation facilities throughout the Dougherty Valley area.***

To the greatest extent possible, there should be connections between the bicycle circulation system and the future light rail transit stations, transit hubs, park and ride lots and transit stops. The pedestrian path and sidewalk system should provide short and convenient routing to the future light rail transit stations, transit hubs, park and ride lots, schools and transit stops.

Policy C-12: ***Encourage telecommuting as an alternative to the work commute for residents of Dougherty Valley.***

All homes in the Dougherty Valley Specific Plan area should be wired for the ease of home telecommuting. The design of homes should be such that they can be easily converted for telecommuting purposes. The need for setting aside an area for a telecommuting center in the Village Center should be reviewed with the Final Development Plan.

Policy C-13: ***Encourage and maximize the use of alternative travel modes by providing a public education system advising residents of commute alternatives and transit opportunities throughout Dougherty Valley.***

Information imparted to potential homebuyers in the Dougherty Valley area should include information on transit opportunities and commute alternatives. The provision for transit centers or electronic kiosks in the project should be considered at locations such as retail commercial sites, the Village Center, schools or transit stations to provide information to home owners on commute alternatives, transit routes, transit schedules, ticket sales, ride sharing opportunities, ride matching services, etc.

Policy C-14: ***Provide for a broad project level TDM program.***

The TDM program should consider transit options, such as micro shuttle service, school bus service and express bus service to major business centers in the area and to the rail transit station. The TDM program should be designed in a system wide context for the entire Dougherty Valley, not on a subdivision by subdivision level.

Policy C-15: ***To be consistent with Growth Management provisions of the County General plan, the Tri-Valley Transportation Plan (TVTP) currently under preparation is to be considered.***

As the Tri-Valley Transportation Plan becomes available and subsequent project environmental review occurs, the TVTP should be used wherever feasible to model Dougherty Valley transportation system characteristics in the same context as the TVTP.

E. Air Quality and Congestion Management

Policy C-16: Encourage the incorporation of design amenities throughout Dougherty Valley to further the objectives of the Clean Air Plan and to facilitate compliance with the County's Congestion Management Program.

Dougherty Valley is designed to accommodate the efficient and convenient use of transit as an alternative to the single occupant vehicle. The project design is intended to achieve the goal of the Bay Area Air Quality Management District for "average vehicle ridership" (AVR) or "vehicle to employee" ratio (VER). Public transit service, at levels commensurate with the adoption of the subregional deficiency plan, should be provided by the appropriate transit authority. Public education materials should be provided through transit centers and electronic kiosks, describing commute alternatives and transit opportunities to the residents within Dougherty Valley area.

The plan provides a right-of-way for a future rail transit line throughout the valley and provides a network of pedestrian/bicycle trails and bicycle lanes as a commute alternative and as a means of connection to the transit system. The plan encourages telecommuting as an alternative to the journey to work. The need for a telecommuting center will be analyzed with the Final Development Plan of the Village Center. Connectivity of all of the different modes of transportation will optimize the use of alternative modes of travel.

All of these alternative modes of transportation should be consistent with the improvements and programs identified by the Bay Area Air Quality Management District guidelines.

Support the County's goal of achieving a better jobs/housing balance by sharing information about the availability of affordable and market rate housing in Dougherty Valley with nearby job centers.

F. Parking

Policy C-17*: Provide parking facilities to adequately serve residential, commercial, retail, public facilities, schools, parks and recreation needs.*

Parking areas will be established which facilitate on-site/off-street parking. On-site parking for all major daytime destinations will be provided. Wherever a parking lot can be shared by multiple uses, it should be conveniently located to function in this manner.

Per County standards, the single family residential units will generally provide a minimum of two covered spaces per lot. Additional garage spaces may be provided pursuant to the community design guidelines. In higher density single family detached residential areas, one covered space per unit will be considered, if such housing is also near transit connections and if adequate driveway depth is provided.

The Village Center area will generally provide four (4) parking spaces per 1,000 square feet of commercial building space. This is consistent with the local-serving character of the commercial uses within Dougherty Valley. When planning for parking, consideration should be given to the timing of parking needs for adjoining land uses and, to the maximum extent possible, reciprocal parking agreements could be used to reduce the overall amount of land devoted to parking.

OPEN SPACE AND CONSERVATION

D

7. OPEN SPACE AND CONSERVATION

A. Introduction

The expanses of open space in Dougherty Valley will play a significant role in defining its residential areas and assuring that it is a desirable environment. Special topographic features such as ridges, creeks and valleys will contribute to a high quality of life, maintained as open space in and around the neighborhoods.

The primary purposes of this chapter of the specific plan are to describe how the open space resources of Dougherty Valley are to be preserved and enhanced and suggest the array of recreational opportunities that will be possible in open space areas. These open space resources will foster a sense of region, help establish a community identity, protect ecological values and create outdoor recreational opportunities for the region's populace.

Given the size, character and strategic location of Dougherty Valley, it can make an extremely important contribution to the region. The roughly 5,978 acres in Dougherty Valley are now between a major thrust of growth from the more central Bay Area cities and the open agricultural lands to the east. Today, development is occurring immediately to the north, west and south of Dougherty Valley and open space should be used to help define the appropriate balance between development and conservation in the area.

Open space plays an important role in the preservation and enhancement of natural resources. The ridges and creeks of Dougherty Valley double as scenic corridors while providing valuable habitat for a diversity of wildlife, including raptors that canvass the broad grassy ridges and slopes for their prey. A number of other birds and mammals find shelter and food in the numerous creeks and drainages that ribbon the Dougherty Valley landscape.

The open space within Dougherty Valley can also provide tremendous recreational opportunities for residents of the new community, as well as people within surrounding communities and the region. Parks such as the Sycamore Valley Open Space facilities to the northwest and the proposed Tassajara Creek Staging Area to the south are part of an overall regional park system that will ultimately link with Mount Diablo State Park to create a regional park network to which Dougherty Valley can make a valuable contribution. Developed community and neighborhood-serving parks are discussed in Chapter 8: Community Facilities.

Open Space and Conservation Goal: ***Establish a system of open space which improves ecological values, provides recreational opportunities, enhances the character of the region and contributes to a high quality of life in and around Dougherty Valley.***

The Dougherty Valley Specific Plan provides for an abundance of open space. More land has been set aside for open space than for development (see Table 3: Open Space/Parks and Recreation). Over 2,000 acres of the 5,978-acre site have been set aside as open space along the major perimeter ridges to form a part of the regional north-south linkages within Dougherty Valley. Additional open space acres lie in large internal areas. In addition, over 200 acres have been set aside along significant riparian corridors as open space for creek restoration, habitat enhancement with limited community recreational use. A major utility easement that cuts a broad swath 275 feet wide in a north-south direction through the site will remain as open space and over 350 additional acres are designated as community, neighborhood and smaller parks and golf. Altogether, there will be more than 3,200 acres in public open space to be preserved as improved or unimproved park land within Dougherty Valley as illustrated on the Land Use Plan, Figure 4-1. See Chapter 8: Community Facilities for a description of the parks and Chapter 10: Community Design regarding park character.

B. The Open Space Concept

Dougherty Valley will provide an extensive open space system that serves the local residential community and the region as a whole. The Dougherty Valley Specific Plan places unprecedented emphasis on planning and design of the area's open space system. The proposed conservation of natural resources that add to the quality and enjoyment of Dougherty Valley also create strong regional linkages and provide diverse recreational opportunities.

Often, in smaller scale developments, remnant parcels ill-suited for recreation and undevelopable slopes are set aside for open space dedication. In contrast, in Dougherty Valley the creation of a well structured and viable open space system has been of primary importance in establishing the parameters for the development. The process has solicited the active involvement of staff from the East Bay Regional Park District. In addition, concerned citizens and open space advocates were instrumental in establishing a strong vision for the creation of a coherent system of public open space and the conservation of natural resources within Dougherty Valley.

MULTI-PURPOSE TRAIL

SEPARATE USE TRAIL

The diverse open space elements within the Dougherty Valley Specific Plan work together to create a complete system, offering resource conservation, recreational opportunities and habitat enhancement. As Figure 7-1: Open

OPEN SPACE & CONSERVATION

DOUGHERTY VALLEY

LEGEND

- CREEK CORRIDOR
- OPEN SPACE

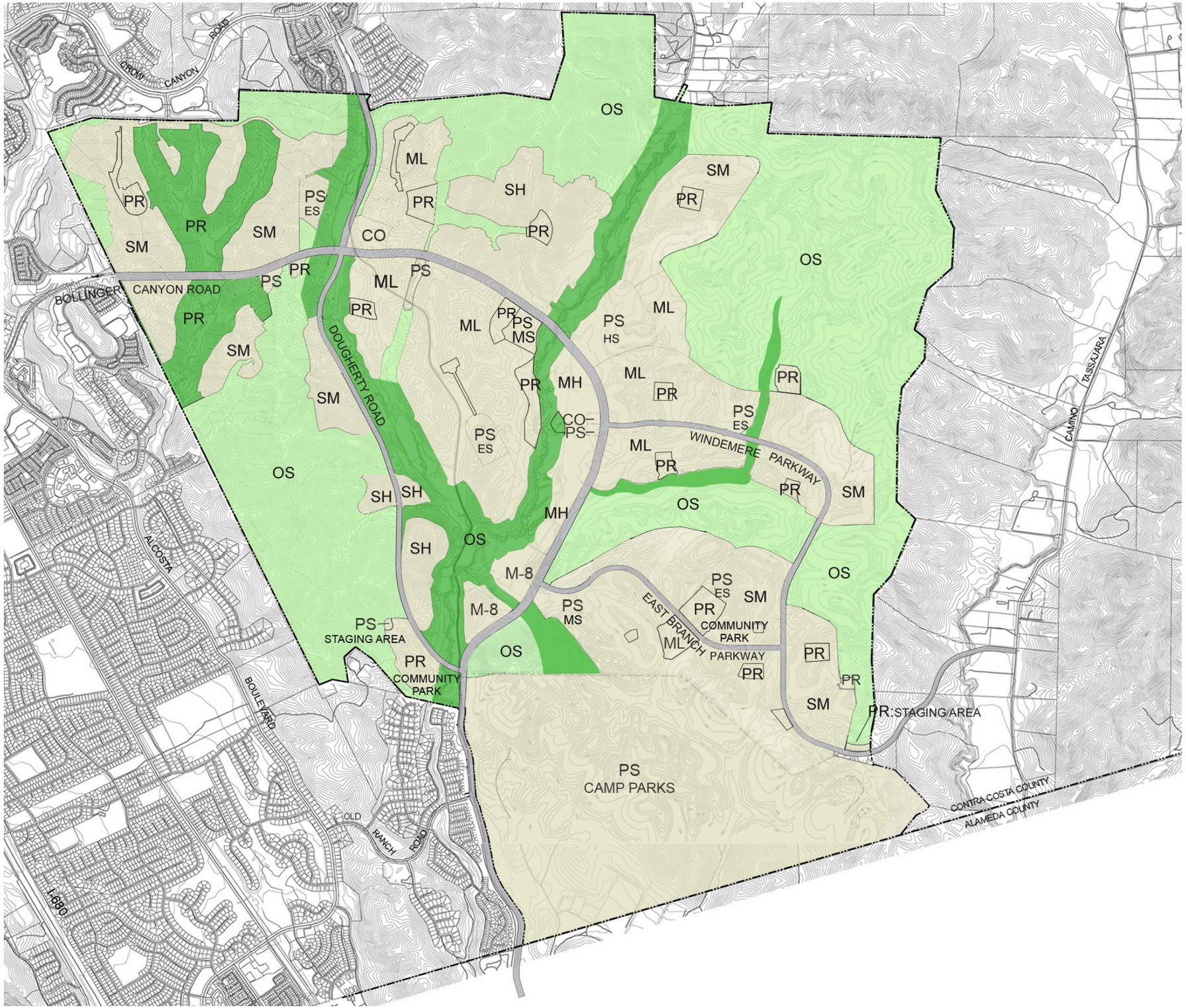


FIGURE 7-1

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*REVISED FEBRUARY 2007

Space and Conservation shows, the perimeter open space has been planned so that it leads directly to the dedicated or already offered public open space to the north and to the south. Within the site, the major creek corridors form the spine for a system with cross-valley connections that link the creek corridors and ridgetop open space areas. Community, neighborhood and pocket parks are part of the public park system, with many located adjacent to creeks or accessible to ridges. Thus, future residents will have the unique opportunity to traverse the entire site by foot, bicycle or horseback.

Policy OSC-1: ***Create a region-serving open space system which traverses the major perimeter ridges of Dougherty Valley and establishes a continuous network of open space corridors offering visual and physical links to the regional open space system.***

Dougherty Valley is juxtaposed between lands reserved for open space and planned for development. The valley is nestled within expanding corridors of open space which are intended to ultimately connect to the Tassajara Creek open space to the south, Mt. Diablo State Park to the north, the Morgan Territory to the east and Las Trampas Regional Park to the west. The major perimeter ridges which frame Dougherty Valley on the east and west provide direct links to the regional open space areas north and south of the valley (see Figure 7-2: Regional Parks and Trails). Their preservation as open space will reinforce the original structure of the valley and provide open views and vistas for the community and visitors. One would be able to traverse the entire site via a public trail system by foot, bicycle or on horseback.

Policy OSC-2: ***Set aside at least 55% of both the Shapell and Windemere properties as parks or open space lands.***

To ensure that the majority of both properties be maintained as open space, it is required that the final amount of open land on each property be at least 55%. Lands to be within this calculation, include parks, creek corridors, open space land, staging areas, detention basins, golf courses, deed restricted lands outside of individual home sites, private recreational facilities, playgrounds at school sites and other essentially undeveloped lands. While some of these lands will graded during development, these calculations shall be based on the ultimate uses of the land.

About 200 acres of the Shapell property is presently planned as a golf course. If during the refinement stages of the Final Map process it can be shown that development of a golf course is not feasible in the Coyote Creek area, the same amount of acreage will be reallocated as parks and recreation open space areas.

Policy OSC-3: ***Keep the perimeter ridges open and unobstructed, with minimum development for recreational use only. Large continuous areas of the perimeter ridges shall be dedicated to a public agency.***

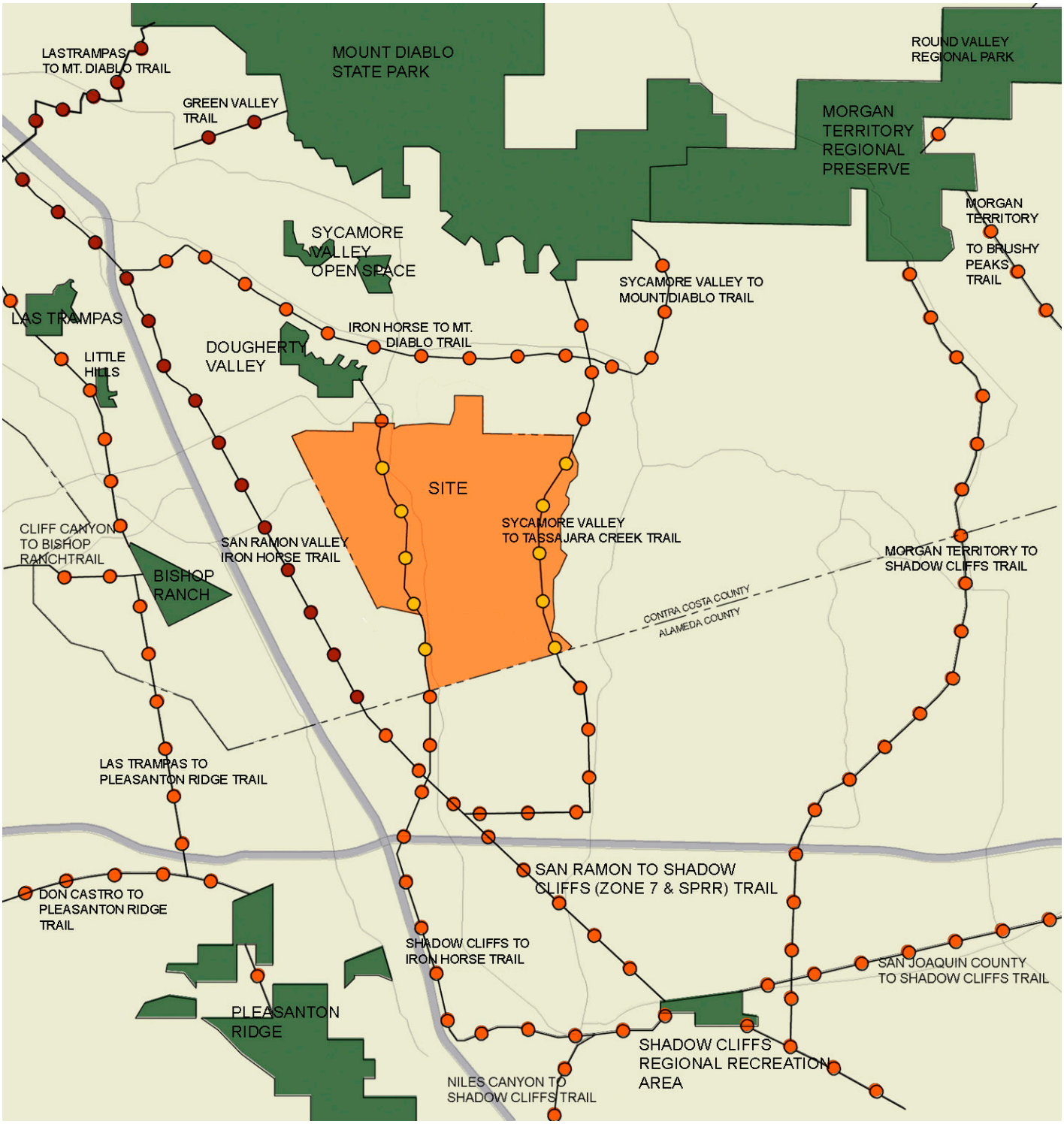
To preserve the open ridgetops, structures and towers or other vertical elements that alter the curving silhouette of the existing ridgetops, are not allowed. Water tanks will be buried or appropriately landscaped and set into the hillsides in areas that minimize adverse visual impacts. The major scenic ridges will be treated as major landscape elements that provide visual definition of the valley as a whole, with service areas provided at lower elevations, screened from view.

TABLE 3: OPEN SPACE/PARKS & RECREATION
DOUGHERTY VALLEY
(Excluding Camp Parks)

Land Use	Gross Acres per Landowner		Total Acres
	Windemere	Shapell	
Golf	---	200	200
Creek Corridors	70	165	235
Staging Area	<1	<1	1
Community Park	15	25	40
Neighborhood Parks[1]	26	32	58
Neighborhood Parks at School Sites Subtotal	E: 1 @ 5 AC. and 1 @ 6 AC. M: 1 @ 12 AC. H: 1 @ 17 AC. 40 AC.	E: 1 @ 10AC. and 1 @ 5 AC. M: 1 @ 10 AC. 25 AC.	65
Pocket Parks[2]	12	8	20
Unimproved Open Space (does not include slopes internal to residential areas)	1,107	1,147	2,244
Improved internal slope areas (6% of total gross acres)	139 ±	172 ±	311
Total Acres of OS/PR	**1,410**	**1,779**	**3,201**
Total Acres per Land Use Plan	**2,320**	**2,708**	**5,028**
% Open Space	**61%**	**66%**	**64%**

Note: These numbers are based on Table 1: Land Use Program.
[1] See Figure 8-1: Community Facilities for Neighborhood Parks.
[2] See Figure 10-4: Park and Trail Concept regarding Pocket Parks.
[3] See Table 5: Park Allocations regarding Tot Lots.
Source: PBR, January, 1993; REPS, December, 2004.

The integrity of the ridges as an unbroken land mass should be maintained not only to reinforce their visual prominence in the landscape but also to act as continuous recreational courses and wildlife habitat. Furthermore, uninterrupted open space can be more easily managed and maintained. Therefore, to the extent possible, breaks caused by roadways should be minimized. More specifically, roadway crossings over the West Branch and



LEGEND

- EXISTING PARKS
- EXISTING TRAILS
- PROPOSED TRAILS
- DOUGHERTY VALLEY PROPOSED TRAILS

REGIONAL PARKS & TRAILS
DOUGHERTY VALLEY

FIGURE 7-2

JUNE 2005

Main Branch of Alamo Creek should be configured to allow wildlife to utilize the creek corridor as a conduit to access the large open space areas on the perimeter of the project.

Policy OSC-4: ***Enhance the habitat value of the ridges and their potential to support a diversity of wildlife.***

The ridges and their slopes serve as range for raptors and potential habitat for other wildlife species. Wildlife values can be enhanced through careful planting of slopes with indigenous vegetation to provide cover and food, as well as through the development of small ponds and sources of water that are usable by wildlife and cattle. The ridges will need to be properly managed to protect against fire and erosion. Potential conflicts between wildlife/cattle and domesticated animals and pets should be minimized by fencing and provision of rules (e.g., leash laws) for pet use of open space areas.

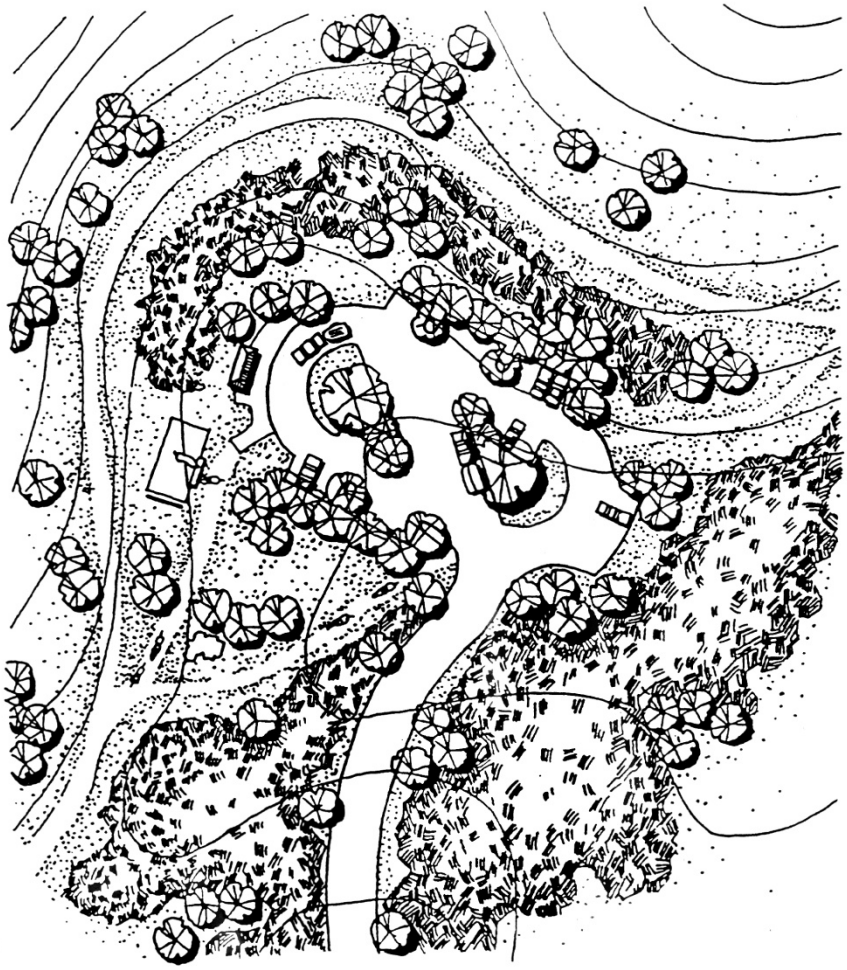
The ridge masses have tremendous potential for recreational use by those hiking, riding horseback, or mountain biking. They give people the chance to experience the landscape with expansive views to the San Ramon Valley, Mt. Diablo, the future community in Dougherty Valley and existing rural areas to the east.

A continuous system of trails will be provided to take advantage of the recreational potential of the area. These trails could intersect roads in adjacent development areas, doubling as fire roads and recreational access. Alignments should be coordinated with the East Bay Regional Park District to ensure linkages to existing dedicated or offered open space.

Policy OSC-5: ***Provide staging areas for the ridgetop trail system at key locations for trail access, parking, maintenance and interpretive signage. Design these staging areas to serve jointly as park and ride facilities.***

One staging area should be provided within the western ridge system that would allow for equestrian access and one within the eastern ridge system.

These staging areas can serve a number of functions for the ridgetop trail system. Not only do they provide a formal threshold into the regional trail system, they can also provide interpretive signage of significant geological, ecological or visual points of interest at key locations. Also, staging areas can provide necessary maintenance facilities, parking for autos with horse trailers, hitching posts, water troughs, restrooms, drinking fountains, public telephones and trash receptacles. A plan of a typical staging area is illustrated in the Staging Area Concept shown on the next page. The establishment of park and ride requirements within the staging area should be coordinated with the appropriate transit agencies.



Policy OSC-6: ***Establish viewshed buffer zones of a minimum of one hundred feet between the major ridgetops and the development areas.***

The residential areas in Dougherty Valley have been located so that no housing is closer than 100 feet to a major ridgeline. But in some areas, private homes and backyard areas adjoin public open space. In these cases, an open space buffer zone should be established. This buffer zone should be an area of open space that is specially managed and maintained. As discussed in Chapter 9: Utilities, it should be adequate to assure fire protection for nearby residences. It may include some forms of fencing to protect open space areas from encroachment by pets, although fences in these areas should not diminish the visual quality of the open space. Slopes within the transition zone are to be revegetated using drought-tolerant and fire resistant plantings and minimized irrigation. Furthermore, these buffer zones should be well planted to screen development areas from public view where appropriate.

Policy OSC-7: ***Open Space and Regional Trail linkages shall be coordinated with the East Bay Regional Park District, GHAD, the Town of Danville, the Cities of Dublin and San Ramon.***

In an effort to make the open space resources of the Dougherty Valley truly a part of a subregional system, efforts will be made to coordinate these facilities to create logical boundaries, trail routes and trail connection points. The EBRPD, San Ramon, Contra Costa County and GHAD will provide leadership in this coordination effort.

C. Creek Corridors

Policy OSC-8: ***Reinforce the visual prominence and wildlife value of significant creek corridors and provide for multiple active and passive recreational uses.***

The Main Branch, East Branch and the West Branch of Alamo Creek are the primary tributaries that have shaped the central portion of Dougherty Valley. Although in a degraded condition, they can provide natural resource values to the area and act as habitat conservation areas for protected indigenous species. In addition, several other creek corridors are capable of providing productive habitat that supports a variety of wildlife, including birds, small mammals, amphibians and fish. Improvement and enhancement of these corridors will provide opportunities for recreational uses, in addition to furthering their ecological values. The multiple uses for the creek corridors are to be accommodated once agreements are reached between the landowners and the resource agencies responsible for the protection of threatened or endangered species that may inhabit the creek corridors.

Policy OSC-9: ***Establish a primary creek corridor system to serve as a multi-purpose linear greenway and storm water management system.***

A primary creek corridor system will establish the basic structure of open space within the valley floor and will link the major open space and development areas through a system of trails. This linear open space along the edges of the Main, East and West branches of Alamo Creek could provide a unique pedestrian, equestrian and bicycle orientation to Dougherty Valley and a public focus that is unique to the community vision for Dougherty Valley. This over 200-acre creek corridor system could accommodate dispersed recreational facilities such as bocce, tennis or volleyball courts and also create opportunities for lifestyle that is less reliant on automobiles for travel throughout the site.

In addition, trails between the neighborhoods, schools, parks and community activity areas of the Village Center, will be incorporated within a comprehensive system, providing connections throughout Dougherty Valley. Trails for bicyclists, pedestrians and equestrians could meander along the two primary creek corridors. These improvements can be focused alongside

a more developed bank, establishing a more active zone, with the opposite side of the creek taking on a quieter mood and character, supportive of wildlife habitat and biologic values.

The primary creek corridor system will be improved for erosion control, storm drainage and habitat enhancement. Detention basins for flood control will be carefully integrated into the creek system to provide the required flood protection for the development and could, if properly designed, also provide recreational amenities. For example, where a school/park site occurs along the creek corridors, playfields may be integrated into the basin design, where feasible, to allow for joint use.

Policy OSC-10: ***Establish a hierarchy of creek improvements that reflect the role and importance of individual drainages and which add to the identity, amenity and biologic diversity of the valley.***

As development occurs in Dougherty Valley, many natural features will be affected. Certain creeks, (or portions of creeks) or minor wetlands may be filled. Some mature trees may be removed and existing habitat areas relocated or expanded. While many of the open space areas will be greatly enhanced in terms of environmental quality, specific mitigations will be identified for the loss of other environmental resources. These mitigation areas will be developed in specific locations so that they serve multiple functions in enhancing the environment and enriching the habitat for wildlife. Development and maintenance of these mitigations will be provided for in the financing plan for Dougherty Valley.

As illustrated in Figure 7-3: Creek Improvements, varying levels of improvement are proposed for individual creeks based upon their relative importance within the hierarchy of creeks in Dougherty Valley and upon their existing and potential natural values to support wildlife. They include existing creeks to be improved and creeks to be regraded and re-established. The majority of the creeks within Dougherty Valley are envisioned to be improved and to remain in place; a few are to be regraded and established in a new configuration, and for the relatively few creeks to be filled, potential mitigation areas have been identified, as explained in Chapter 13: Implementation.

The proposed creek corridors vary in width to reflect their relative importance. Major creek corridors would average 300 feet in width with fluctuations based on individual design and engineering considerations in order to provide adequate space for the full range of biologic, hydrologic and recreational improvements. At the other end of the spectrum, smaller creeks and drainages are to be maintained within a 50-foot corridor (see Figures 10-1 – 10-3: Creek Corridors Sections). A comprehensive Creek Restoration Plan shall be submitted prior to approval of the first tentative map for each property ownership.

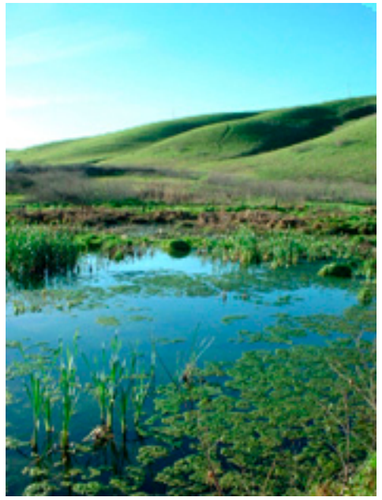
Policy OSC-11: ***Stabilize the creeks, utilizing a combination of vegetation and environmentally sensitive stabilization techniques.***

CREEK IMPROVEMENTS

DOUGHERTY VALLEY

LEGEND

- **ENHANCED EXISTING CREEK CORRIDORS**
  CREEKS TO BE IMPROVED AND MAINTAINED
- **RECREATED CREEKS**
  CREEKS TO BE RE-ESTABLISHED NEAR CURRENT CONFIGURATION
- **POTENTIAL WETLANDS MITIGATION AREAS**
  (OTHERS MAY BE CONSIDERED)



NOTE; VARIATION IN CREEK WIDTHS DEPENDENT UPON SITE DESIGN CONSIDERATIONS. SEE FIGURES 21A, 21B, 21C.

FIGURE 7-3

JUNE 2005

Structural stabilization will require extensive reshaping and thus disturbance of the existing creek system. However, in their present condition, the incised channel, steep banks and lack of vegetation of creeks on the site create degraded habitats and represent safety hazards. In addition, the top of the creek banks are too high above the present water table to support riparian vegetation. The system is not stable and erosion will continue to cause channel deepening, bank collapse, and sediment transport with deposition downstream. An active reshaping and stabilization program will produce a stable riparian system with increased aquatic, wildlife and recreational values.

Policy OSC-12: ***Allow the linear creek corridor to be publicly visible and accessible from surrounding areas.***

To enhance visibility of the creek corridors and allow maximum accessibility to them, thereby encouraging defensible space, it is preferable to locate roadways adjacent to the improved creek corridors, rather than private homes and backyard areas. Roadways serve as the most effective boundary and transition between open space and development areas. They create a clean break between public and private lands, dissolving any ambiguity between the two. Furthermore, they serve as points of orientation for residents and visitors.

Visibility can also be enhanced by the planting of appropriate riparian trees and oak woodland species. This habitat will provide roosting and nesting cover for birds and a healthy environment for other species of wildlife.

D. Conservation of Environmental Resources

Dougherty Valley is a landscape that has been intensively used for cattle grazing for more than one hundred years. Unlike native California hillside environment, it is not carpeted in a rich mosaic of grasses, chaparral and oak trees, but rather supports primarily exotic grasses and a handful of oak trees. Hillsides show signs of erosion, creeks are deeply incised, and some of the native oaks that exist on the site may be threatened by increased run-off from upstream development areas. Compared with less intensively used or more natural landscapes, Dougherty Valley can be characterized as a disturbed landscape with relatively limited ecological value.

The development of Dougherty Valley thus offers a tremendous opportunity to enhance the environmental qualities of the site. Within the open space and development areas, tree planting can provide food and cover for wildlife. Creek improvements and enhancement better serve hydrologic demands and can help to create a more productive landscape necessary to support a diversity of vegetative and wildlife species. Continuous corridors along the creeks and ridges will further expand the potential range of wildlife and the opportunities for sustenance. Careful design of stormwater retention facilities will promote percolation and decrease run-off rates, thereby providing more valuable habitat areas that support a wide variety of birds and animals. The preservation of large, contiguous areas as open

space and the careful management of these resources will be of ecological benefit now and for many years to come.

Policy OSC-13: ***Protect any significant trees in areas planned as open space in Dougherty Valley or plant new trees on a 10 to 1 basis for any removed.***

Very little of the native California landscape exists today in Dougherty Valley, in part as a result of many years of intensive cattle grazing over most of the property. However, a few isolated mature oaks can be found, primarily along the northern reaches of the main branch of Alamo Creek. These merit protection during and after construction. Replacement trees shall be at least fifteen-gallon sized trees.

Policy OSC-14: ***Ensure the consistent quality of the proposed Dougherty Valley ridgetops and creek corridors at the edge of adjacent development through coordination between the appropriate agencies to ensure proper linkage and continuity of treatment.***

In most cases, the major open space within Dougherty Valley adjoins lands that have not been offered or dedicated as public open space. Currently, development is being planned to the south and the north. As these developments take shape, it will be very important to coordinate with the appropriate public agency to ensure that the possible connections and transitions are made, for continuity of the countywide system and to ensure public access to significant public lands.

Policy OSC-15: ***Provide for wetlands which will increase the acreage of wetlands within Dougherty Valley.***

To the extent practicable, filling of wetland habitats will be avoided. Any necessary filling requires appropriate permits and agreements from both the United States Army Corps of Engineers (Section 404 permits) and the California Department of Fish and Game (Streambed Alteration Agreements). A wetlands mitigation plan that complies with the U. S. Army Corps of Engineers no net loss policy will be submitted as part of the development applications. Figure 7-3: Creek Improvements shows potential mitigation areas. These and other areas will be considered to assure that all necessary requirements are met.

Policy OSC-16: ***Ensure geologically sensitive development through engineering design regulation and review to avoid soil erosion, downstream flooding, slope failure, loss of vegetative cover, high maintenance costs, property damage and reduced visual quality.***

A geologic and hydrogeologic review of the site has been prepared to facilitate early detection and understanding of potential adverse geologic conditions therefore ensuring geologically sensitive development and mitigation through siting. The geologic review provided information needed

to establish minimum guidelines for grading and construction. This information was prepared in consultation with a registered geologist / certified engineering geologist.

COMMUNITY FACILITIES

D

8. COMMUNITY FACILITIES

A. Introduction

Historically, key civic elements such as cultural, educational and municipal buildings, parks and town squares were developed to meet community needs, imparting a special identity and sense of place. The townscapes of traditional American communities were punctuated with a common or town square ensconced by civic buildings, churches and churchyards along the main street and large parks located at the heart of the community. All of these facilities provided the setting for the public life of the community.

More recently however, rapid and piecemeal growth, shrinking government coffers and escalating land costs have often resulted in developments lacking adequate schools, parks and other vital community facilities. When developed, such facilities are often poorly located.

The comprehensive planning of Dougherty Valley provides the opportunity to develop facilities that address the needs for recreational, educational, social and cultural experiences of the new residents who will live here. In the Specific Plan, a spectrum of these facilities is arranged in a manner that adds definition to the neighborhoods and the entire community.

B. The Need for Community Facilities

Current demographic trends indicate that there will be great diversity in the composition of Dougherty Valley households. The traditional family household comprised of two parents, including a single breadwinner and their children, is being replaced by two income families, single-parent families and single-person households. In general, the population is growing older, giving rise to growing numbers of senior citizen households. This approaching diversity warrants development of a range of community facilities that meet the special demands created by each of these different groups. A sustainable community affords neighbors opportunities for social interaction with one another. These needs are best met with community facilities that are woven into the community fabric so as to create a network of vibrant public places. The proposed facilities are shown in Figure 8-1: Community Facilities.

Community Facilities Goal: ***Provide necessary community facilities and ensure adequate provision of services to accommodate the changing needs of the Dougherty Valley community.***

Dougherty Valley will provide substantial endowment of public facilities to Contra Costa County and the surrounding region. The plan calls for the development of a variety of community facilities, as shown in Table 4: Community Facilities, to serve the needs of the new residents, in many instances improving existing levels of service for others as well.

TABLE 4: COMMUNITY FACILITIES
DOUGHERTY VALLEY

Community Facility	Quantity	Gross Acres per Facility	Total Gross Acres
Schools [1]			80 AC
Elementary	5	5	25
Middle [2]	2	10	20
High[3]	1	15-28	15-28
Parks			144-224 AC
Pocket Parks	10	1-3	12-36
Neighborhood Parks	8	3-10	24-80
Neighborhood Parks at school sites	E 5 M 2 H 1	5-10 10-12 17	28.1 22 17
Community Parks	1	15-25	40
Staging Areas	1	1	3
Service Center	1	3	3
Creek Corridors			235 AC
Creek Corridors	---	235	235 AC
Public/Semi-Public			203 AC
Religious Facilities	1	3	3
Golf Course	1	200	200
Civic Facilities			10-13 AC
Library	1	<1	<1
Community Center	1	<1	<1
Senior Center	1	<1	<1
Day Care	1	<1	<1
Fire Station(s)[4]	1	>1	1
Police Substation	1	<1	<1
Community College[5]	1	7	7

Source: PBR, January, 1993 and April 1996; REPS, June 2005.

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[1] Schools do not include neighborhood park acreage at school sites, See Table 3.

[2] If a Middle School is not needed on the Shapell property, that area shall be utilized as project open space. If the middle school or high school is not needed on the Windemere site, that area shall be used as SM residential.

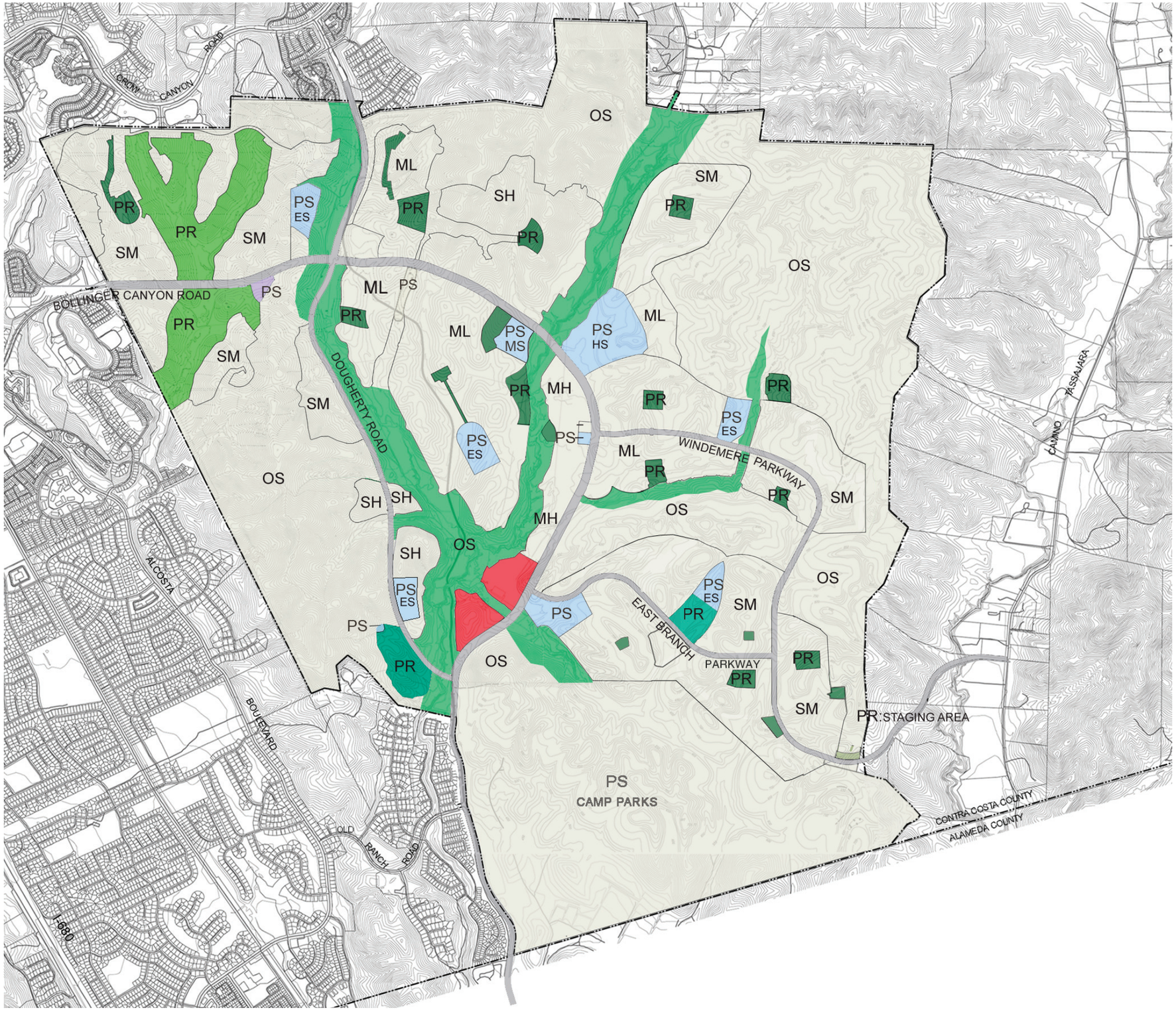
[3] See Note 2.

[4] If these sites are not required for fire stations, the land use designation reverts to the adjoining residential designation.

[5] Community College will be accommodated in the Village Center. Acreage is approximate.

COMMUNITY FACILITIES

DOUGHERTY VALLEY



LEGEND

- **VILLAGE CENTER**
  LIBRARY, COMMUNITY CENTER, COMMUNITY COLLEGE, SENIOR CENTER, DAY CARE, POLICE SUBSTATION
- **COMMUNITY PARK**
- **HABITAT CONSERVATION CORRIDOR**
- **PUBLIC/INSTITUTIONAL USES**
- **NEIGHBORHOOD PARK**
- **GOLF COURSE**
- **RELIGIOUS FACILITIES**
- **STAGING AREA**

FIGURE 8-1

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*REVISED NOVEMBER 2013

Policy CF-1: ***Provide an array of community facilities which enhance the safety and enjoyment of living, working and playing in Dougherty Valley.***

In addition to schools and parks, sites for a library, community center and senior facility are needed to serve the Dougherty Valley community. New residents within Dougherty Valley will create the demand for a branch library, a community center, day care and senior center facilities. The community center is intended to be suitable for bingo games, weddings, lectures, bazaars and myriad other social and/or cultural gatherings. Similarly, the senior center is anticipated to offer rooms for gatherings of all sizes. These will be integrated with retail and civic activities as described in Chapter 10: Community Design. Space has been allocated within the Village Center for the development of these civic facilities, so that they will be central and readily accessible. School children, seniors, teens and others will then interact here, as each person pursues leisure time activities.

C. Schools

Policy CF-2: ***Provide new schools to serve Dougherty Valley students which are conveniently accessible via a network of streets, pathways and trail connections.***

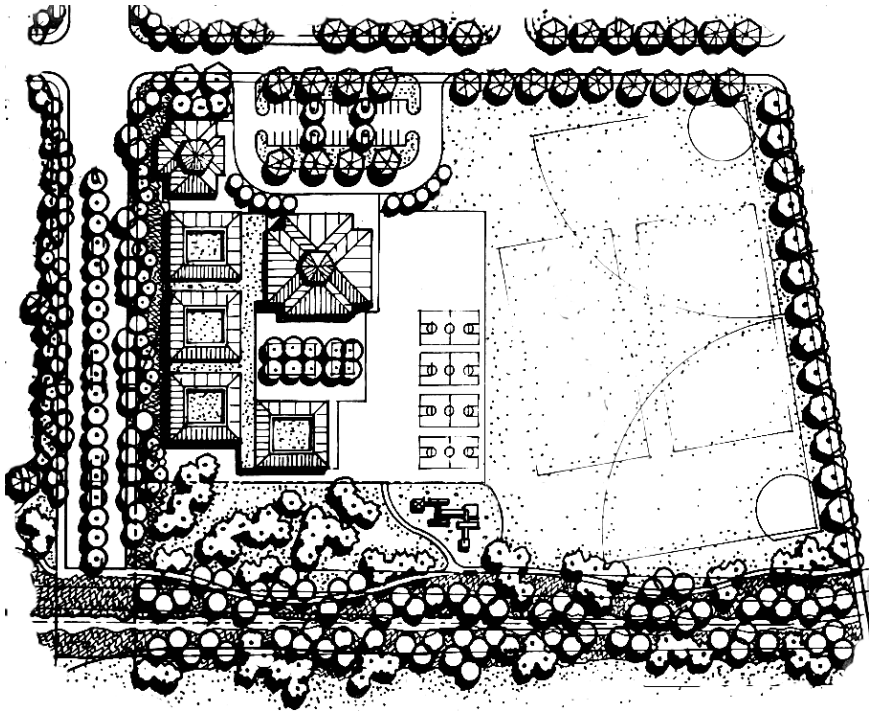
Over the past decade, the development of adequate school sites has not always kept pace with new residential development, leading to crowding at some schools, increased busing and odd service boundaries. Since Dougherty Valley will be primarily a residential development, the provision of new schools that are readily accessible to students is necessary.

The projected need for a school site is based on standards developed by the San Ramon Unified School District that correlate pupil generation rates with housing types. School size and acreage requirements are based on the current school district and County General Plan standards. If Dougherty Valley is built out to its maximum allowable population, the San Ramon Unified School District's projections indicate a potential need for four new elementary schools, two new middle schools and one new high school, all of which are accommodated within the planning area.

Each elementary school is planned as a 10-acre school/park complex centrally located to serve the student population nearby. Access will be provided along local streets. The 15-20-acre middle school sites are also conveniently situated near trails and transit. The 40 to 50 acre site set aside for the high school is near to a major arterial and valley trails. Should it be determined that a site is not needed for a high school, it could be developed with residential or Public/Semi-Public uses, so long as the playfields component is provided in any case.

Consistent with current county and school district practices, all of the schools are assumed to be joint use facilities. Each of the high, elementary and middle schools has been planned as a school/park complex; with parks

located adjacent to the school facilities. Child care facilities are also planned in conjunction with the elementary schools.



It is anticipated that the playfields on all of these school sites will be used by the public except when school is in session. This will allow for enhanced community and school recreational programs and overall efficient management and use of recreational facilities.

The Contra Costa Community College District currently operates three college campuses: one each in Pleasant Hill, Pittsburg and San Pablo. There is also the Center For Higher Education in San Ramon. Due to the growing demand for higher education and growth of the San Ramon Valley area, the District has identified a critical need for a full service community college in the San Ramon Valley. This plan accommodates a Community College in the Village Center

D. Child Care

Policy CF-3: ***Provide child care facilities at locations that allow easy access, convenience and multi-purpose use of available facilities, such as schools.***

With the growing number of households supported by two wage earners or a single parent, there is a growing need for child care services for pre-school and school-age children. Child care facilities have been developed at elementary schools elsewhere in Contra Costa County to help address the need for school-age child care. New elementary schools developed in Dougherty Valley should likewise be planned with consideration for adequate public child care facilities for before- and after-school care. The

development of neighborhood parks adjacent to schools provides improved opportunities for after-school recreational programs. There are additional opportunities to establish child care operations within the Village Center and private in-home services within the residential neighborhoods. Services and programs offered by religious institutions and private businesses are also encouraged.

E. Parks

Policy CF-4: ***Develop a wide range of park facilities to serve Dougherty Valley community recreational needs.***

Within Dougherty Valley, park facilities ranging from small neighborhood greens to large regional open space areas are planned to offer a variety of recreational opportunities for Dougherty Valley and residents from surrounding areas. The largest proportion of land, about 3,000 acres or more than 55%, is dedicated to park and open space uses.

Two Community Parks are planned: a 30-acre park on Shapell property and a 15-acre park on Windemere property. They will both contain playfields that will support the recreational vitality of Dougherty Valley. A park system follows alongside the Alamo Creek corridors, offering intermittent parklands and play facilities such as tennis or volleyball courts and children's play apparatus. In addition, neighborhood parks ranging in size from 5 - 10 acres are proposed in the heart of each neighborhood. Neighborhood parks are associated with each of the seven school sites. The remaining neighborhood parks will be located internal to the neighborhoods or along the creek system, adjoining larger regional open space lands or along access to the local and regional trail system. Where neighborhood parks are not required, pocket parks will meet local residents' needs (see Figure 10-4: Park and Trail Concept). Requirements for tot lots in denser residential areas will further enhance the livability of those areas. Within Dougherty Valley neighborhoods, parks and schools with associated amenities are used as focal points that create identity and a setting for neighborly interaction within residential districts.

In this park system, provision is made for a full range of recreational activities, including active sports (e.g., playfields), linear sports (e.g., jogging, walking, bike riding), passive sports (e.g., picnicking, sitting), socializing and specialized activities for particular age or interest groups (e.g., swings or lawn bowling). With approximately 29,000 new residents in Dougherty Valley, on the Shapell and Windemere portions 188.5 new acres of parkland would be required on the basis of 6.5 acres per 1,000 persons. As Table 4: Community Facilities indicates, the plan provides for a range of 144-224 acres of pocket, neighborhood and community parks and more than 200 acres within the creek linear park on the Shapell and Windemere properties.

F. Cultural Facilities

Policy CF-5: ***Encourage the development of cultural facilities within the Village Center and on school sites.***

With the development of a new community center, a branch community college, and Dougherty Valley schools; there are opportunities to incorporate space for cultural uses. Within the development program for these facilities, amphitheaters, performing art spaces and exhibition areas are encouraged.

Policy CF-6: ***Allow the development of religious institutions on sites that are suitable and complementary to surrounding land uses.***

New residential development in Dougherty Valley will generate the need for facilities for religious assembly. Due to the high cost of land and difficulty in obtaining adequately sized parcels, new buildings for religious assembly are typically designed to accommodate larger congregations and space for a variety of services, such as community meeting space and child care services. Religious institutions often provide architectural landmarks that strengthen the identity of an area. Recognizing these several potential uses of new religious institutions, suitable sites that provide easy access are designated as public/semi-public uses along Dougherty Road and East Branch Parkway. Shared parking arrangements and shared use of religious buildings for spiritual and community uses, such as day care centers, should be undertaken wherever feasible.

G. Public Safety

Policy CF-7: ***Provide up to two sites for the development of two fire stations, one possibly within the Village Center.***

An approximately one acre site will be reserved along the west side of Bollinger Canyon Road for the development of a fire station. This centralized location can most effectively serve the new community.

Policy CF-8: ***Provide a substation for the timely provision of police services for Dougherty Valley residents. The County Sheriff Department currently provides police services for Dougherty Valley. When annexation to San Ramon occurs, the city will provide police service to the area from a substation located within the Village Center.***

UTILITIES

D

9. UTILITIES

A. Introduction

The location of Dougherty Valley facilitates convenient connections to existing services. For the most part, surrounding development has extended utilities to the boundaries of the Specific Plan area to the north, west, and southwest, thereby providing multiple opportunities for service connection points. As a result, utility planning for Dougherty Valley can maximize the use of existing connection options to minimize costs, servicing the new community without adverse impacts upon the neighboring communities.

Utilities Goal: ***Provide the necessary additional utilities and public services to meet the needs of the future population of Dougherty Valley while meeting applicable County standards.***

The following sections describe considerations for extending facilities and services for domestic water, water reclamation, wastewater, storm drainage, electricity, natural gas, telephone, cable, telecommunications and fire protection.

B. Water

Policy U-1: ***Ensure provision of water service to meet the needs of Dougherty Valley at buildout, using the most suitable service providers.***

East Bay Municipal Utility District (EBMUD) has the capacity and facility proximity to conveniently extend domestic water services into Dougherty Valley. The Coyote Creek area of Dougherty Valley has already been annexed to EBMUD. However, EBMUD was not willing to provide this service beyond Coyote Creek area until the year 2002. Dublin San Ramon Services District (DSRSD) has determined that serving the Dougherty Valley will be a benefit to the existing customers of DSRSD as new Dougherty Valley customers will help to spread existing fixed capital costs over a greater customer base, thereby reducing rates to existing customers. DSRSD has annexed Dougherty Valley, except for the Coyote Creek area that is under EBMUD's jurisdiction, and will serve the annexed area.

Policy U-2: ***Ensure portable water supplies are sufficient in quality and quantity to provide for domestic consumption and fire protection.***

(1) Supply

The Dublin San Ramon Services District (DSRSD) will be the provider of potable water for the Dougherty Valley under this Specific Plan, except for that portion under EBMUD's jurisdiction. The California Superior Court has

validated the capability of DSRSD through Zone 7 to provide water to serve the build out of Dougherty Valley.

DSRSD currently purchases treated potable water from Alameda County Zone 7. This water is then retailed to DSRSD customers through a system owned and operated by DSRSD. The water that is wholesaled to DSRSD by Zone 7 is obtained from a combination of the local groundwater basin and a contract with the State of California for State Water Project (SWP) water entitlement.

Zone 7 has entered into a contract to buy a permanent supply of up to 7,000 acre feet of SWP water entitlement. Approximately 4,400 acre feet of water are needed in Dougherty Valley at project buildout (exclusive of the Coyote Creek area which will be served by EBMUD). The amount of SWP water entitlement that has been purchased is greater than the water demand for the Dougherty Valley in order to address the following issues:

- The amount of SWP water delivered is projected to be less than the actual water entitlement obtained because of droughts and new environmental restrictions on the SWP water supply delivered through Delta pumping facilities.

- Losses that may occur in the water system between the location of the SWP facilities and the location of the user in Dougherty Valley.

- Losses that may occur in groundwater storage facilities.

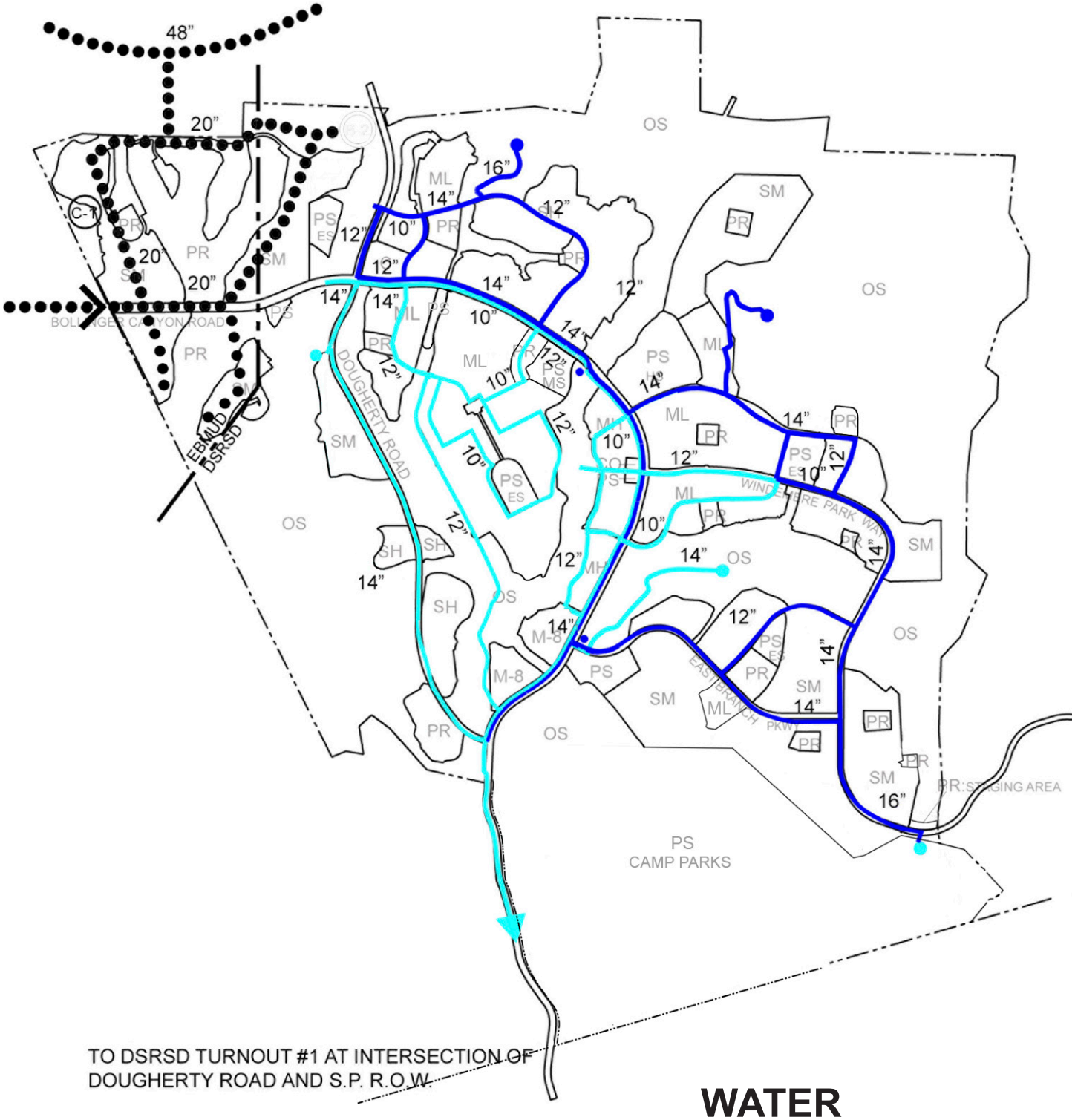
Additionally, should further pumping restrictions be placed on Delta pumping facilities and 7,000 acre feet prove to be an insufficient quantity to serve the Dougherty Valley, DSRSD has the option to increase the amount of transferred SWP water by as much as 5,000 acre feet per year, thereby assuring that Dougherty Valley will not impact existing supplies.

(2) Treatment and Distribution

The water entitlements purchased to serve the Dougherty Valley will be delivered to DSRSD in basically the same manner in which DSRSD currently provides water for distribution to its existing customers.

SWP water will be pumped through the Harvey O. Banks Pumping Plant into Bethany Reservoir. This water will then be conveyed from Bethany via the South Bay Aqueduct (SBA) to existing or new Zone 7 facilities. (If Zone 7 chooses not to convey and/or treat the purchased SWP water DSRSD could construct new treatment and conveyance facilities).

Existing DSRSD storage reservoirs and water transmission lines are located to the south of Dougherty Valley. DSRSD will serve Dougherty Valley by extending a 24 inch water up Dougherty Road from DSRSD Turnout No. 1 which is located at the intersection of Dougherty Road and the Southern Pacific right of way. By extending service to Dougherty Valley DSRSD will



LEGEND

DSRSD

- ZONE 3 POTABLE MAIN
- ZONE 2 POTABLE MAIN
- ZONE 3 RESERVOIR
- ZONE 2 RESERVOIR
- ZONE 3 PUMP STATION

EBMUD

- EXISTING PIPELINE
- DISTRICT SERVICE BOUNDARY

WATER DISTRIBUTION SYSTEM DOUGHERTY VALLEY

SOURCE: DSRSD
FOR SCHEMATIC
REPRESENTATION ONLY

FIGURE 9-1

JUNE 2005

*REVISED FEBRUARY 2007

provide two different pressure zones, with the potential for a third, in the Dougherty Valley. Emergency storage will be provided in each zone to ensure adequate provision of emergency supplies for Dougherty Valley residents.

Current DSRSD customers would benefit from the reserves in the amount of water to be purchased and from improvements to the water storage and distribution systems. The new ratepayers in Dougherty Valley would help reduce overall long term operation and maintenance costs through a combination of annexation and hook-up fees and monthly service charges.

(3) Water Demand and Storage Requirements

The amount of water storage required for a community is a function of the amount of maximum-day, demand that includes fire-fighting water requirements and a reserve for the community's use in emergencies where the regular supply of water is cut off or contaminated. Emergencies may occur through pumping equipment failure or the need to take a supply line from service for maintenance or repair. DSRSD has calculated and will size on site storage tanks accordingly.

A dual purpose water system with concurrent water reclamation to supplement the domestic water demand supply has been considered for Dougherty Valley. Its implementation would greatly reduce water usage in the valley. (See the following discussion regarding water reclamation.) Using a potable water system for all demand, without reclaimed water for irrigation, the community of 11,000 residential units would require an approximate average daily demand of 7 million gallons per day (mgd). A dual use system, relying on potable water and reclaimed water for selected irrigation demands, would use 5.4 mgd average daily demand.

The San Ramon Valley Fire Protection District (SRVFPD) uses the Insurance Service Office Guidelines to establish their criteria for fire storage needs. Determination of fire flows depends on the types of buildings, types of building materials and building separations. Sprinkler systems, if installed in a unit, mitigate as much as 50 percent of fire flow requirements. Assuming that new construction will be similar to the surrounding communities, the following are typical fire flow requirements used by SRVFPD: 1,500 gallons per minute (gpm) is the required fire flow for single family units for a two hour duration, 2,500 gpm for multiple family units for a two hour duration, and 3,500 gpm for commercial uses for a two hour duration and 3,000 gpm for schools for a two hour duration.

Fire flow storage will be required for each of these pressure zones in Dougherty Valley. With three different pressure zones for water in Dougherty Valley, fire storage requirements are projected to be 1.1 million gallons with or without reclaimed water use. Using EBMUD's typical 1.5 times maximum daily factor yields a total storage requirement of 23 million gallons for a dual use system or 29 million gallons without reclaimed water for the Dougherty Valley development.

At least one storage reservoir will be required for each of the three pressure zones. However, some fire storage from existing zones may contribute to fire and emergency storage requirements in the Dougherty Valley area, thus reducing total storage requirements.

Policy U-3: ***Loop water main transmission lines and distribution lines to the greatest extent feasible for reliable service levels and fire suppression.***

By interconnecting water lines, a water system design can use smaller diameter pipe while still delivering the same volume and pressure. Networking the water mains in this manner allows source flow to come from many different directions, which is necessary to isolate piping for repairs or maintenance while still maintaining appropriate levels of service.

Policy U-4: ***Encourage water conservation measures.***

Water conservation measures will be incorporated into new development in Dougherty Valley. The following measures will be incorporated:

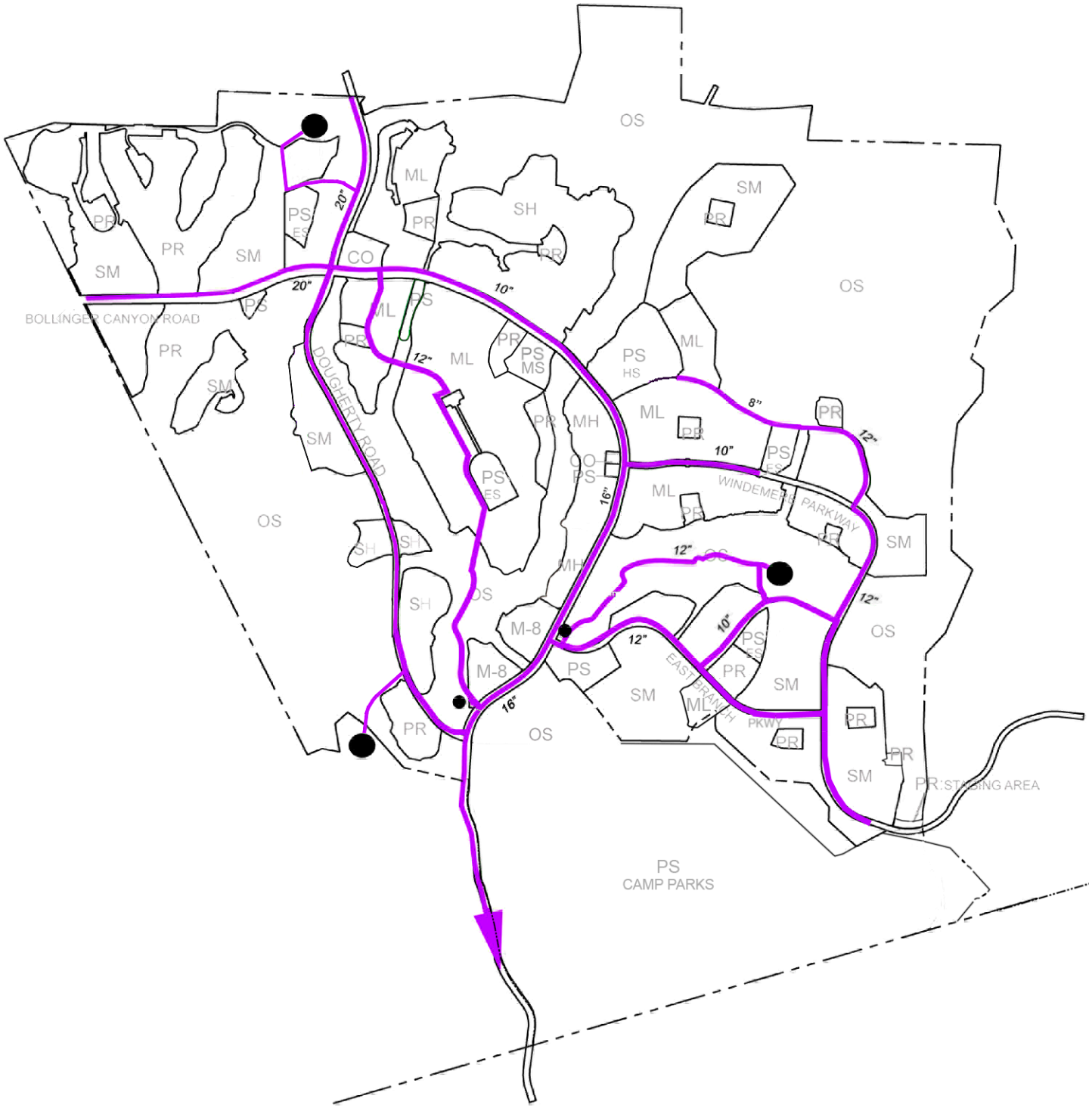
- The use of drought-resistant plantings.
- Water conservation will be achieved by installing low flow toilets, faucets and showerheads.
- Planting of turf is to be minimized and irrigation systems professionally designed.
- Water reclamation programs including tertiary treatment, retention and reuse of treated water are to be employed.
- If reclaimed water is implemented, it should be used for landscape irrigation of parks, school grounds, golf courses and other areas wherever feasible.

C. Reclaimed Water

Policy U-5: ***Provide for the use of a reclaimed water distribution system to irrigate parks, school grounds and golf courses.***

Water reclamation or dual use systems have been implemented in communities where local ordinances require them for conservation purposes, or where higher quality water sources are not available. Communities can benefit from a dual use project by reducing wastewater disposal and extending local water supply.

Establishing a water reclamation (dual use) program in Dougherty Valley would reduce the potable water requirements significantly while also reducing effluent disposal needs. The reclaimed water would be treated to tertiary levels that meet or exceed State water quality standards for



LEGEND

- MAIN
- RECYCLED WATER RESERVOIR
- RECYCLED WATER PUMP STATION

RECLAIMED WATER SYSTEM DOUGHERTY VALLEY

SOURCE: DSRSD FOR SCHEMATIC REPRESENTATION ONLY

FIGURE 9-2

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*REVISED FEBRUARY 2007

reclamation. A public education program that informs the public of the benefits of a dual use system should be developed by the service provider.

Reclaimed water can be used for irrigation of landscape strips, parks, school yards, lakes and golf courses. The potential future use of reclaimed water for individual front yard landscaping is currently under consideration. Reclaimed water will be treated to a level such that this water will be usable for open space/parks & recreation irrigation. Although not expressly prohibited by California law, individual homeowner control of recycled water irrigation systems is not permitted in the current State Department of Health Services guidelines and implementation policies for the pertinent laws. Current proposed revisions to the state law (Title 22) would remove such restrictions but the expanded use of reclaimed water continues to raise questions related to public health concerns.

A dual use project within Dougherty Valley would reduce consumption of domestic potable water. An average dry-weather flow of 2.45 million gallons per day (mgd) of wastewater will be generated annually upon build-out of Dougherty Valley. This water would be reclaimed to supplement the use of domestic water for irrigation purposes.

There is a broad agreement that water reclamation and use is desirable but many questions remain unanswered about its feasibility. Implementation in Dougherty Valley is planned but is subject to further feasibility analysis (see Figure 9-2: Reclaimed Water System).

Dougherty Valley would be an ideal site for a dual use system, allowing for efficient installation of infrastructure (i.e., piping and storage) during development and providing the opportunity to extend water reclamation services to surrounding developed areas. A reclaimed water distribution system would best be installed concurrent with the water distribution system.

EBMUD and DSRSD have signed a Memorandum of Understanding procuring a cooperative study to determine the feasibility of irrigating the I-680 Corridor with reclaimed water with the objective of expanding this service. This may provide the conduit necessary to initiate a Water Reclamation Program in the Dougherty Valley. To make a water reclamation project a viable option for Dougherty Valley, a mutually cooperative, regional approach to the design of the distribution, treatment and collection system is desirable.

D. Sanitary Sewer

Policy U-6: ***Sanitary sewer service shall be provided by the Central Contra Costa Sanitary District. No septic tanks or leachfields shall be allowed in the Specific Plan area without the review and approval of the County Planning Commission.***

There will be sewer capacity convenient and available for serving Dougherty Valley. The preferred provider for sanitary sewer for Dougherty Valley is the Central Contra Costa Sanitary District (Central San) located in Martinez. See Figure 9-3: Wastewater System. If for some reason Central Contra Costa Sanitary District is not able or willing to provide this service, the Dublin San Ramon Services District is allowed to be an alternate provider under this Specific Plan.

Central San treatment facilities are located northwest of the interchange of Interstate 680 and Highway 4 in Martinez. Dry weather plant flows have been averaging 34 mgd (million gallons per day). The plant capacity is 45 mgd. Peak flows greater than 45 mgd are diverted to holding ponds for later processing. By 1995, new facilities will allow for wet weather flows to increase from the current 200 mgd to 260 mgd. After treatment, effluent is transported and disposed into the Suisun Bay. The preferred plan to service Dougherty Valley with sanitary sewer calls for gravity flow collection of effluent at the southwest corner of the site, to be subsequently pumped and treated by Central San.

A gravity system allows collection of sewer flows without incurring annual pumping and maintenance costs for forced mains or sewer lift stations. Also, a gravity system does not require electric power to operate whereas pump stations can fail if electric power fails in emergency situations. A gravity system is generally preferred.

The potential for a complete gravity system for both the Dougherty Valley Basin and Coyote Creek Basin is good. Development designs should discourage the need for lift stations or forced mains. There may be circumstances, specific to a site development plan, that necessitate a lift station, but this should be considered the exception.

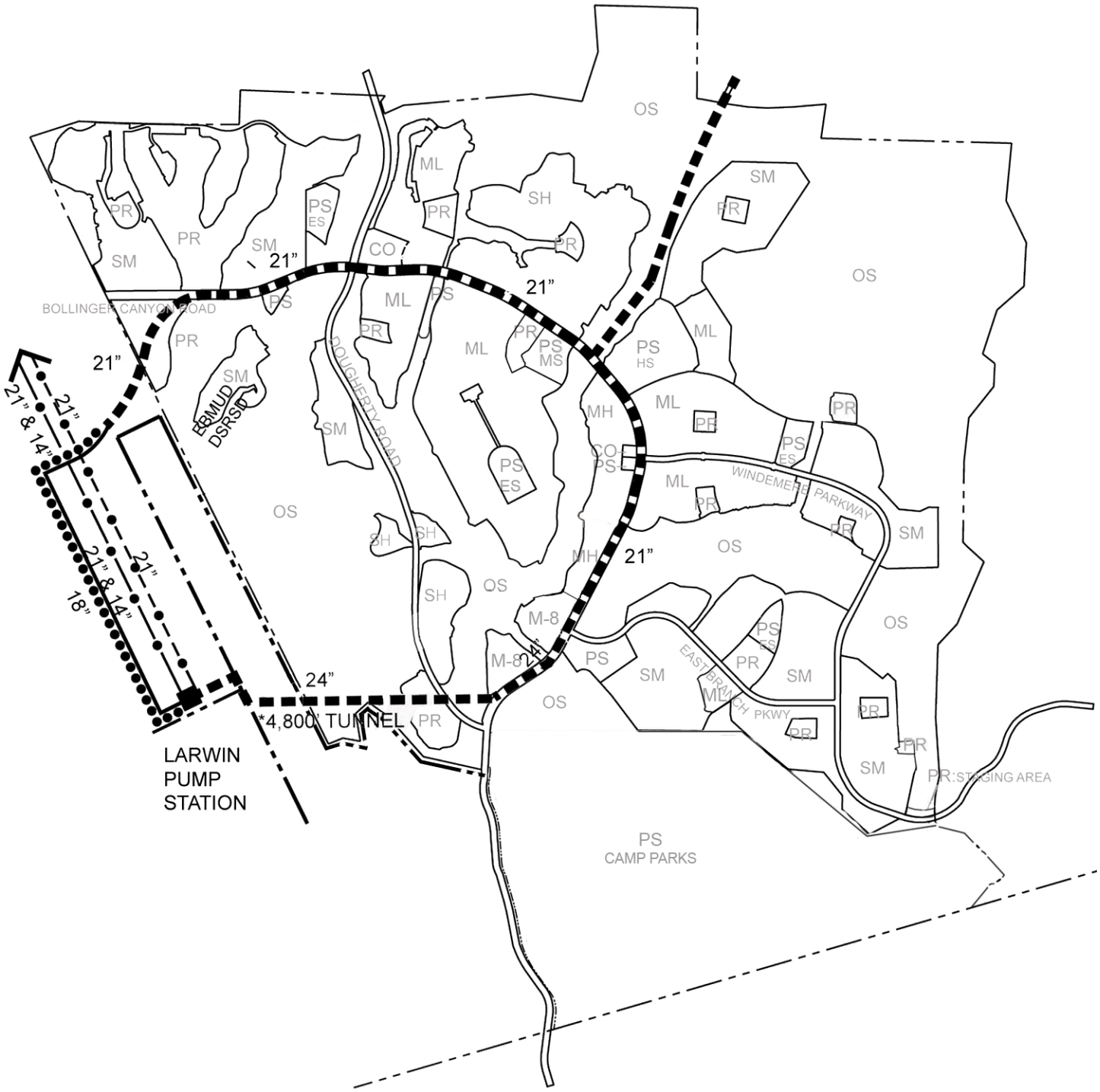
(1) Estimated Flows

Average dry-weather flows are estimated to be approximately 2.45 mgd contributed to Central San given a residential base of 11,000 du's. Flow generation rates were determined from information formulated by Camp Dresser & McKee, in their Master Plan Study prepared for Central San, in October 1986.

E. Storm Drainage

Policy U-7: ***Establish a storm drainage system that protects property and ensures public safety while maintaining the natural resource values of the creeks.***

Dougherty Valley represents a major portion of the Upper Alamo Creek watershed and a portion of the Coyote Creek tributary watershed. The storm drainage plan will incorporate the conveyance of rainfall-runoff in developed areas from individual homes and lots to streets and gutters through underground culverts to the major creeks. It also will incorporate



LEGEND

- GRAVITY SEWER
- EXISTING FORCEMAIN
- PROPOSED FORCEMAIN
- EXISTING PUMP STATION
- CONTRA COSTA SANITARY DISTRICT SERVICE BOUNDARY

WASTEWATER SYSTEM DOUGHERTY VALLEY

SOURCE: G.S. DODSON & ASSOC. FOR SCHEMATIC REPRESENTATION ONLY

FIGURE 9-3

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*REVISED FEBRUARY 2007

the impacts of existing and proposed upstream development on flood peaks in the creeks and ensure that the development of Dougherty Valley does not increase downstream flood hazards or decrease water quality. The location of stormwater detention ponds and water quality ponds is integrated with the creek conservation elements outlined in Chapter 7: Open Space and Conservation.

The 1983 FEMA flood maps for Dougherty Valley showing "approximate levels" indicated that under the land use patterns that existed in 1983, shallow overbank flooding occurred in the flat terraces adjacent to the West and Main Branches of Alamo Creek. Consequently, further, more detailed studies of the project area were undertaken to provide estimating peak flows and predicting more accurate information for potential flood hazards.

They indicate no overbank flooding of the Main Branch of Alamo Creek and a relatively narrow band of flooding along the West Branch that would be mitigated by the proposed landscape setback.

Policy U-8: ***Provide a storm drainage system within Dougherty Valley that does not increase off-site flood hazards.***

Off-site (downstream) areas are subject to flood hazards under current land use conditions; therefore development in Dougherty Valley has been designed to maintain peak flood waters on site, thereby eliminating any hazards associated with downstream run-off. A system of flood detention basins on site will be designed to store peak flood waters and release these slowly in order to reduce downstream flood peaks.

Off site, flood hazards in the downstream reaches of Alamo Creek through the Dublin and Pleasanton areas historically have been of concern. Channel sections in these towns were designed to convey a maximum discharge of 4,670 cubic feet per second (cfs) according to the Alameda County Flood Control District. Development in Dougherty Valley is designed not to exceed this flow in order to prevent an increase in off-site flood hazards.

In June 1991, an upstream flood detention facility was being constructed under the jurisdiction of Contra Costa County Flood Control District just north of Tassajara. Two nearby developers, Shapell (to the north) and Ponderosa (to the west), were successful in procuring letters of map amendment from FEMA for their projects. Improved channel sections within the boundaries of these two developments are expected to accommodate the discharges from a 100-year flood assuming a developed watershed.

Policy U-9: ***New construction shall be done in an energy efficient fashion.***

Subdivision applications shall include a statement by the applicant on the specific measures the applicant proposes to undertake to provide for energy efficiency. The project should be designed as a twenty-first century project and should lead in energy innovation.

F. Electricity

The Pacific Gas and Electric Company (PG&E) will provide electricity to Dougherty Valley. Electrical service will be supplied from PG&E's San Ramon Substation Facility, located to the west of the site, near Alcosta Boulevard.

PG&E currently owns and operates three transmission and distribution lines on site. Two transmission lines run north-south down the valley: one 230 KV (thousand volts of electricity) line and one 21 KV line. A second 21 KV distribution line follows the existing Dougherty Road alignment. A third 21 KV distribution line follows an existing transmission line easement that runs east-west across the southern half of Dougherty Valley. The Dougherty Road and east-west running 21 KV distribution lines can and will be placed underground as development proceeds. The 230 KV transmission lines are not feasible to underground according to PG&E, largely due to maintenance concerns. PG&E has no current or future plans to construct any other major transmission lines within their easement through Dougherty Valley; however, they wish to preserve this easement for construction of new facilities if future customer needs should dictate.

(1) Proximity to High Voltage Transmission Lines

Electromagnetic radiation emitted from high-voltage power lines is becoming a significant health concern. No conclusive proof is available, but recent studies have linked long-term exposure to oscillating magnetic fields to adverse health effects.

The California State Department of Education has decided to take a prudent avoidance strategy in selecting new school sites near transmission lines. The School Facilities Planning Division has adopted the following setback criteria:

- 100 feet from edge of easement for 100-110 KV lines
- 150 feet from edge of easement for 220-230 KV lines
- 250 feet from edge of easement for 345 KV lines.

In Dougherty Valley, school sites have not been located along or near the existing PG&E easements, rather, they have been situated more central to the neighborhoods thereby respecting the state criteria above.

(2) Existing and Future Electrical Demand

Electrical demand within the San Ramon, Dublin and Pleasanton Areas is 123 mva (mega-watt) and will increase as growth continues. The San Ramon Substation, located west of Dougherty Valley, provides 300 mva capacity to this area. New substations are being constructed to keep pace with growth in the Tri-Valley area. Construction has begun on the Vineyard

Substation, located south of Dougherty Valley at Stanley Boulevard and Vineyard Avenue in Alameda County. It will add another 75 mva to the Mission Division system. Another substation is located to the north, at Blackhawk Drive and Camino Tassajara. It will add 75 mva to the Diablo Division System. Collectively, the three substations will be able to supply the expected demand of 5 to 6 mva to Dougherty Valley, while providing ample and reliable electrical service to their existing customers.

G. Natural Gas

PG&E will provide natural gas service to Dougherty Valley. As development continues in the surrounding areas, PG&E has plans to install a 12-inch feeder line north from the Mission Division, to elevate low pressure problems that have been reported in the Blackhawk Area, which is part of the Diablo Division. A possible alignment could occur near the existing Dougherty Road or Camino Tassajara.

Six-inch distribution lines are anticipated to supply the entire valley. Further study of the future alignment of 12-inch feeder line will be required before a connection point for distribution lines to the valley can be determined. One or two regulator stations will most likely be required within the valley. Feeder line costs are normally borne by PG&E and later distributed, on a broad base, to rate payers.

H. Telephone/Communications

Telephone service will be provided by SBC Communications, Inc. The San Ramon Central Office (C.O.), located off of Alcosta Boulevard, is the origination point for telephone cable within that service area. The New Tassajara C.O., located to the north on Camino Tassajara was recently put into full operation. It will serve a major portion of Danville and a northern portion of San Ramon. Dougherty Valley may be split by a prefix boundary. North of Bollinger Canyon Road will be served by the Tassajara C.O. and south will be served by the San Ramon C.O. Conventional copper cable will serve each home or business. Depending on the timing of development in Dougherty Valley, fiber optics cable may become more cost effective, allowing for this preferred material throughout the system.

Two cable television services are now franchised to operate in the area. Service to Dougherty Valley residents will be determined with the application for a franchise agreement with the County. Standards for the siting, design, modifications and maintenance of telecommunication facilities are embodied in City of San Ramon Ordinance No. 354.

I. Fire Protection

Dougherty Valley is currently located within the boundaries of the San Ramon Valley Fire Protection District (SRVFPD). The district will provide protection services for Dougherty Valley from a fire station that is required to serve the area.

SRVFPD provides fire protection service to 135 square miles that includes the Town of Danville, the northern section of San Ramon and the unincorporated communities of Alamo, Diablo, Blackhawk and the Tassajara area. Paramedic ambulance services are also provided to its entire service area.

(1) Stations and Response Time

SRVFPD had eight stations and a staff of 180 personnel in 1996. A ninth fire station has been added in Dougherty Valley. These stations are equipped with a total of fourteen fire engines, three ladder trucks, six wildland units, three water tenders, three staffed Basic Life Support (EMT-A) ambulances and three staffed Advanced Life Support (Paramedic) ambulances. In the current service area, response from time of call to arrival of the units falls within the five minute response time standard.

(2) Fire Prevention Programs

The SRVFPD has a comprehensive Development Review Program, a Fire Investigation Program, Inspection Program, Public Education Program, Weed Abatement Program and a Code Development Program. The SRVFPD has adopted the 1994 edition of the Uniform Fire Code with local amendments.

(3) Station Needs

Depending on the results of fire responses studies conducted throughout site development, one or two new fire stations and a comprehensive fire and emergency medical delivery system will be necessary. The addition of one or two new fire stations will meet County Growth Management standards. Capital costs of acquiring land, building stations, and providing equipment must also be financed.

Policy U-11: ***Incorporate measures that reduce the risk of urban and wildfire hazards to the open space areas in Dougherty Valley. Ensure fire protection through careful treatment of transitions between development and open space areas. It may include a wet (or irrigated) zone and a dry zone with fuel retardant, drought-resistant plant species or mechanically prepared fire breaks incorporating fire lanes, fire trail and access points.***

The Dougherty Valley Specific Plan provides for the continuity of open space, the use of roadways as transitional elements between development and open space areas and the provision of a fuel modification zone between development and open space, as measures that assist in the management of open space areas and the prevention of fire hazards.

The open space system provided in the Specific Plan has been designed to maximize visual and recreational benefits as well as to facilitate management and maintenance of the open space lands. The open space system is

planned to make continued cattle grazing of the land practical, and to provide direct emergency vehicle access through open space areas. These should be integrated with a network of fire breaks and trails.

As part of accepted practice for open space planning and management, a buffer zone with a recommended minimum width of fifty (50) feet between open space and development will be installed between the fence line of the development areas and the open space boundary fence line. (Also see Chapter 7: Open Space and Conservation). This buffer zone will vary in width depending upon topography and vegetation as these affect fire control needs. In establishing this zone, fire resistant vegetation in conjunction with irrigation will be utilized to reduce the potential for the spread of fires between development and open space areas. In keeping with fire protection recommendations, this buffer zone will also facilitate maintenance and emergency vehicle access, incorporating fire lanes and access points.

Policy U-12: ***Allow the continuation of cattle grazing on major areas of land designated as open space and allow for mechanical means of fire protection of open lands.***

Cattle grazing is an effective mechanism to reduce the amount of dry grass in open space areas, thereby diminishing the risk of fires in open space lands. Mechanical means of controlling fuel load along the perimeter of the open space or the creation of appropriately placed fire breaks shall be allowed. Access to major open space areas will be considered upon review of a comprehensive access plan to be developed during the subdivision map review process.

J. Police Protection

The police service provider will need a substation in Dougherty Valley. One is planned within the Village Center. Police and sheriff operations serving Dougherty Valley residents and businesses will be provided in this manner. A police service area or inclusion of police services within the County Service area shall create sufficient funding to provide service levels compatible with adjacent jurisdictions.

COMMUNITY DESIGN

10. COMMUNITY DESIGN

A. Summary of Community Design Opportunities

During the planning effort for Dougherty Valley, many issues related to the future growth and development of the region and the design of Dougherty Valley in particular have been analyzed. Chief among these issues are those related to (a) the interface between Dougherty Valley and nearby communities; (b) the integration of Dougherty Valley development with surrounding open space and (c) the form and appearance of the proposed Dougherty Valley development. The Dougherty Valley Specific Plan addresses these topics and seeks to ensure that Dougherty Valley is a high quality development that offers housing opportunities and a desirable way of life for Contra Costa County residents. To achieve this, the plan:

- Creates a strong overall framework for well-managed development of a new residential community in Contra Costa County.

- Establishes a cluster of neighborhoods as the context for innovative development of high quality housing and denser, more affordable, livable neighborhoods.

- Offers open space buffers next to existing development and extends public trails as part of the regional open space network.

- Defines the key urban design features that will ensure that Dougherty Valley neighborhoods, the Village Center and the interconnecting parks, trails, streets and open space form one harmonious but diversified living environment.

The preceding chapters set forth planning principles which address how the overall arrangement of land uses in Dougherty Valley creates a compatible relationship between this proposed development and its surroundings. The Community Design chapter focuses on the design character and form of the proposed Dougherty Valley community. This chapter explains how through urban design, architecture and landscape design the qualities of a desirable community can be realized. More detailed design guidelines are to be provided in the Dougherty Valley Community Design Handbook as part of the Preliminary Development Plan. The overall opportunities to be realized are:

(1) Integrating Development with Open Space

There is an opportunity to integrate the proposed open space in Dougherty Valley with the large regional open space systems that are already established. The proposed perimeter expanses of open space will give shape to the community and connect it to surrounding communities. A well designed trail system within the open space will further tie this community to its neighbors. Also, major landscaped creek corridors will extend through

the valley and become focal elements in the area's public open space system.

(2) Creating a Major Gathering Place and Focus for the Community.

At the confluence of the major creek corridors, a Village Center can be created. Rather than dispersing community commercial or major public activities around the edges of the development, there is an opportunity to organize the Village Center around a plaza, shops and a major green space, allowing for meeting areas, displays or performing arts, civic events, and other community uses.

(3) Building Diversity and Offering More Choices.

Because of its scale and diversified housing program, as well as topographic variety, Dougherty Valley can offer varied housing choices in neighborhoods defined by a wide range of physical settings.

(4) Locating Community Facilities for Social Interaction.

Well-placed community facilities, in particular schools and parks, will act as organizing elements within residential areas, providing focus and identity for nearby residents. People will likely begin to refer to their neighborhood using the local school or park name and will become acquainted with their neighbors by visiting these places. Trails internal to the neighborhoods will also be shared amenities where neighborhood children bicycle and parents stroll.

(5) Creating Linkages between Neighborhoods.

Major linkages can be designed to connect neighborhoods with one another. Landscaped sidewalks and off-street trails can act as routes that link neighbors. These can traverse the natural and manmade landforms and join the major public open spaces. Landscape design and materials along on- and off-streets routes will enhance the definition of residential enclaves.

(6) Creating Livable Streets.

In planning Dougherty Valley, streets will be important not only in providing access and circulation, but also in defining the pace of life and degree of urbanity of the community. The streets within the community will be designed to create a comfortable environment for pedestrians, bicyclists and motorists with opportunities for future rail transit along the central parkway. Both major and minor roadways will help define the edges and enhance the sense of orientation of the districts that comprise the community. Neighborhoods can become more differentiated as street trees mature and other streetscape elements are added to each phase.

The following guidelines direct the design of Dougherty Valley so that it is attractive and functions well in its natural setting, as shown on the Illustrative Plan.

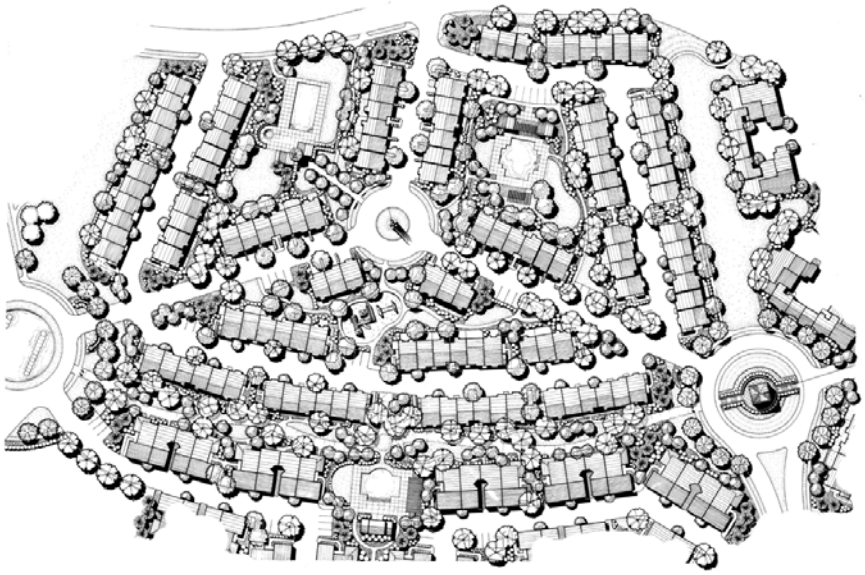
Community Design Goal: ***Design Dougherty Valley to be attractive and function well in its natural setting. Provide diverse lifestyle opportunities and create a strong sense of community for residents of and visitors to the Valley.***

B. Overall Urban Form

Policy CD-1: ***Create a clear organizational framework of open space areas, neighborhoods, circulation elements and places for public gatherings to build a cohesive community.***

Often, in conventional developments today, large thoroughfares deliver motorists onto a maze of interrupted or dead-end residential streets that are confusing, even for residents. The common complaint of getting lost in new subdivisions is symptomatic of the lack of a clear, legible environment that gives residents an authentic sense of identity and defines meaningful locations.

In a small subdivision, it is often difficult to have an effect on the larger pattern and sense of place, because development is occurring within an existing fabric of streets and open space. The scale of Dougherty Valley presents the opportunity to create the entire framework of open space, parks, streets and public places. These will become the most lasting features of the community.



The framework described herein is a highly differentiated and hierarchical organization of certain key elements, including open space, community

facilities, Village Center, clustered housing and streets. For example, vast region-serving open space is linked to broad, internal public open space corridors; those corridors are connected by trails to neighborhoods and neighborhoods are woven together along sidewalks or paths. Each of the key form-giving community elements is addressed below.

C. Open Space Framework

Dougherty Valley is a special place that is visually distinct from the surrounding communities, separated by the perimeter ridges to the east and west of the valley that form a part of the larger regional open space system. These ridges are extremely important in defining the context for the community that will develop within its boundaries. Their integrity should be maintained through preservation of the open space and careful siting and design of any fencing, gates, signage or structures such that they do not diminish the natural qualities of the ridges.

Signage throughout the open space areas should be of the highest quality, using a common graphic theme to the greatest extent possible. Several ridgetop trails should be provided wherever feasible, allowing for the footpaths, bike trails and equestrian trails to diverge and converge according to the landform. The right-of-way corridors for trails should be kept to a minimum width wherever feasible.

Staging areas within the perimeter open space should be designed to minimize the visibility of parking lots or structures from nearby open space. To facilitate orientation for hikers, bicyclists or equestrians, signage and orientation information should be readily accessible.

Hidden Valley will also be largely open space, with special features. A portion of it will be improved to create a natural habitat. A trail could connect the habitat area with the nearby regional open space, allowing travelers to visit the area as part of a regional journey. Trails within the habitat area are encouraged except where the human presence would adversely affect wildlife. The habitat area should include interpretive information in a sheltered educational exhibit or building. Facilities such as restrooms are desirable. Any such structures should be sited to minimize their impact on the natural setting.

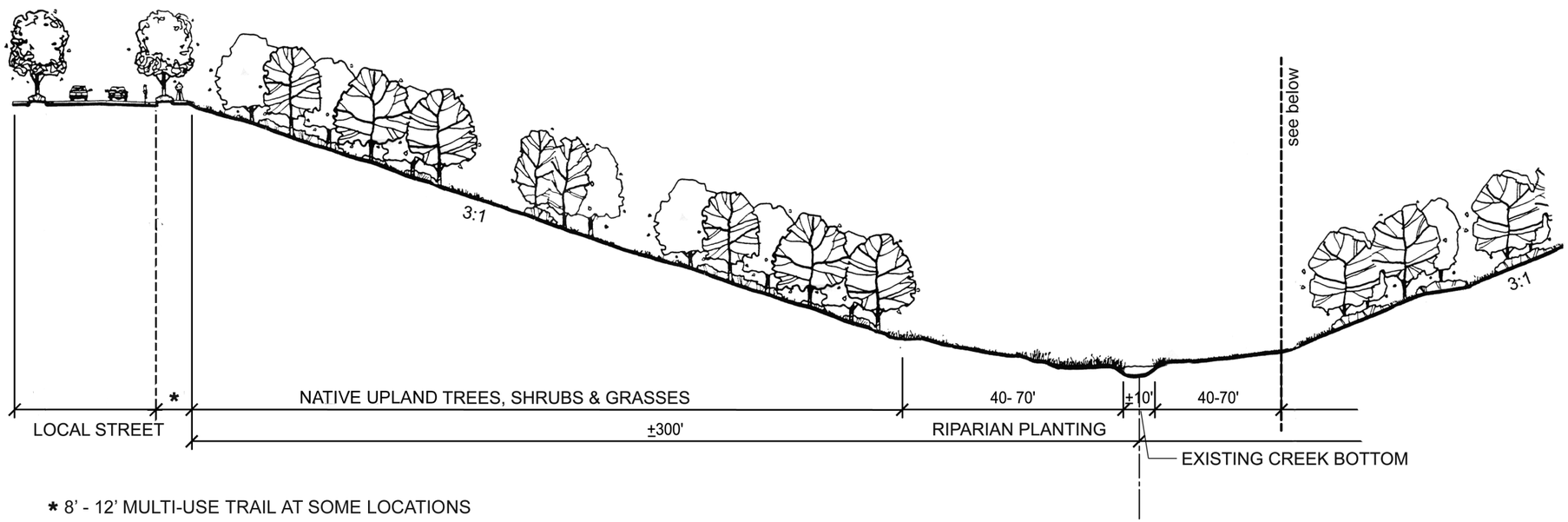
Policy CD-2: ***Retain the main branches of Alamo Creek as major organizing elements within the central, more developed portion of the valley.***

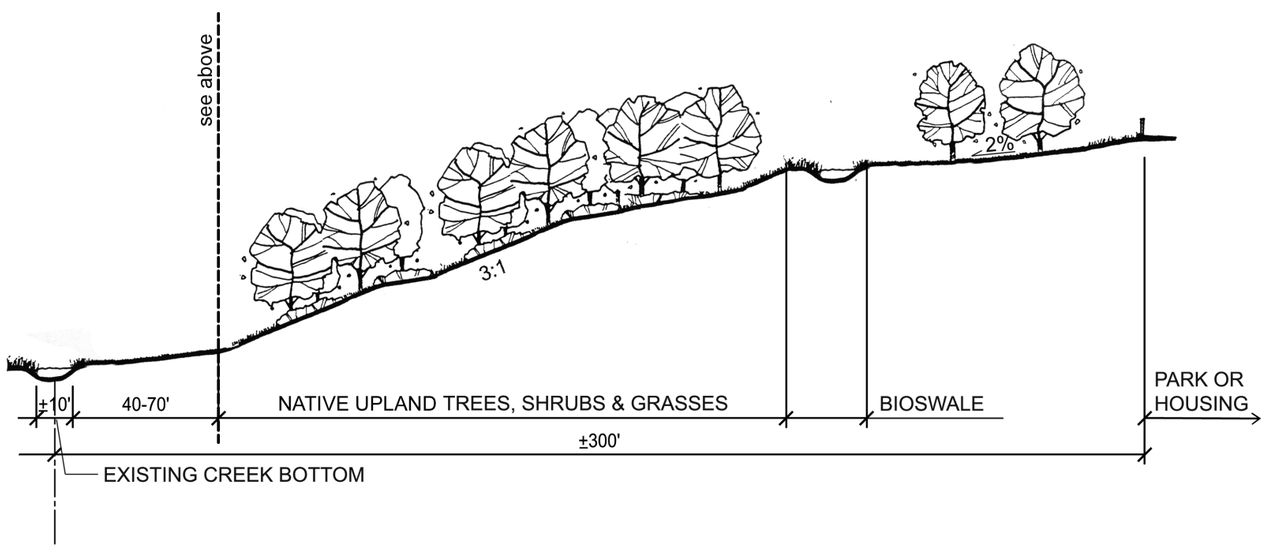
Alamo Creek, and its branches, have helped to shape Dougherty Valley's physical form. Now, the primary branches are the linear elements that can bind most of the valley together, passing through a variety of different landscapes to meet at the southerly edge of the valley.

Today, many of the creek banks are highly eroded, unstable and sparsely vegetated, due to continuous cattle grazing over the past century. Some

CREEK CORRIDOR SECTIONS (TYPICAL)

DOUGHERTY VALLEY





ALAMO CREEK - MAIN BRANCH CORRIDOR

FIGURE 10-1

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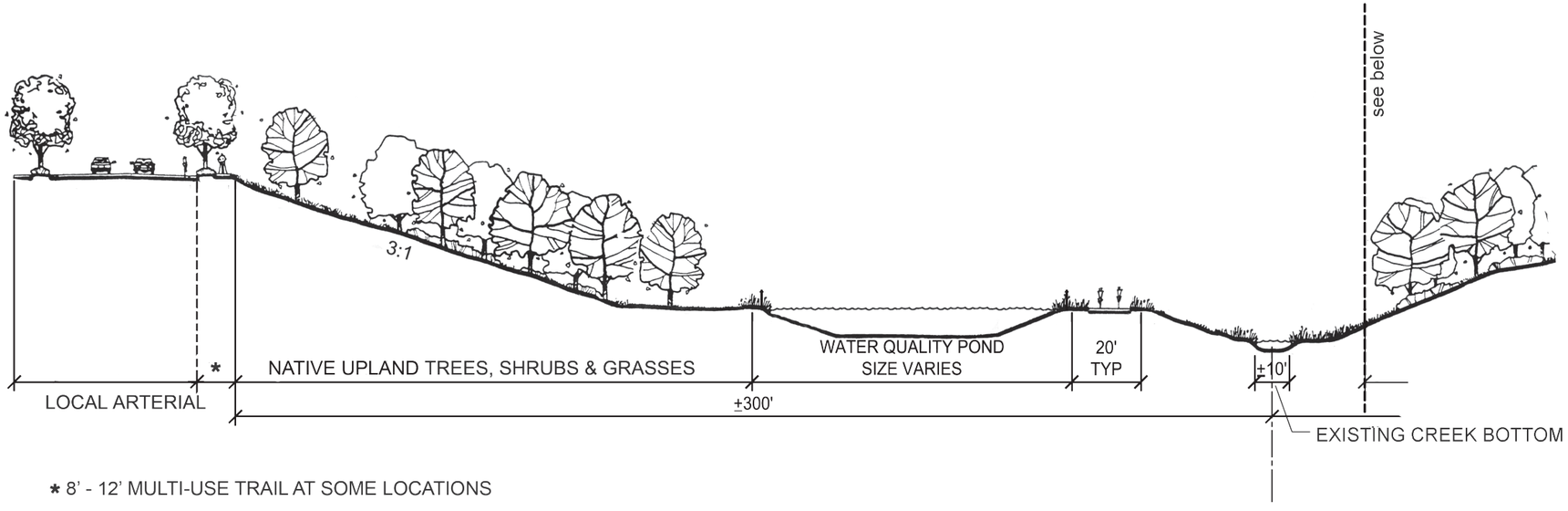
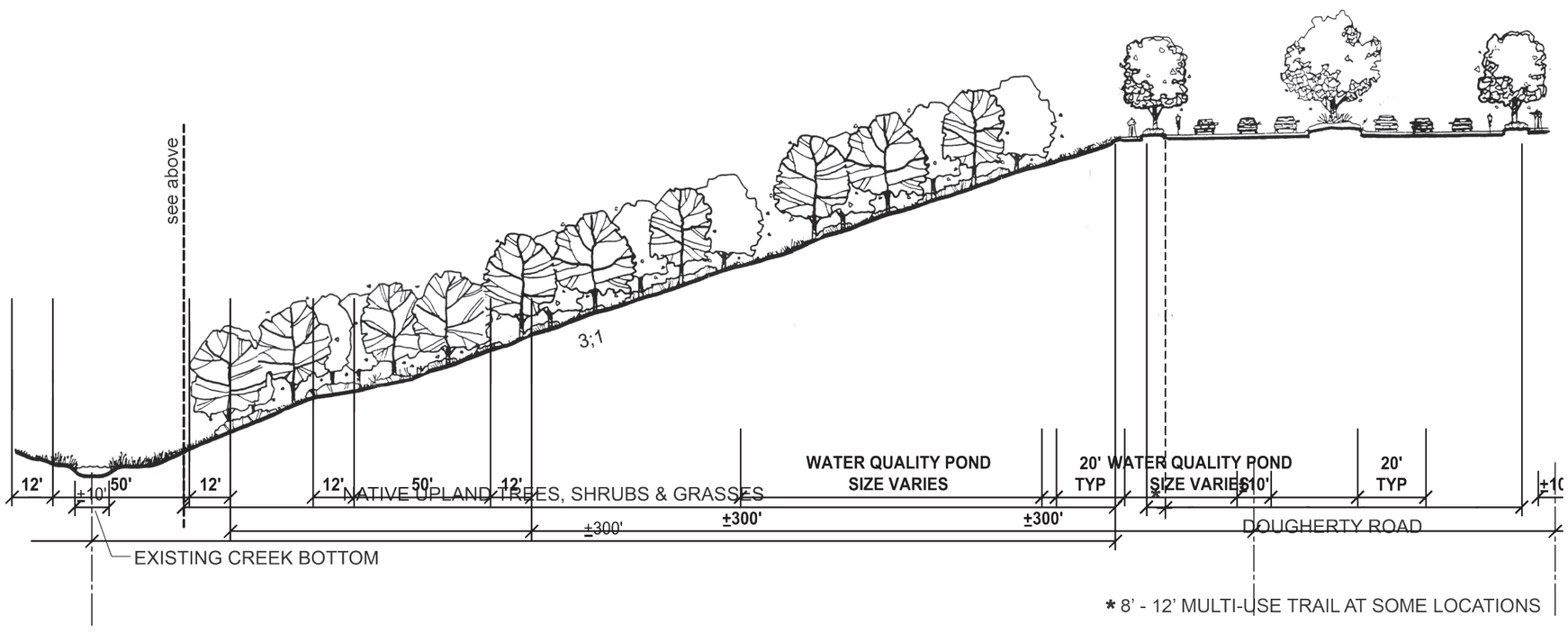
CREEK CORRIDOR SECTIONS (TYPICAL)

DOUGHERTY VALLEY





ALAMO CREEK - WEST BRANCH CORRIDOR

FIGURE 10-2

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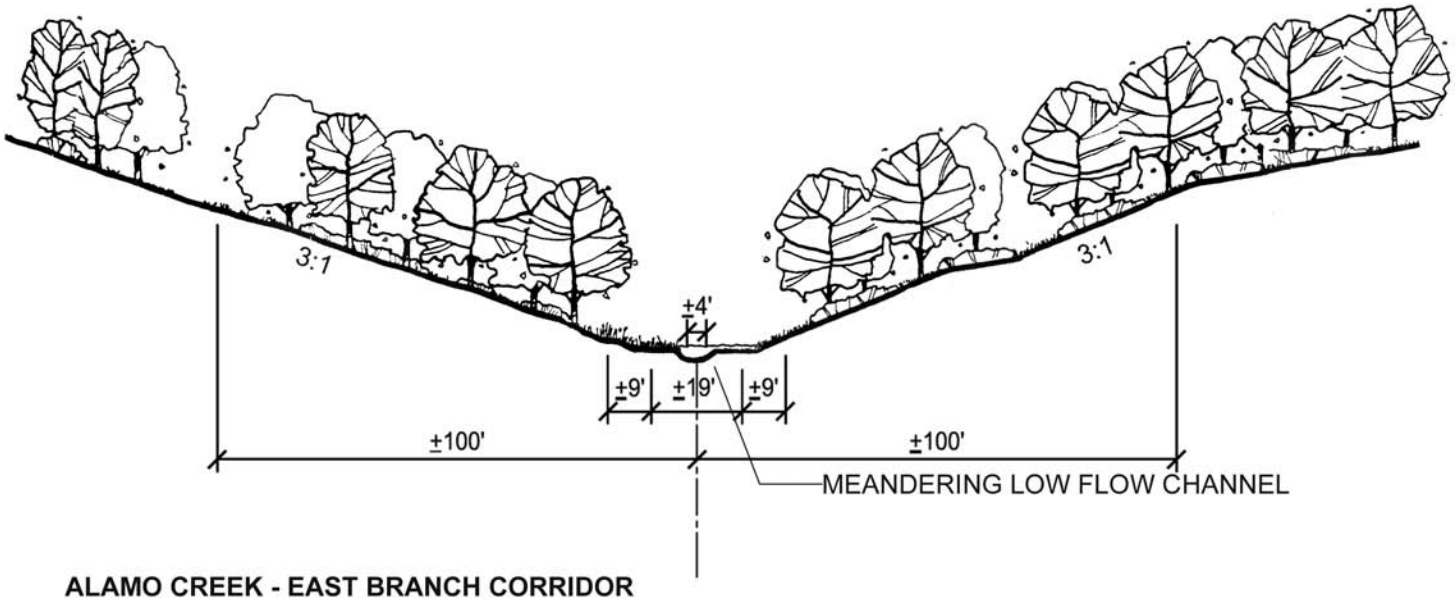

CREEK CORRIDOR SECTIONS (TYPICAL)

DOUGHERTY VALLEY

FIGURE 10-3

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reaches of channel are silted and channels are poorly defined. However, as development occurs, the improvements called for in Chapter 7: Open Space and Conservation will be made to add to their appearance and value. As Figures 10-1 – 10-3: Creek Corridor Sections suggests, improvements in the 100-foot, 200 foot and 300-foot wide creek corridors on the site (see Figure 7-3: Creek Improvements) will integrate native landscape, trails, parks and storm drainage features, while preserving habitat conservation areas, as needed. These sections illustrate the maximum improved widths of the corridors. As noted in Chapter 7: Open Space and Conservation, the width of the improved creek corridors is to be an average of 100, 200 or 300 feet so the width will vary subject to site specific design and engineering considerations.

These creek corridors, once preserved, will become animated places, viewed by people of all ages. As a healthy diversion from commuting, people may choose to run errands along the creek-edge trails or they may wander down a trail simply to relax. It will be a delightful setting for creative activities such as painting or games.

The corridors' trails will act as major pedestrian and bicyclist thoroughfares, busy on weekends and evenings, quieter on weekdays. Residents will be able to stroll to the Village Center for dinner or bicycle to a league baseball game or go to visit a friend's house on these routes.

The landscaped edges will offer contemplative oases for private thoughts or conversation. The flora and fauna often found in this type of setting will be reestablished, so residents young and old can expand their knowledge of nature. Myriad aspects of community life will occur here where the reminder of once active waterways and the promise of scenic travels will lure residents and visitors alike.

Substantial improvements are needed to turn the degraded streambeds and adjacent areas of today into the multi-purpose landscaped corridors of tomorrow. They must be designed and improved to meet storm drainage needs, to set aside habitat conservation areas and to provide level trails, as shown on Figures 10-1 – 10-3: Creek Corridor Sections. Landscape improvements are to be made on both banks of the creek. At any location, one edge of the creek should contain the improved trail system(s), intermittent seating areas and picnic areas and the other should be a more naturally landscaped area. Where public parks abut the landscaped creek corridor, the improvements to the two should be integrated, allowing portions of the parks to utilize the upland area of the creek corridor and weaving creek corridor trails into park activity areas. Also, wherever feasible, the solitary horseshoe, bocce, volleyball or other outdoor recreation feature should be provided along the active side of the creek corridor.

These open space corridors will provide a strong sense of continuity within Dougherty Valley, integrating the hills with the valley floor and adding to the recreational experience of the area. In the same way, connections

between the corridors along the community trail system to the many parks will link neighborhoods and render all community facilities more accessible by any means of transportation.

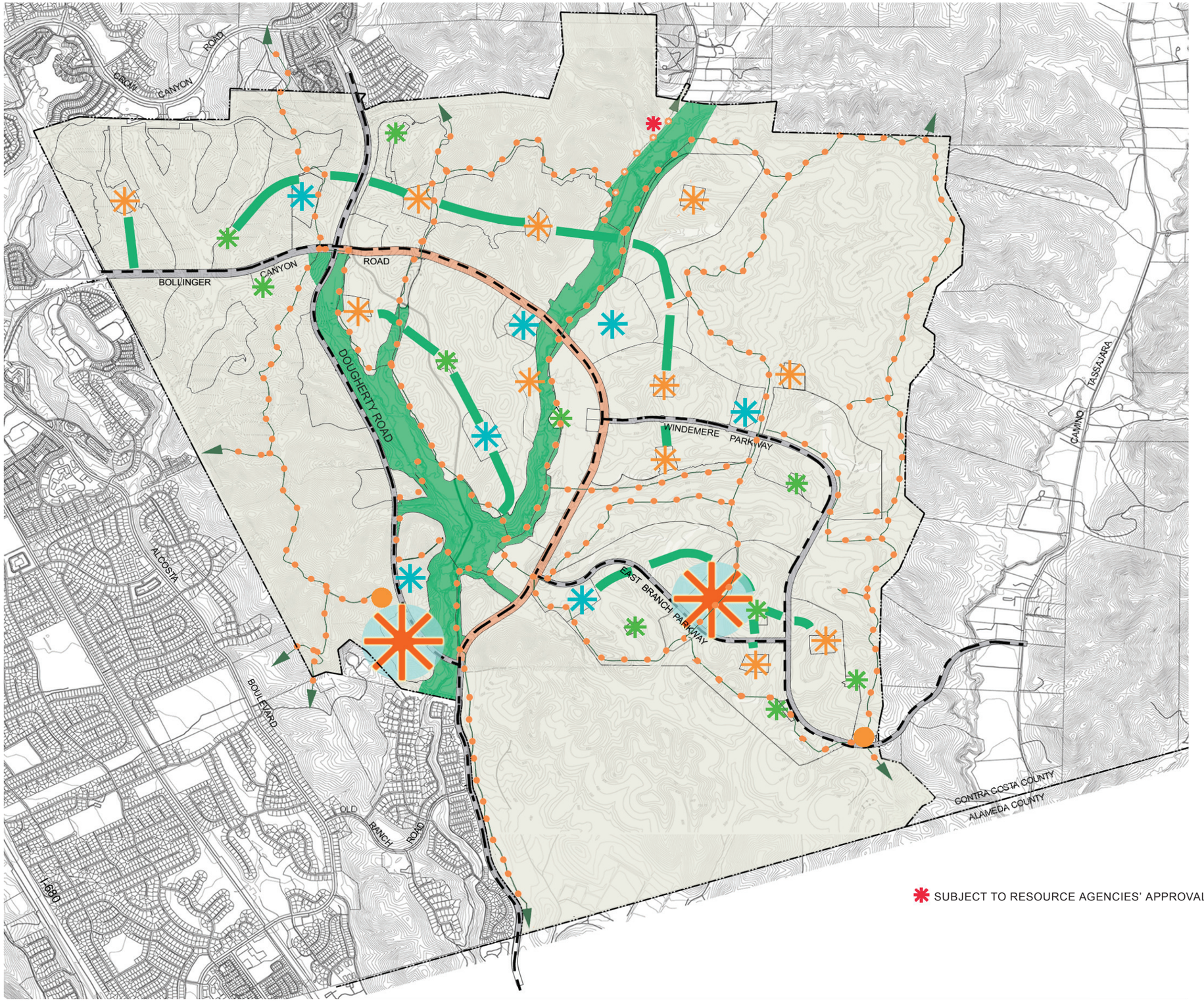
D. Internal Park System

Figure 10-4: Park and Trail Concept illustrates the internal open space, park and trail system that binds the many areas of Dougherty Valley together. The creek corridors act as central open space spines linked at the Village Center. Trails diverge from the corridors to connect to schools with playing fields, neighborhood parks and/or pocket parks. The geographic distribution provides park area near all residences. Pocket parks are also shown and also offer recreational aesthetic and social value as common local gathering places. Accompanying Table 5: Park Allocations and Table 6: Park Characteristics, respectively quantify and characterize the parks' requirements and features.

The components of the Park and Trail Concept Plan are the Community Park (described in Chapter 8: Community Facilities), neighborhood parks, pocket parks and the intervening sidewalks or off-street trails. Figure 10-5: Neighborhood Parks (Typical) illustrates the intended components of the neighborhood parks. As central neighborhood amenities, they would allow for such diverse activities as soccer or knitting with both active recreation areas and quiet seating areas.

PARK & TRAIL CONCEPT

DOUGHERTY VALLEY



LEGEND

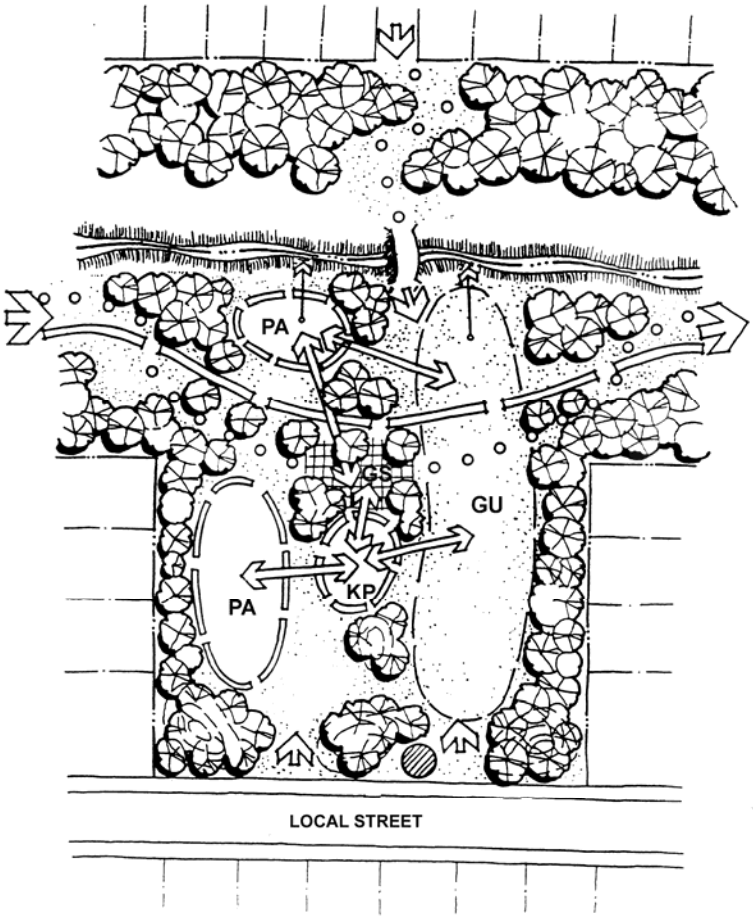
- COMMUNITY PARK
- NEIGHBORHOOD PARK
- NEIGHBORHOOD PARK ON SCHOOL SITE
- POCKET PARK
- HABITAT CONSERVATION CORRIDOR
- PEDESTRIAN LINKS - ON OR OFF STREET TRAIL
- ENHANCED PARKWAY
- MAJOR TRAILS OR PATHS
- STAGING AREA

* SUBJECT TO RESOURCE AGENCIES' APPROVAL

FIGURE 10-4

JUNE 2005

*REVISED NOVEMBER 2013

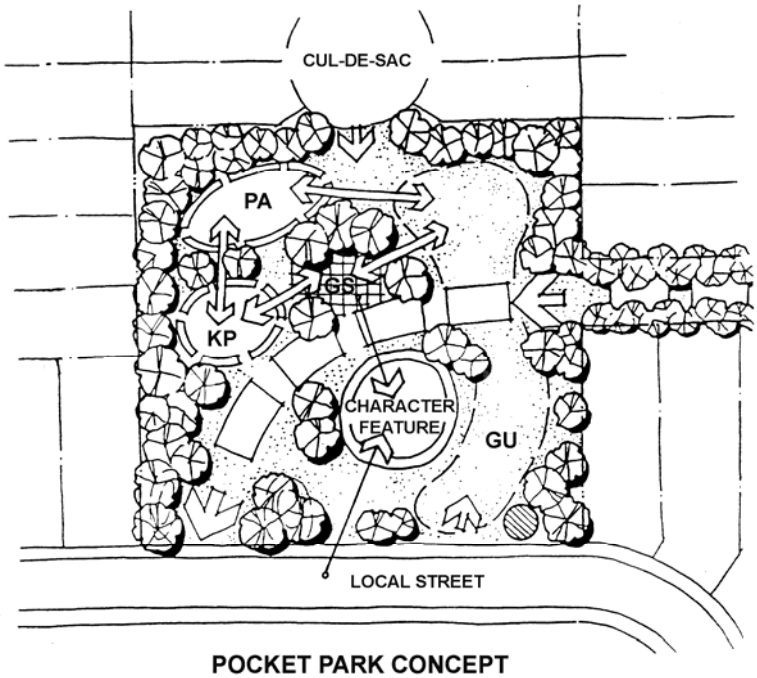


POCKET PARK CONCEPT

It is preferable to locate the noisier areas where groups of people would engage in sports along neighborhood streets, nearest to the most parking on- and off- street and farthest from private yards (see Figure 10-5: Neighborhood Parks; note the basic neighborhood park). Courts for basketball, tennis or volleyball might be next to the playing field(s). A central paved area with drinking fountains and restrooms would then form the edge of the park's informally landscaped open areas where play equipment for children, seating areas for adults and grassy areas where frisbee throwing, hackey sac or reading might be enjoyed. This edge of the park should then be landscaped fairly densely to create a buffer from the park for homeowners next door.

Access to this park may be along sidewalks or along an off-site street trail. Figure 10-5 also illustrates the combination of a park and an elementary school with playing fields that would be available for public use when school is not in session. The playground should be immediately adjacent to the classrooms but conveniently linked to the active sports area. These school/park sites should be accessible on sidewalks and/or off-street trails. These same relationships are intended for the middle schools and high school.

Some of the neighborhood parks may be sited along the creek corridor. Where this is the case, as shown in the Figure 10-5, the park should be located on the active side of the creek and should accommodate the creek corridor trail. These neighborhood parks should contain the same facilities and siting relationships as other parks but that area of the park within the creek corridor should be designed to endure any flooding due to a 100-year storm.



POCKET PARK CONCEPT

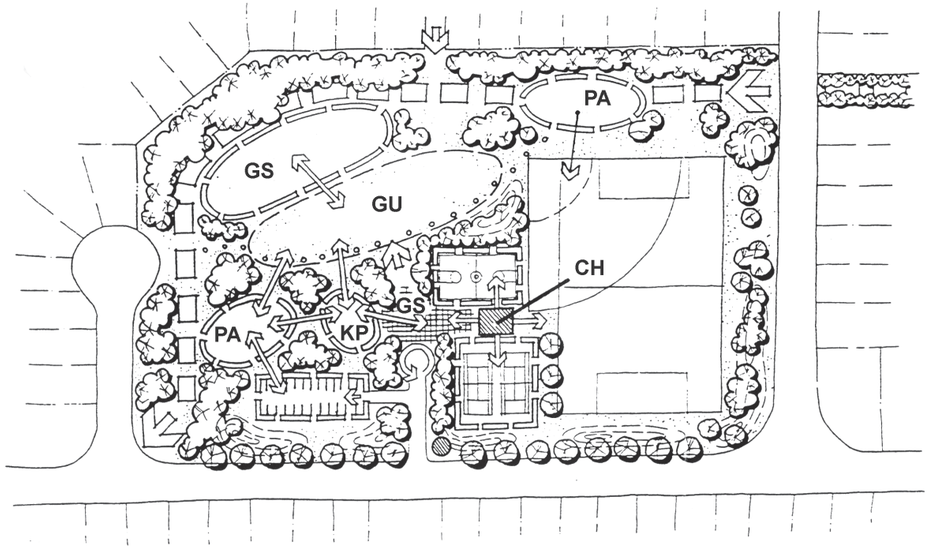
Pocket park locations are also shown on Figure 10-4: Park and Trail Concept Plan. These smaller parks will meet many of the same resident needs as neighborhood parks but will not include formal playing fields. Without playing fields, pocket parks can be bounded by housing on three sides since the park activities will be more compatible with private yards. A landscape buffer is still recommended for privacy. One street edge is desirable so that a school bus stop could be located here, allowing children to disperse along sidewalks or trails or parents and children to meet in a pleasant location. It is preferable that these parks are located along the off-street trail system, wherever feasible.

Tot lots, described more fully in Table 6: Park Characteristics are alternative park types that would occupy a small parcel in the midst of housing. Wherever feasible, the tot lots should be located on local streets with no through-traffic. Their locations are not designated on any map in the Specific Plan but they should be built where local needs cannot readily be met by neighborhood or pocket parks.

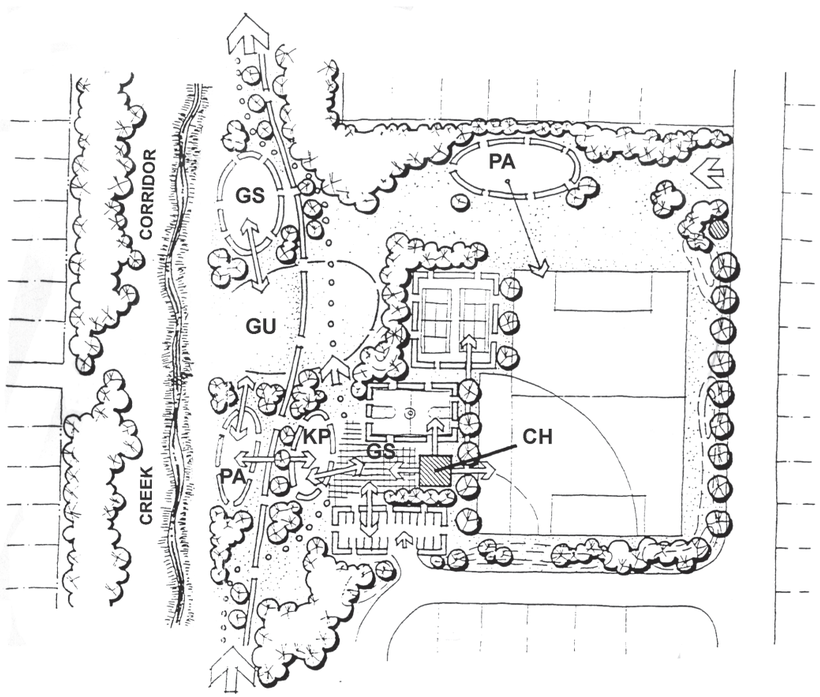
The off-street trail system is a desirable feature of the Dougherty Valley community. It offers residents the opportunity to walk, bicycle, roller skate

NEIGHBORHOOD PARKS (TYPICAL)

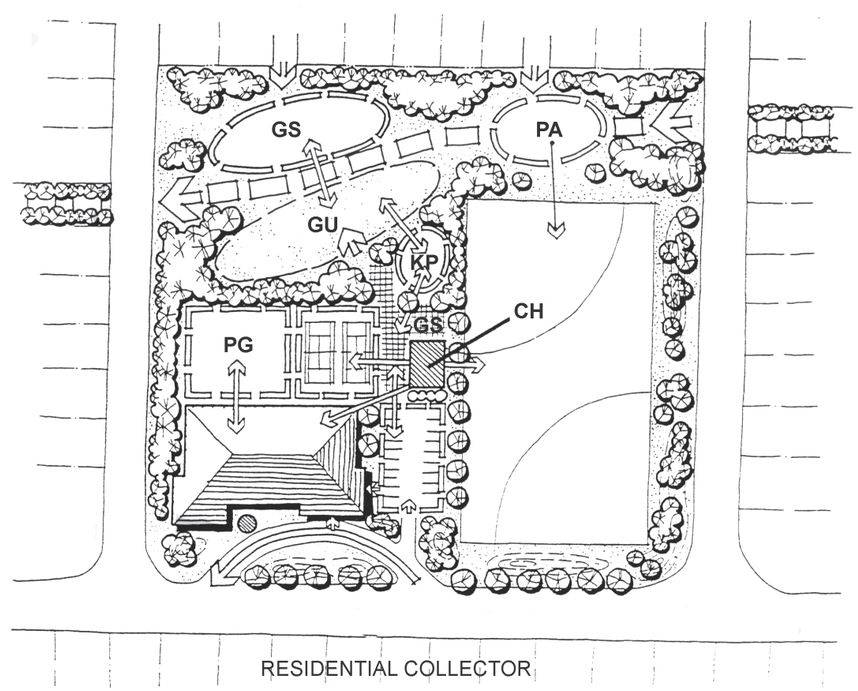
DOUGHERTY VALLEY



NEIGHBORHOOD PARK (4-10 ACRES)



NEIGHBORHOOD PARK ADJACENT TO CREEK CORRIDOR (4-10 ACRES)



NEIGHBORHOOD PARK AND ELEMENTARY SCHOOL SITE (10 ACRES)

LEGEND

- FOOT PATH
- BIKE PATH
- MIXED USE TRAIL
- BUS STOP
- GU — GENERAL USE / OPEN SPACE
- GS — GENERAL SEATING AND LANDSCAPED AREA
- PG — PLAYGROUND
- KP — KIDS PLAN (TOT LOT)
- PA — PICNIC AREA
- CH — CLUBHOUSE / RESTROOMS / GYM / STORAGE
- LINK BETWEEN ACTIVITIES
- VISUAL LINK

FIGURE 10-5

JUNE 2005

or otherwise travel along a route with no vehicular traffic. With this alternative and sidewalks, a network of more direct routes between homes and between neighborhoods can be created. These trails also form part of the overall valley network of pedestrian circulation routes.

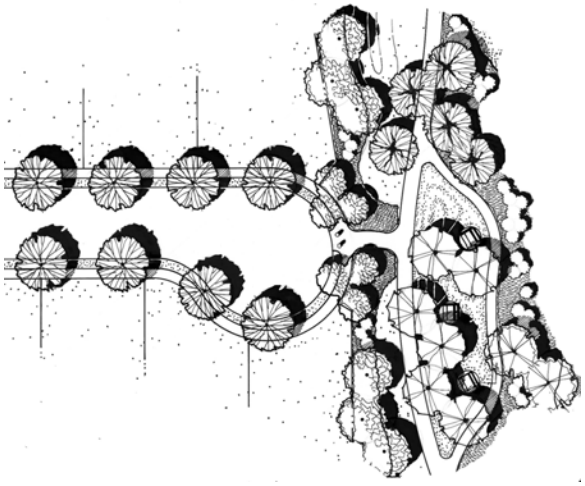
TABLE 5: PARK ALLOCATIONS
DOUGHERTY VALLEY

PARK TYPE	SITING	PARK SIZE	TOTAL NUMBER OF PARKS	TOTAL ACREAGE (FOR ENTIRE COMMUNITY)
"Tot Lots"/ small pocket parks	Pocket parks and neighborhood parks within the residential area can be considered to offset, on a one-to-one basis the requirement for "tot lots." See additional criteria below.*	2,000 - 5,000 sq. ft.	Variable	Variable
Pocket Parks	According to Figure 10-4	1-4 Acres	10	12-48 Acres
Neighbor-hood Parks	According to Figure 10-4	4-10 Acres	13	65-130 Acres
Community Park	According to Figure 10-4	15-30 Acres	2	45 Acres

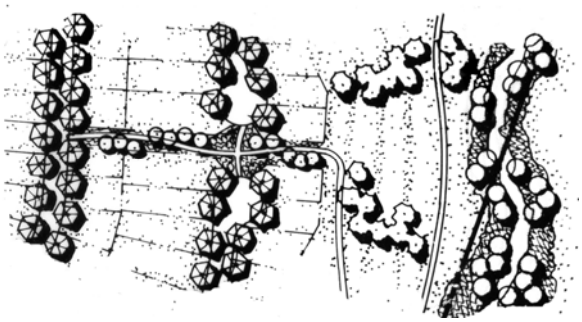
* Additional Criteria for "Tot Lot" Allocation:

*•"Tot lots" should not be within 500 feet of each other or other parks. In higher density areas this may make it necessary to construct larger "tot lots" in order to meet the specified level of provision. The maximum size for an individual facility should be 40,000 sq. ft.

Source: PBR, March 1992; REPS, June 2005.



As landscaped pathways, the trails should connect with either streets or cul-de-sacs at least every 400 feet to allow houses to share sideyard boundaries with them and allow for surveillance and sharing of the neighborhood responsibility for self-policing these areas. Paths that meet these requirements rarely engender the problems sometimes associated with secluded off-street trails because they would be actively used by and visible to many residents.



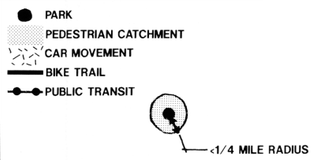
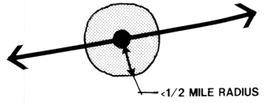
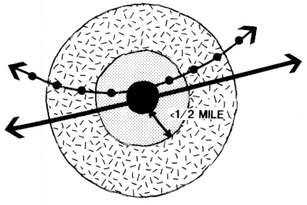
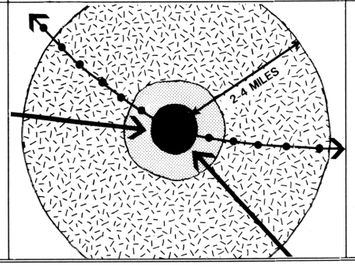
E. Village Center

The ultimate program for and composition of the Village Center cannot be determined at this time, but with its placement in the valley, and proposed uses the Village Center should play a key role as the heart of community life:

It should be a convenient, concentrated center for community life. Accessible by all available modes of transportation, the Village Center should be planned as a concentration of community and commercial activities. It should be organized as a distinctive urban form that acknowledges its Bollinger Canyon Road address but orients diversionary activities, such as restaurants, toward Alamo Creek. Larger scale uses e.g. the Community College, and parking areas should be oriented toward Bollinger Canyon Road and smaller scale uses and pedestrian areas towards the middle of the Village Center. Sidewalk widths in this area should be generous in width, six (6) feet or wider to accommodate higher expected pedestrian volumes. Trails connecting the Village Center with adjoining housing and housing across the creek corridor should be provided.

It should reflect a strong sense of local, distinctive character. In keeping with the more urban pattern of buildings, streets and pedestrian areas that are recommended, a common architectural theme should be implemented for the retail buildings, community structures and facilities in the Village Center. This will create a unified identity for the Village Center and Dougherty Valley as a whole. Signature architecture is encouraged at key locations to establish Village Center identity. A complementary landscape scheme should prevail throughout for plant materials, street/plaza furniture and lighting. Similarly, a signage program should be implemented for the entire Village Center for directional and commercial signage. A public art program should be implemented within the Village Center, including design

TABLE 6:
DOUGHERTY VALLEY
PARK CHARACTERISTICS

A. PARK TYPE:	B. SIZE:	C. FACILITIES:	D. MODES OF ACCESS:	E. PRIMARY MODE:			F. MOVEMENT/CATCHMENT:	G. USERS:		H. TIME OF USE		I. ANCILLARY ACTIVATING FEATURES:	J. RELATIONSHIPS TO SURROUNDINGS:	K. CHARACTER:
				Ped.	Bike/ Trail	Car & Public Trans.				DAY	NIGHT			
"Tot Lots"/Limited Facility Pocket Park	2,000-40,000 sq. ft.	• Playground equipment (pre-school, school age) • Bench area for parents • Small green open space (passive activity)	• Pedestrian (on street only)					Local/Less Mobile Use	• Immediate residents • Least mobile members of community (seniors, mothers with young kids)	✓		• School bus drop off point • Post office boxes/mail boxes • Newspaper stands	• Closely linked to immediate residential: • Important to be linked to roads (on corners/between parallel streets) and overlooked by immediate residences and roads • Few conflicts between use of park and use of adjacent private space	• Subdued, Peaceful
Pocket Park	1-4 Acres	• Playground equipment • Bench/informal picnic area • Multipurpose grass area (not for active sport) • Character developing feature	• Pedestrian/Bike Trail						• Local residents • Users of trail system	✓		As above, plus: • Public phones • Childcare/daycare • Landmarks/character building elements: (rock outcrops, views, stockponds, springs or created features)	• Visible from street • Trail link; through movement will offset need to be directly overlooked • Possible minor conflict between use of park and use of adjacent private space	• Distinct local feature such as natural rock outcrop, viewpoints - or created features • Generally passive
Neighborhood Park	4-10 Acres	• Playground • Picnic Area • Sports Courts • Sports Fields • Limited parking • Hard surfaced & grassed play areas • Landscaped open space • Character features • Restrooms • Possible minor club facilities (scouts, daycare)	• Pedestrian/Bike Trail • Generates some car movement • Public transport destination						• Local residents • Users of trail system • Car/public transportation • More mobile users, larger catchment	✓	✓	As above, plus: • Transit destination, bus stop • Minor club facilities: (neighborhood center/scouts etc.) • Schools, Churches • Restrooms	• Some visibility from street • More active sport and users from wider area potentially greater conflict between park use and use of adjacent private space • If backyards abut park (undesirable), a buffer will be needed	• Character representative of the neighborhood • More active
Community Park	45 Acres	• Playground • Picnic Area • Sports Courts • Sports Fields • Parking • Landscaped open space • Character features • Community Center • Outdoor performance area • Special rec. facility (golf, boating, swimming, etc.)	• Pedestrian/Bike Trail • Major public transport destination • Generates considerable car movement					"Destinations" Generate Movement	• Local residents • Car/other forms of transportation • Whole community	✓	✓	As above, plus: • Community center • Special recreation facilities: (gym, pool, lake, etc.) • Snack bar	• Largest scale activity and most "public" of parks • Conflict with use of adjacent private space: backyards should not abut park wherever possible • Next to major commercial, office and higher density housing of village center	• Character relating to and reflective of the whole community • Active

Source: PBR, March 1992

and construction of one or more significant water features reflective of the center's location at the confluence of the branches of the Alamo Creek.

Its built environment should reflect its natural setting. The siting and design of buildings should shape the pedestrian areas and focus long range views on landscaped or natural scenes. Conversely, landscape treatment of the creek corridors should reach into the Village Center to link the landscape theme of all three areas. This will bring reminders of the nearby more natural environment into the more intensively built Village Center. The transition from the Village Center hardscape (such as plazas) to the natural creek corridors should blend the types of places rather than accentuate differences. The appearance of the Village Center should be attractive and enticing from all primary public vantage points.

The most fine-grained retail area, oriented around a central street or a plaza, should locate building facades at the sidewalk or plaza edge to sculpt the pedestrian area. This will offer the shoppers or passersby an intimate setting and changing street scenes. Also, restaurants' or shops' doors or windows should orient to the street scene, creating a gentle transition between indoor and outdoor activities. Pedestrian spaces should invite walking and lingering as should street furniture that should be available but not an obstacle to circulation.

Its site planning and design should be able to accommodate greater building intensity and housing density than currently planned without diminishing the value of pedestrian areas. The Dougherty Valley Specific Plan allows for substantial increases in the density and intensity of the Village Center development. It has been designated for multiple family residential high density (MH) and as a receiver site for residential units transferred from other locations in the valley. Its non-residential building program allows multi-story mixed uses, ranging from retail to office, to large scale commercial.

It is desirable to allow for the Village Center's intensification so that it could become a more urban core. Nonetheless, the character and desirability of adjoining and internal public spaces such as plazas and sidewalks should be maintained, regardless of the scale of development. Initial design of the sidewalks, plazas and other public spaces should take into consideration the potential growth of the area.

F. Commercial Sites

In those neighborhoods nearest the two small commercial sites, neighborhood identity and the focus of activity may be oriented toward the shops and the associated social interaction that will take place there. To ensure that the residential and commercial uses are compatible, a pleasant, landscaped edge should be provided on the commercial site. Storage, mechanical equipment and loading activities should be sited to have the minimum impact on adjacent homes. Landscaped and paved pathways should be provided linking the housing and retail rather than allowing dirt

paths to be created. On the two smaller commercial sites, buildings not parking or signage should form the street corner. An architectural theme that is compatible with surrounding residential architecture should prevail on each commercial site.

G. Neighborhood Character

Creating attractive, well-defined neighborhoods is an overriding objective of the Dougherty Valley Specific Plan. The site has been planned to define each housing area by its boundaries and its focal points for social interaction. Housing areas throughout are bounded by open space or creek corridor and/or major streets. Within each area is a central elementary school and/or park. Residents of each area will come to identify their neighborhood by these common physical characteristics ("we live on the golf course") and will form association with each other at the neighborhood school or park ("I live in the Crescent Park neighborhood"). The proposed phasing of the development overall (see Chapter 13: Implementation) reinforces this definition and formation of neighborhoods in Dougherty Valley.

The volume of earth moved for cut and fill should be minimized and its movement weighed against visibility and aesthetic considerations. The grading for siting of homes should reflect the contours of the land, using terracing at graceful intervals and blending graded areas back into natural contours, wherever feasible. No cut or fill slopes should be steeper than a 3:1 gradient unless specifically allowed by the geotechnical engineer and Community Development Department. An exception is the median between split levels of a roadway, where a maximum 2:1 slope will be allowed. In residential areas, these can then be used for off-street trails and/or as a friendly rather than abrupt backdrop for parks, roads or other landscaped areas. These more gradual 3:1 slopes will allow easier revegetation and maintenance of the areas.

Other finer grained characteristics of desirable neighborhoods are called for in the Plan. The trail system that weaves through the neighborhoods serves local needs and puts most neighborhood destinations within walking distances for residents. These off-street trail corridors should be an average of 20 feet wide. Bus stops are planned in conjunction with neighborhood and pocket parks where possible. This will allow for newspaper stands and the like, another reason for a neighborhood walk and the ensuing social interaction.

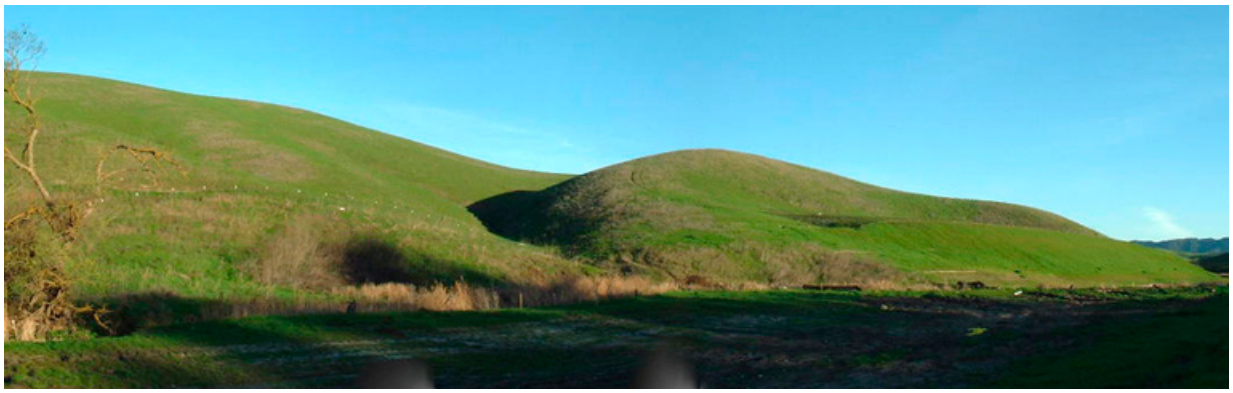
On the edges of neighborhoods, where housing meets open space areas, landscaped buffer zones are called for. Because of the valley's natural characteristics, these should be specialized buffer zones which act as firebreaks. A vegetation management plan that establishes appropriate types of native and non-native landscaping should be prepared along with an emergency and maintenance access plan to ensure public safety.

H. Neighborhood Streets

The urban design character of residential streets has a strong influence on neighborhood character. As the street sections in Chapter 6: Circulation indicate, landscaped parkways between the curb and sidewalk are required on all streets including local streets in single family detached residential areas except those locations noted in the Community Design Handbook. This affords each neighborhood the beauty and seasonal character of tree-lined streets and creates the sidewalks as a safe domain removed from vehicular traffic. Where appropriate, parallel on-street parking will be allowed, further buffering pedestrians from moving traffic. Tree planting in the parkways is subject to the guidelines set forth in the Community Design Handbook. Rural street standards with no developed concrete sidewalks will be permitted where appropriate.

Another streetscape characteristic that influences the desirability of neighborhoods is the relationship of rows of houses to the street. More detailed site planning for Dougherty Valley neighborhoods should minimize the repetitious rows of similar housing types. Guidelines about minimizing residential garage frontage, varying housing setbacks on each block and the orientation of multiple family housing structures to the street are addressed in the Community Design Handbook.

The Community Design Handbook (under separate cover) addresses the preceding general urban design guidelines in greater detail and provides comprehensive site planning, landscape and architectural guidelines for Dougherty Valley.



GROWTH MANAGEMENT

D

11. GROWTH MANAGEMENT

Growth Management Goal: ***Plan for phased development of Dougherty Valley such that each phase can meet infrastructure level of service and performance standards.***

Policy GM-1: ***Provide the appropriate and necessary public facilities and traffic levels of service to meet County standards for protecting public health, safety and welfare.***

A. Growth Management Objectives

Policy GM-2: ***Allow phased development of Dougherty Valley when each phase can meet infrastructure level of service and performance standards.***

Contra Costa County embraces the philosophy that growth must be balanced with the provision of services. The County's Growth Management Program ensures that the service levels and quality of life for current and future county residents can be preserved. By adopting and implementing the Growth Management Program, the County has established a comprehensive, long-range program that will match the demands for public facilities and infrastructure generated by new development, with plans, capital improvement programs, development mitigation programs, and financing mechanisms to supply the facilities.

Specifically, the Growth Management Program provides for a countywide Comprehensive Transportation Plan. It also establishes a process to manage the impacts of growth in Contra Costa County. The County's Growth Management Program consists of the following objectives many of which have been or are being achieved by the County, independently from this Specific Plan:

- Incorporate a growth management element into the General Plan that defines a process for regulating growth;
- Adopt and apply traffic level-of-service standards to base routes within the County's roadway network system;
- Adopt performance standards for evaluating the provision of police, fire, parks, water, flood control, and sanitary sewer facilities in proposed projects;
- Adopt and implement a transportation systems management ordinance;
- Establish development mitigation and fee programs to ensure that new development pays its share of necessary public services;

- Adopt a seven-year capital improvement program that list projects, their costs, and funding mechanisms; and

- Address housing options and job opportunities at the local, regional, and countywide level.

As shown in this Specific Plan, Dougherty Valley major streets have been planned to meet necessary traffic levels of service in accordance with the Growth Management Program's now-established requirement. The implementation of Dougherty Valley streets will add links in the network of major thoroughfares in this part of the county. Similarly, new infrastructure for water, water reclamation, sewer, storm drainage, electricity, natural gas communications and fire and police protection have been planned herein to meet Dougherty Valley needs without diminishing service standards or supply below County Growth Management performance standards.

Also, as Chapter 5: Housing Characteristics indicates, a primary benefit of Dougherty Valley Plan is the provision of a wide array of housing opportunities, for all household levels of income, that are close to many workplaces.

The Dougherty Valley Specific Plan is consistent with and supportive of the requirements of the County's Growth Management Element. Achievement of growth management standards will be monitored as implementation of the plan proceeds.

RELATIONSHIP TO THE GENERAL PLAN

D

12. RELATIONSHIP TO COUNTY AND CITY GENERAL PLANS

The Contra Costa County General Plan 1990-2005 (January 29, 1991) has been amended by the Dougherty Valley General Plan Amendment (December 22, 1992), Country Club at Gale Ranch General Plan Amendment (December 20, 1994), and Dougherty Valley General Plan Amendment (November 11, 1996). The Contra Costa County General Plan 1995-2010 was reconsolidated on July 23, 1996, and the Contra Costa County General Plan 2005-2020 was once again reconsolidated on January 18, 2005. Accompanying the 2005 Dougherty Valley Specific Plan update is an amendment to the Contra Costa County General Plan 2005-2020, which updates the Land Use Element Map to reflect the realignment of Dougherty Road and changes in land use designations for the Dougherty Valley area, as revised under the updated 2005 Specific Plan. Also, accompanying the 2006 Dougherty Valley Specific Plan update is an amendment to the Contra Costa County General Plan 2005-2020 which updates the Land Use Element Map to reflect the land use changes within the Gale Ranch development to allow relocation of Middle School and residential units.

The Dougherty Valley Specific Plan is consistent with and facilitates implementation of the goals and policies of the Contra Costa County General Plan as amended and the City of San Ramon General Plan. The Specific Plan offers refinements to the County General Plan, providing clarity and guidance towards the achievement of a new community vision. This section lists the relevant Contra Costa County goals, policies and corresponding Dougherty Valley goals and policies. It demonstrates how the proposed Dougherty Valley Specific Plan is consistent with the County General Plan. Below is a brief description of the complementarity between the goals of the County and the Dougherty Valley Specific Plan.

The Dougherty Valley Specific Plan represents a vision for a new residential community, which responds to the strategic regional location of the Dougherty Valley, immediately accessible to numerous job sites and to two major nearby employment centers, Bishop Ranch in San Ramon and Hacienda Business Park in Pleasanton. The Specific Plan policies provide for the development of a new community that incorporates a diversity of housing opportunities that responds to regional housing needs, encourages the use of alternative modes of circulation and preserves and makes available for public use large open spaces that contribute to the developing regional open space network.

A. Land Use Element

The County General Plan, as amended by the Dougherty Valley General Plan Amendment, offers direction for the location, distribution, type and extent of land uses including the open space areas of the plan. The proposed locations of residential, commercial, open space and community facilities are outlined.

Consistent with the County General Plan, and the San Ramon General Plan, the Dougherty Valley Specific Plan proposes a residential community that contributes to a balance of land uses within both the regional and local context. Dougherty Valley responds to the need of future projected population increase within Contra Costa County by converting areas of diminished agriculture importance into a mixture of residential, community, commercial, office and open space uses. The higher density core of the development occurs in the flatter part of the site, supporting transit oriented facilities, while providing an active, diverse center for the community. Open space uses occur around the perimeter of the site, limiting intrusion of development into these natural areas.

B. Housing Element

The goals and policies included within the Housing Element of the County's General Plan are aimed at increasing housing opportunities, as well as variety in the stock of affordable housing. The Dougherty Valley Specific Plan provides for a wide range of housing types and densities. A diversity and range of housing types are accommodated by providing areas of varying densities that have been located in consideration of the natural terrain. The natural features of the site suggest that the higher density, more intensive land uses such as multiple family housing and retail would best be accommodated along the flatter, more central valley areas. The less intensive single family estate lot land uses would be dispersed into the gentler sloping areas in conjunction with enhanced landscaping to provide shade and screening. These plans propose a total of 11,000 dwelling units to be built in Dougherty Valley, encouraging the production of balanced, affordable housing. This plan commits to provide 25 percent of the housing units as affordable to low and moderate income families.

C. Circulation Element

The basic circulation system for the area is discussed in the Contra Costa County General Plan. This Specific Plan adds detail providing for efficient safe vehicular circulation and policies aimed at developing and encouraging the use of alternative modes of transportation. A corridor for potential future light rail transit is included in the plan, along with an extensive network of trails for pedestrians, bicyclists and equestrians. The Specific Plan locates many of the activity centers, schools, parks and the Village Center, along the creek trail system, to provide Dougherty Valley residents an attractive and efficient alternative to driving.

D. Open Space and Conservation Element

The County General Plan provides for an extensive trail system and open space network through Dougherty Valley. The Dougherty Valley Specific Plan calls for an open space corridor along Alamo Creek and the preservation of a wide swath of open space through the Dougherty Hills and the westerly ridge bordering the site. Overall, approximately 55 percent of the land area is set aside in the Dougherty Valley Specific Plan as open

space, primarily along the perimeter ridges that enclose and give form to the valley and along the widened creek corridors. The ridge areas offer opportunities for extension of regional open space corridors. The Contra Costa County General Plan states policies for protecting major scenic ridges. The Dougherty Valley Specific Plan conforms with this requirement and provides additional opportunities for public outdoor recreation.

The policies of the Contra Costa County General Plan call for increased opportunities for public accessibility and recreational use of creeks, streams and drainage channels, integrating new development while incorporating visual amenities. The Specific Plan additionally provides for a comprehensive creek enhancement and restoration program that includes the main branches of Alamo Creek, as well as most of its smaller tributaries. Trail systems are planned along ridgetops and through the primary creek corridors.

E. Public Services/Facilities

The Specific Plan provides for the development of four elementary schools, two middle schools, one high school and may include a community college. Civic uses, including a community center, senior center, library, service center, fire stations and police substation are also located within the valley. The County General Plan provides the sanctions for these facilities. The following table shows various ways in which Dougherty Valley Specific Plan Goals implement the County General Plan.

CONTRA COSTA COUNTY GENERAL PLAN GOALS & POLICIES	DOUGHERTY VALLEY SPECIFIC PLAN GOALS
LAND USE (pg. 3-26) 3-A. To coordinate land use with circulation, development of other infrastructure facilities, and protection of agriculture and open space, and to allow growth and maintenance of the County's quality of life. In such an environment all residential, commercial, industrial, recreational and agricultural activities may take place in safety, harmony and to mutual advantage.	**LAND USE GOAL**: Establish an attractive residential community that complements surrounding communities including Danville and San Ramon and responds to regional conservation and development opportunities.
HOUSING (pg. 6-112 to 6-113) 3-Housing Production. Increase the supply of housing with a priority on the development of affordable housing. 5-Housing Affordability. Improve housing affordability for both renters and homeowners.	**HOUSING GOAL**: Provide a wide range of housing types and densities to meet the diverse needs of all age groups and household sizes.

TRANSPORTATION & CIRCULATION (pg. 5-13) 5-A. To provide a safe, efficient and balanced transportation system. 5-C. To balance transportation and circulation needs with the desired character of the community.	**CIRCULATION GOAL**: Establish a circulation system that creates an adequate major street system while maintaining a residential scale street system.
OPEN SPACE (pg. 9-3) 9-A. To preserve and protect the ecological, scenic and cultural/historic and recreational resource lands of the County. **CONSERVATION** (pg. 8-6) 8-D. To protect ecologically significant lands, wetlands, plants and wildlife habitats .	**OPEN SPACE & CONSERVATION GOAL**: Establish a system of open space that improves ecological values, provides recreational opportunities, enhances the character of the region and contributes to a high quality of life in and around Dougherty Valley.
PUBLIC FACILITIES & SERVICES (pg 7-3) 7-a. To give a high priority to funding quality civic, public and community facilities which serve a broad range of needs throughout the community.	**COMMUNITY FACILITIES & SERVICES GOAL**: Provide necessary community facilities and ensure adequate provision of services to accommodate the changing needs of the Dougherty Valley community.
LAND USE (pg. 3-28) 3-F. To permit urban development only in locations of the County within identified outer boundaries of urban development where public service delivery systems that meet applicable performance standards are provided or committed.	**UTILITIES GOAL**: Provide the necessary additional utilities and public services to meet the needs of the future population of Dougherty Valley while meeting applicable County standards.
LAND USE (pg. 3-28) 3-C. To encourage aesthetically and functionally compatible development which reinforces the physical character and desired images of the County. 3-J. To encourage a development pattern that promotes the individuality and unique character of each community in the County.	**COMMUNITY DESIGN GOAL**: Design Dougherty Valley to be attractive and function well in its natural setting. Provide diverse lifestyle opportunities and create a strong sense of community for residents of and visitors to the Valley.
GROWTH MANAGEMENT (pg. 4-4) 4-A. To provide for the levels of growth and development depicted in the Land Use Element, while preserving and extending the quality of life through the provision of public facilities and ensuring traffic levels of services necessary to protect the public health, safety and welfare.	**GROWTH MANAGEMENT GOAL**: Plan for phased development of Dougherty Valley such that each phase can meet infrastructure level of service and performance standards.

IMPLEMENTATION

D

13. IMPLEMENTATION

A. Introduction

This section of the Dougherty Valley Specific Plan sets forth key measures that should be taken to implement the Plan. It defines the County processing steps, the overall approval process and development review. The development applications required to implement the Plan will ensure that Dougherty Valley is developed as a large-scale integrated development.

Dougherty Valley has been rezoned to a Planned Unit District ("P-1") with Preliminary Development Plan approval. The Specific Plan serves as the Preliminary Development Plan. The landowners will individually apply for tentative maps, neighborhood development plans, and final development plans for review and consideration by the County.

B. Phasing

The Dougherty Valley Specific Plan is comprised of public improvements including roads, utilities, parks/open space, schools and community facilities as well as private improvements such as homes, retail businesses and recreation facilities. The primary purpose of a Specific Plan phasing strategy is to ensure that those complementary public and private improvements are built in a logical sequence, resulting in viable, high quality development in each phase. The phasing strategy for each property in Dougherty Valley should realize the following goals:

- each phase of housing addresses the affordability of housing for a range of household incomes, including very low, low and moderate income households;

- ensure that the community framework which is the backbone of the Plan is realized through the timely provision of public improvements;

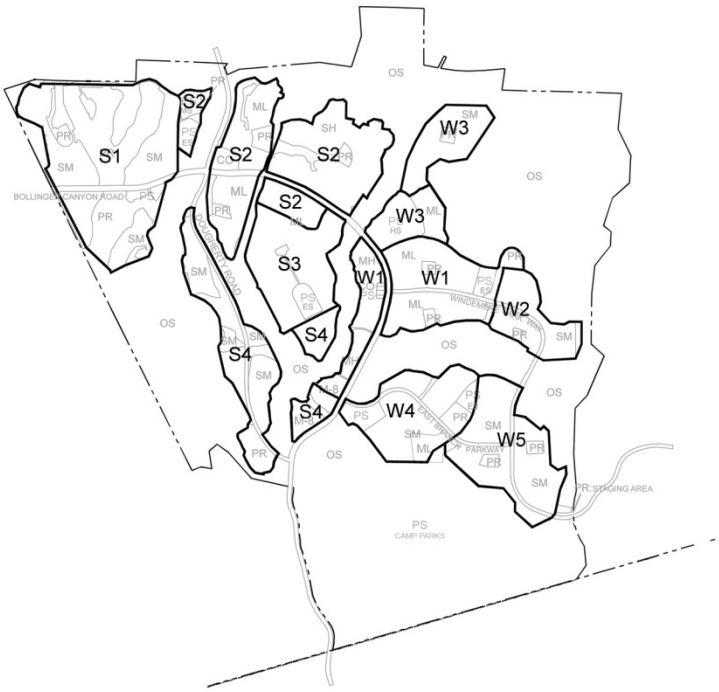
- ensure orderly and safe development;

- provide landscape improvements of any neighborhood or pocket park or off-street parkway in conjunction with occupancy of the surrounding housing and complete landscape improvements of any public streets when street right-of-way improvements are completed; and

- incorporate into each phase community facilities that make that phase truly viable for its residents.

To accomplish the goals noted above, a Neighborhood Development Plan shall be required with each Final Development Plan submitted. Although the details of the Neighborhood Development Plan will be discussed later in

this chapter, it is intended to guarantee all the elements that compose a neighborhood (such as a variety of housing, parks and recreation areas, school facilities and commercial) are appropriately balanced within the individual Final Development Plan boundary.



C. Subsequent Approvals

The Contra Costa County Board of Supervisors has taken the following actions toward project implementation.

(1) Development Agreements

Windemere Ranch Partners (assigned to Windemere BLC Land Company LLC) and Shapell Industries have separately entered into Development Agreements with Contra Costa County. The Board of Supervisors adopted the agreements by ordinance in December of 1995.

California counties have been authorized by the State Legislature to enter into development agreements. The Development Agreements establish covenants, conditions, regulations and procedures that control plan area development.

Through the development agreements, the landowners have gained a vested right to develop the subject properties, in accordance with existing laws, to the density and intensity and for the types of uses specified in the Dougherty Valley Specific Plan (and other related land use approvals), provided that the terms and conditions of the agreements are satisfied. In exchange, the County will receive benefits that would not otherwise be

obtainable. These benefits include a comprehensive plan for developing the entire Plan area and investment in project-wide and offsite infrastructure improvements, land dedications and community facilities that would not occur without assurance that the Plan can ultimately be implemented.

(2) Public Improvements

There are several types of public improvements to be made. Key public improvements, such an arterial street connection, are critical to the successful functioning and character of Dougherty Valley in early phases of development and have immediate widespread benefits. Specific phasing requirements will be made concurrent with the review and approval of each Final Development Plan submitted.

Other public improvements, such as neighborhood parks, are only required when associated private development (e.g., nearby homes) are proposed to be built. This ensures that each development phase is accompanied by construction of the public improvements, needed so that each phase (plus the previously developed phases) is self-sufficient and able to stand alone if subsequent development phases are postponed indefinitely. These public improvements therefore have phasing requirements that are linked to private development.

(3) Rezoning/Preliminary Development Plan

The Windemere and Shapell properties have been rezoned to the Planned Unit District (P-1) zoning category concurrent with the approval of the Preliminary Development Plan. The P-1 zoning is consistent with the varied land uses identified in the Specific Plan. For the purpose of the rezoning action the Specific Plan generally serves as the PDP.

To ensure the long-term flexibility of the Specific Plan, the Preliminary Development Plan does not provide significantly greater detail than the Specific Plan (such detail will be provided at the Final Development Plan stage), but includes some necessary additional information such as: information regarding existing natural land features and topography, a preliminary report on provision for storm drainage, sewage disposal and public utilities, and a statement of how the development would be consistent with and further the County's General Plan.

Dougherty Valley is regulated as a Planned Unit District, (P-1) or "large-scale integrated development", to achieve what is defined below in Article 84 of the Contra Costa County Code:

"The planned unit district is intended to allow diversification in the relationship of various uses, buildings, structures, lot sizes and open spaces while insuring substantial compliance with the general plan and the intent of the County code in requiring adequate standards necessary to satisfy the requirements of the public health, safety and general welfare."

(4) Final Development Plan

Final Development Plans will be prepared on a phased basis for each property. Each Final Development Plan will include the information required by the County Code and is to be reviewed by the County Planning Agency.

The Final Development Plan shall include greater detail than shown in the Preliminary Development Plan. Typical requirements for the Final Development Plan include:

- Indicate the location, grades, widths and types of improvements proposed for all streets, driveways, pedestrian ways and utilities.
- Indicate the location, height, number of stories, use and number of dwelling units for each proposed building or structure.
- Indicate the location and extent of all proposed land uses.
- Indicate the location and design of vehicle parking areas.
- Indicate the location and design of proposed landscaping, except for proposed single family residential homes.
- Indicate the location and design of all storm drainage and sewage disposal facilities.
- Indicate the proposed phasing of the public and private improvements.
- Indicate the typical architectural elevations for all buildings except single family residences.
- Additional information as required by County Article 84-66.1202.

(a) Neighborhood Development Plan

A Neighborhood Development Plan shall be submitted with each Final Development Plan. Alternatively, the Final Development Plan may include all the required information with the Neighborhood Development Plan and if it is so noted with the Final Development Plan Submittal.

The purpose of the Neighborhood Development Plan is to communicate the overall composition of each neighborhood and ensure that Specific Plan requirements for parks, community facilities, open space and affordable housing are being addressed. Each Neighborhood Development Plan should be prepared at a scale determined to be appropriate by the County and include but not be limited to:

- Community Design Concept (land uses, circulation)

- Parks and Community Facility Plan
- Affordable Housing Strategy
- Landscape Concept (for streetscapes, parks, and open space)

Neighborhood Development Plans are to be consistent with the approved Preliminary Development Plan elements such as the circulation, grading and open space management plans.

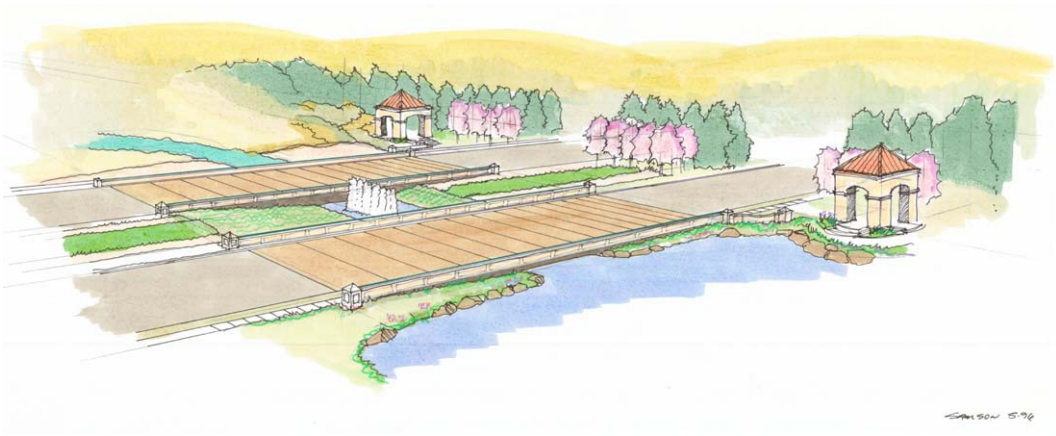
(5) Village Center Plan

Before any development occurs in the Village Center, a Village Center Neighborhood Plan is required. The Village Center of Dougherty Valley is an important and unusual place and can determine that Dougherty Valley can be a special place, for both residents and visitors. The mix and intensity of uses permitted in the Village Center are unique to the Plan and require careful planning to ensure the success of the multiple uses envisioned there.

The Village Center Neighborhood Plan must integrate the horizontal and vertical relationships between the housing, retail, offices and community facilities proposed. Vehicular and non-vehicular circulation routes and destinations such as plazas, a transit center or parking lots must be thoroughly planned. The relationship between the urban activities and the adjoining Alamo Creek corridors must be complementary. These uses must in turn be linked effectively to all surrounding uses.

(6) Community Design Handbook

The Final Development Plan(s), Neighborhood Development Plan(s) and Village Center Neighborhood Plan(s) should conform to the provisions of the Community Design Handbook.



The Community Design Handbook, providing design review procedures as well as siting, landscape architectural and architectural guidelines for all aspects of Dougherty Valley has been adopted as a condition of approval

attached to the Preliminary Development Plan. It expands upon the broad policies and guidelines in Chapter 10: Community Design for the Specific Plan to address the specific character of all streets, parks/open space and public gathering places or facilities. Specific site planning standards for each type of land use are included. In addition, project wide signage, street landscaping, community and neighborhood entries, and public art should be addressed. The guidelines are comprehensive enough to ensure that the community has a coherent identity and consistent quality without precluding the opportunity for a variety of design solutions.

(7) Creek Revegetation Plans

Baseline site studies should include preparation of creek restoration or alteration plans necessitated by the Dougherty Valley Specific Plan. These plans are necessary to finalize storm drainage plans, and erosion control/channel stabilization plans for creeks central to the plan area, as well as maintenance plans for creek corridors and data needed for the required NPDES permit. These plans should be submitted with the Final Development Plan submittal that encompasses a section of creek corridor. They also set the parameters for the landscape plans for each of the segments of the riparian corridors that will serve multiple roles in drainage conservation, recreation, circulation and visual character.

For those creeks intended to simulate natural creek conditions, proper grading should yield a range of ecosystems, including freshwater marsh, low-elevation riparian, high-elevation riparian and oak-wooded ecosystems be planted and sustained.

Establishment of the most appropriate restoration and protection for specific habitat needs throughout the creek corridors within the valley should be coordinated with regulatory agencies such as the California Department of Fish and Game, the U.S. Army Corps of Engineers and the managing agency of the creek trails. These plans shall be required as part of the Final Development Plan submittal or with Tentative Maps for adjacent properties, as deemed appropriate by County staff.

The plan should include species lists, planting density and irrigation requirements as well as long-term monitoring and maintenance programs. In addition, the plan must integrate limited public access with wildlife protection needs.

(8) Tentative Maps

Tentative Map or Subdivision Map is a document prepared by a civil engineer to further refine the uses described in the Final Development Plan. The Tentative Map is the first formal step to legally subdivide the property. The Final Map (when approved) will create a legal division of those individual parcels proposed on the Tentative Map.

The processing of the Tentative Map is defined by the State of California in the Subdivision Map Act (Gov't Code 66410 et seq.) and County Ordinance.

The submittal requirements for a Tentative Map Application in Contra Costa County are described in Article 94-2 of the County Ordinance Code.

Typical submittal requirements include but are not limited to:

- Subdivision name and number.
- Name of legal owner(s) and subdivider
- Topographic information of the property to be subdivided
- Proposed grading and a geologic conditions map
- Location of existing streets, utilities, buildings, etc.
- Proposed lot and street layout
- Proposed utilities and easements
- Phasing of improvements
- Additional information required by County Code.

(a) Grading Plans/Improvement Plans

The grading plans and improvement plans typically show greater detail for the improvements proposed on the Tentative Map. The County Building Inspection Department will review the grading plans and issue a grading permit if the plans satisfy the County requirements and conform to the approved Tentative Map. The County Public Works Department will review the improvement plans. When the improvement plans (and Final Map) are deemed complete and comply with all the County standards the County Director of Public Works will authorize the developer to begin the site improvement work.

Erosion Control Plans are typically required with the grading plans to address any erosion problems that may occur as a result of the grading. A construction phase erosion control plan which specifies erosion control measures to reduce short term erosion problems should be prepared and reviewed by Contra Costa County and other applicable agencies. This plan should address:

- Location of all areas where vegetation will be removed.
- Methods of stabilizing these areas

- Location of areas to be revegetated and types, quantities, and methods of seeding, planting, fertilizing, and irrigation of planted areas.

- Methods to reduce runoff across cut and fill slope and other graded areas.

- Location and functioning of sediment traps and debris basins. Method of using the proposed detention basins as sediment traps during construction. Provision for removing sediment following construction, disposal locations, and provision for long term maintenance. Location and type of temporary measures such as hay bales, earth berms, sand bagging, or silt fences should be specified.

- Schedule for implementation such that all erosion control measures will be installed and maintained throughout the rainy season of each construction year.

(9) Final Maps

The Final Map creates the new legal parcels to conform to the new land use pattern designated in the Specific Plan and detailed in the Tentative Map. The Final Map will also define the dedication of land(s) to public agencies for public streets, open space areas and specific community facilities.

The specific requirements for submitting and receiving approval of a Final Map are described in the County Zoning Ordinance Article 94-4.2.

(10) Local Agency Formation Commission (LAFCO)

Applications for the annexations to autonomous service providers will be initiated by coordination between the service provider and the County. Furthermore, the proposed annexation to the City of San Ramon will be processed as development occurs. Where necessary, sphere of influence changes will also be requested. Applications will include Plans for Providing Services, if required by LAFCO, outlining how services will be provided to the area.

A Master Property Tax Transfer Agreement for the allocation of property taxes between Contra Costa County and the City of San Ramon was entered into in 1998. This tax transfer agreement along with the October 15, 1997 Memorandum of Understanding between Contra Costa County, the City of San Ramon, Shapell Industries and Windemere Ranch Partners(assigned to Windemere BLC), relating to the Development of Dougherty Valley, and the Master Settlement Agreement reached in 1994 between the County, City of San Ramon, Town of Danville, and the developers of Dougherty Valley, anticipate that there will be a series of phased annexations of the Dougherty Valley into the City of San Ramon. To date, there have been seven annexation applications approved by Contra Costa County Local

Agency Formation Commission relating to annexation of Dougherty Valley into the City of San Ramon.

A County Service Area (CSA) has been formed in accordance with LAFCO regulations and procedures to provide short and long term maintenance of the public improvements and facilities within the Specific Plan Area. The CSA is be primarily responsible for maintaining the extensive landscaped areas of the plan area including the parks, street frontage landscape, pedestrian trails and creek corridors. The CSA is expected to fund through the City of San Ramon most of the public services prior to annexation.

The CSA is also the vehicle to fund and contract enhanced police services and guarantee adequate funds for the operation and maintenance of the multitude of community facilities in the Village Center. Upon annexation to San Ramon, the CSA will be the vehicle for transfer of funds to the City of San Ramon and County Services will be replaced with those provided by the City.

(11) State and Federal Applications

A detailed multi parameter wetland delineation should be completed for the Specific Plan area. A report, map, and data sheets should be submitted to the United States Army Corps of Engineers (ACOE) for verification. Appropriate permits and agreements may be required from the Corps of Engineers (Section 404 permits), U.S. Fish and Wildlife, the California Department of Fish and Game (Streambed Alteration Agreements) and/or the Regional Water Quality Control Board. A wetlands mitigation plan addressing the agency's no net loss policy must be submitted as part of any ACOE permit application.

If, during the environmental review for the Final Development Plan's specific plant or animal resources may be impacted, the County may require mitigation plans be submitted to the Department of Fish and Game or other appropriate agency for their review and approval.

(a) NPDES

The National Pollutant Discharge Elimination System (NPDES) is a California state program instituted to comply with the Federal Clean Water Act. Prior to 2003, development projects larger than 5 acres or a phase of a project that totals 5 acres or more are required to file a Notice of Intent (NOI) with the state prior to starting grading. In 2003, the threshold dropped to 1 or more acres of disturbed land. The purpose of the NPDES program is to minimize, reduce or eliminate the pollution of water resources.

One component of this program is the reduction of stormwater pollution that occurs during grading and construction phases of development. Projects under the State's NOI are required to implement a Storm Water Pollution Prevention Plan (SWPPP). The SWPPP contains Best Management Practices (BMP's) that prevent or minimize stormwater pollution (i.e., silt

fences, dust control, chemical storage and good housekeeping). Developers and contractors are required to use "Best Management Practices" in preparing a written and graphic siltation prevention program.

(12) Geologic Hazard Abatement District (GHAD)

State law makes provision for the establishment of, or annexation into, existing Geological Hazard Abatement Districts. These districts provide a mechanism for funding and performing any preventative maintenance or remedial work that might be required due to landslides or other geologic hazards within open space or in graded areas after a project is constructed. The Board of Supervisors can establish this district without application to any other agency after appropriate formation hearings. The boundary and responsibilities of this district(s) shall be defined in a Plan of Control developed by a registered geotechnical engineer as required by Government Code. The Board of Directors of an existing GHAD may also accept a petition for annexation of contiguous or noncontiguous property.

The GHAD may also legally hold fee title to the large expanses of open space on the perimeter of the project should other public agencies decline to do so. The Plan of Control should include provisions to maintain the open space, including erosion repair, cattle grazing to reduce fuel load, fire protection measures, trail maintenance and open space security issues. If the GHAD is not the responsible party for these measures , the Plan of Control shall identify the appropriate responsible agencies and specify the necessary coordination of such responsibilities with the GHAD.

D. The Dougherty Valley Oversight Committee

The May 11, 1994 "Agreement to Settle Litigation Relating to the Dougherty Valley General Plan Amendment, Specific Plan and Environmental Impact Report" required formation of DVOC to guarantee the provisions of the settlement agreement were adhered to and implemented.

DVOC is an advisory committee formed to provide a forum for conferrals among San Ramon, Danville, the County and the developers of Dougherty Valley. The specific responsibilities and composition of DVOC is described in the Settlement Agreement.

E. Affordable Housing

The Dougherty Valley Specific Plan proposes to achieve a private/public partnership for affordable housing through the following innovative programs:

Each property owner will provide 25% of the units developed on the site as affordable housing units as required under the 1995 Development Agreements (or as they may be amended or superseded) with the County of Contra Costa. In lieu fees shall not be allowed as a substitute for the construction of affordable housing units.

With the approval of the County Board of Supervisors, the affordable unit count achieved in Dougherty Valley could be shared between the jurisdictions of Contra Costa County, the Town of Danville and the City of San Ramon, to be allocated towards meeting their HDC share, as described by ABAG.

The County and other regulatory agencies would support the allocation of preferred loans from the federal government (HUD) and other agencies to the developers building affordable housing within the Dougherty Valley.

Innovative design approaches to the construction of affordable housing would be allowed for within the design guidelines, permitting and approval processes regulated by the local agencies.

F. Long Term Management/Maintenance of Facilities

(1) City

The majority of the public services to the Specific Plan Area will be performed by the City of San Ramon after areas within Dougherty Valley are annexed into the City. Services for the Plan Area prior to formal annexation will be contracted to the City by the County and funded by the County Service Area portion of the ad valorem property taxes and additional assessments. The City is expected to assume responsibility for police services, park maintenance, street and road maintenance, median landscaping, street lighting, and general community facilities but will be funded by the CSA assessment.

(2) County

The County will retain jurisdiction over all the subsequent land use entitlements issued for the Specific Plan area including individual building permits. Although the individual Final Maps will be annexed into the City of San Ramon, all construction permitting and inspection will remain with the County. The City will assume formal maintenance of the subdivision only after the public improvements have been accepted as complete by the County and the 1 year warranty period concluded. Prior to annexation, the CSA will contract for all maintenance after improvements have been accepted.

G. Financing Plan

A Financing plan has been prepared for the Dougherty Valley Specific Plan Area and is identified in Table 7. The Financing Plan analyzes the revenues expected to be generated from the project (primarily from property taxes) and compares the revenues to the expected costs to provide the public amenities incorporated into the Specific Plan.

The Financing Plan projects that with an additional parcel assessment that the tax revenues generated from the development will support the high level of public amenities envisioned in the Specific Plan.

TABLE 7: PUBLIC FACILITIES FINANCING DOUGHERTY VALLEY

Service or Facility	Construction and/or Improvements	Operation and/or Maintenance
On-site streets and roads	Developers	County/CSA/City
Off-site streets and roads & traffic improvements	Developer contribution	County or other public agency
Public Parks	Land: Developers Improvements:*	County/CSA/City/LLD
Schools	Land: Developers Improvements: Agreement	San Ramon Valley Unified School District
Fire Stations	Land: Developers Improvements: Developers	San Ramon Valley Fire Protection District
Police Substation	Land: Developers Improvements: Agreement	County/CSA/City
Library	Land: Developers Improvements: Developers	County/CSA/Community College District
Community Center	Land: Developers Improvements: Developers	County/City/CSA
Senior Center	Land: Developers Improvements: Developers	County/City/CSA
Semi-public recreation (e.g., golf course)	Land: Developers Improvements: Developer	Developers
Childcare facility	Land: Developers Improvements: Developers/Operator	Private sector operators
On-site public water facility	Developers	Dublin San Ramon Services District/ East Bay Municipal Utility District
Off-site public water facility	Developer contribution	Dublin San Ramon Services District/ East Bay Municipal Utility District
On-site reclaimed water facility	Developers	Dublin San Ramon Services District
Off-site reclaimed water facility	Developer contribution	Dublin San Ramon Services District
On-site wastewater facility	Developers	Contra Costa County Sanitary District
Off-site wastewater facility	Developer contribution	Contra Costa County Sanitary District

On-site storm drainage facilities	Developers	Contra Costa County Flood Control District/ County/San Ramon/CSA/GHAD
On-site cable TV	Developers/Operator	Operator
Off-site cable TV	Operator	Operator
Street median landscaping	Developers	County/ CSA City
Street lighting	Developers	County/ CSA City
Pedestrian paths	Developers	County/ CSA /City
Street landscaping	Developers	County/ CSA /City
Private recreational facilities	Developers	Homeowners' Association
Fuel modification zones adjacent to open space	Developers	CSA/City/GHAD/County /Homeowners' Association
Private open space	Developers	Homeowners' Association
Public open space	Developers	East Bay Regional Park District/ Other Public Agency/open space management groups/ GHAD/CSA/County/City
Geologic Hazard Abatement District (GHAD)	Gale Ranch GHAD; existing or new GHAD for development areas; Developers	Westbranch GHAD, existing or new GHAD
Creek corridors	Developers	County/City/CSA
Transit stop facilities (e.g., bus shelters)	Land: Developers Improvements: Developers	Transit operator

*Combination of developer fees, agreement b/w developers and SRVUSD, state funding.

(1) Private Facility Maintenance

(a) Property Owners Association(s)

Property owners associations may be created in some neighborhoods to manage and fund the maintenance of private open space, recreational facilities, fuel modification zones adjacent to open space and street landscaping along private roads.

Both Master Property Owners Association and Minor Associations may be formed depending upon the range of benefit of those facilities or improvements to be maintained.

(b) Open Space

The perimeter ridges comprise over 2,000 acres of land extending from north to south on either side of Dougherty Valley. To be effectively managed and accessible to the greater public for recreational use, large, contiguous open space areas should be entrusted to a public agency with the resources and authority necessary to undertake this significant responsibility. Such open space may be managed in part by employing

livestock grazing which reduces the risk of wildlandwild land fires. After adoption of the plan, the vast open space areas in the Specific Plan should be offered for dedication to the East Bay Regional Park District, County, City of San Ramon or other public entity. Should the EBRPD not accept the offer of dedication, another suitable public agency should assume ownership to assure the public right to access and long term maintenance goals. The GHAD could assume the role of open space maintenance and ownership responsibilities.

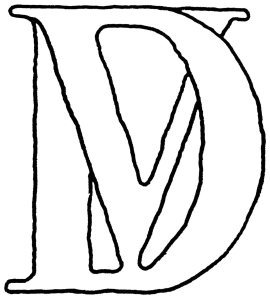
Large areas immediately to the north and south of Dougherty Valley have already been offered or dedicated as regional open space to the East Bay Regional Park District or other public agency. It is important that the transitions to open space at the perimeter of the site maintain a continuous recreational experience. Fences and barriers should be kept to a minimum, even where the open space is managed by different entities, or in different ways by the same agency.

Wherever specific trail alignments in Dougherty Valley meet other open space trail alignments, the two should be planned in concert to connect the regional trail network.

H. Specific Plan and Community Design Handbook Amendments

Development of Dougherty Valley is envisioned over a thirty (30) year period. The Specific Plan and Community Design Handbook have been developed with flexibility to ensure that new innovative ideas can be incorporated and that the design of Dougherty Valley will evolve through its buildout. It is reasonable to assume that over a thirty year period amendments to the plan will need consideration to keep pace with the changing social and technological ideals. Any amendment to the Specific Plan and/or the Community Design Handbook will require formal application to and public hearings by the County, appropriate environmental review and consideration by the Dougherty Valley Oversight Committee.

ACKNOWLEDGEMENTS



14. ACKNOWLEDGEMENTS

1. CONTRA COSTA COUNTY COMMUNITY DEVELOPMENT DEPARTMENT, Martinez, CA. 1993-1996: Harvey Bragdon, Director; James Cutler, Assistant Director of Comprehensive Planning; Ron diVincenzi, Administrative Services Officer. 2005: Contra Costa County Dennis M. Barry, Director; Patrick Roche & Aruna Bhat, Project Manager; Louise Aiello, Administrative Services Officer.

2. CONTRA COSTA COUNTY PUBLIC WORKS DEPARTMENT, Martinez, CA. 1993-1996: Ulf Kent, Senior Civil Engineer; Lowell Tunison, Senior Civil Engineer. 2005: Brian Balbas, Supervising Civil Engineer and Terri Rie, Associate Civil Engineers

3. SHAPELL INDUSTRIES NORTHERN CALIFORNIA, Milpitas, CA. 1993-1996: Dan Hancock, President; Tom Koch, Forward Planning Manager; Jim Whyte, Offsites Manager. 2005: Chris Truebridge, President; Dan Coleman, Vice President.

4. WINDEMERE, San Ramon, CA. 1993-1996: Darryl Foreman, Project Director; Peter Moote, Engineering Manager. 2005: Windemere BLC Land Company LLC: Lynn Jochim, Division, President; Paul Menaker, Senior Vice-President; Brian Olin, Planning Director.

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10. STATE OF CALIFORNIA, DEPARTMENT OF WATER RESOURCES. Livermore and Sand Valleys, Evaluation of Ground Water Resources - Appendix A: Geology. August 1966.

11. U.S. GEOLOGICAL SURVEY. Water Resources Investigations Report 84-4352. September 1985.

12. CALIFORNIA STATE DEPARTMENT OF EDUCATION. School Site Selection and Approval Guide, 1989.

13. CITY OF SAN RAMON, San Ramon, CA. Herb Moniz, City Manager; Phil Wong, Planning Services Manager; Shawna Brekke, Senior Planner; Dean K. Mills, Assistant Planner; John Dillon, Transportation Services Manager. 2005: Herb Moniz, City Manager; Phil Wong, Planning Services Director; Jennifer White Dougherty Valley Project Manager; Joye Fukuda, Public Works Director; Maria Robinson, Engineering Services Manager; Lisa Bobadilla, Transportation Manager; Dorn Driggs, Public Services Manager; Phil Agostini, Senior Engineer; Chris Low, Assistant Engineer; Jean-Paul Ripert, Senior Inspector; Jeff Eorio, Parks and Community Services Director; John Skeel, Division Manager.

14. EAST BAY REGIONAL PARK DISTRICT, Oakland, CA. Bob Doyle, Assistant General Manager of Land Acquisition.

15. Contra Costa Community College District, Tom Beckett, Vice Chancellor

Consultants

1. 1993-1996: PBR, San Francisco, CA. Planning, Urban Design, Market/Financial and Project Management. N. Teresa Rea, Project Director/Vice-President; Don Smith, Senior Vice-President; Michael Horst, Senior Vice-President; Dan Graziano, Senior Planner; Shirley Hall, Project Planner; Ken Jencks, Planner.

2005: REAL ESTATE PLANNING STRATEGIES, San Francisco, CA. Project Management / Documentation. N. Teresa Rea, Project Director.

2005: SWA GROUP, Sausalito, CA. Urban Design. Joe Runco, Principal; Cinda Gilliland, Associate.

2. 1993-1996: JONES & STOKES ASSOCIATES, INC, Sacramento, CA. Debbie Loh, Associate Principal; David E. Bolland, Project Manager.

3. 1993-1996 and 2005: ENGEO, INC. Soils/Geology, San Ramon, CA. Uri Eliahu, Vice President.

4. 1993-1996: MCCUTCHEN, DOYLE, BROWN & ENERSEN, Walnut Creek, CA. Attorney M. Thomas Jacobson.

2005: BINGHAM MCCUTCHEN. Cecily T. Talbert, Attorney.

5. 1993-1996: MORRISON & FOERSTER, Walnut Creek, CA. Attorneys R. Clark Morrison, David Gold and Karen Bowers.

2005: MORRISON & FOERSTER. Clark Morrison, Attorney.

6. 1993-1996: DARWIN MYERS ASSOCIATES, Martinez, CA. Planning Consultant to County. Darwin Myers, Ph.D, Principal.

7. 1993-1996: ANTHONY A. DEHAESUS, Walnut Creek, CA. Planning Consultant to Windemere.

8. 1993-1996: NOLTE AND ASSOCIATES, Walnut Creek, CA. Engineering. William Webb, Associate.

9. 1993-1996: BROWN AND CALDWELL, Pleasant Hill, CA. Engineering. Robert Mills, Principal-in-Charge; Grace C. Chow, Project Director; William McCarthy, Project Manager.

2005: CARLSON BARBEE GIBSON, San Ramon, CA. Engineering.

10. 1993 - 1996 and 2005 Greg Miller, Vice President; Carlson, Barbee & Gibson, Inl, San Ramon, CA, Project Engineer.

2005: RUGGERI JENSEN, Pleasanton, CA. Engineering. John Zellmer, Vice President

11. 1993-1996, and 2005: LSA ASSOCIATED, INC., Point Richmond, CA. Biological Analysis. Malcolm Sproul, Principal.

This Specific Plan was based in part on the San Ramon Draft Dougherty Valley Specific Plan (June, 1991). The work on that plan was prepared by the following firms in consultation with Dougherty Valley Specific Plan Steering Committee, Specific Plan Technical Advisory Committee and the Dougherty Valley Area Coordinating Committee.

•ROMA DESIGN GROUP, Policy Planning.

•BISSELL & KARN, INC., Engineering.

•BRYAN & MURPHY ASSOCIATES, INC., Engineering.

•MACKAY & SOMPS, Engineering.

•TJKM, Traffic Analysis.

•DKS ASSOCIATES, Circulation.

•NOLTE AND ASSOCIATES, Infrastructure Planning, Civil Engineering and Cost Estimation.

•PHILLIP WILLIAMS & ASSOCIATES, Hydrology.

•ANGUS MCDONALD & ASSOCIATES, Public Finance and Implementation.

•HARLAN TAIT ASSOCIATES, Geology.

•NAPHTALI H. KNOX & ASSOCIATES, INC., Local and Regional Context.