

Attachment 1

2005 PLEASANTON PLAN 2025

DRAFT

~~XH~~14. SUBREGIONAL PLANNING ELEMENT

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~~XH14. SUBREGIONAL PLANNING ELEMENT~~

~~PURPOSE~~

The purpose of the Subregional Planning Element is to ~~implement the policies of the Tri-Valley Subregional Planning Strategy, 1 and to~~ facilitate Pleasanton's involvement in the cooperative planning of the Tri-Valley ~~A~~area. The key to successful subregional planning will be active inter-jurisdictional participation, citizen support, and a strong sense of responsibility to the subregion. Pleasanton is committed to planning and acting cooperatively to enhance the future of the Tri Valley.

~~PLANNING CONTEXT~~

Pleasanton is part of the nine-county San Francisco Bay Area region (Figure ~~XH14-1~~), and the seven-jurisdiction ~~– Pleasanton, Livermore, Dublin, Danville, San Ramon, and Alameda and Contra Costa counties –~~ Tri-Valley subregion (Figure ~~14-2XH-2~~). As such, ~~the City of Pleasanton it~~ plays an integral part in the functioning of both the region and the subregion. Changes in the physical environment, economy, and infrastructure of the region and subregion affect Pleasanton, and vice-versa.

Local control of development has historically been highly important to the Tri-Valley jurisdictions. The advantages of local control are that the decision makers are close to home, knowledgeable of the area they serve, and directly accountable to their constituents. Unfortunately, because local planning in the Tri Valley has sometimes occurred without a thorough consideration of the regional and subregional context, some problems have occurred. For example, the supply of housing affordable to Tri-Valley workers has not kept pace with the expansion of jobs. The street systems have become overburdened and air quality reduced because of long commutes ~~which extend beyond the Tri-Valley area. The building of some retail discount commercial space, encouraged by cities to increase tax revenues, has adversely affected some existing businesses. As a result, conflicts between jurisdictions and several expensive lawsuits have occurred. Recently, however, the Tri-Valley jurisdictions have more aggressively pursued cooperative planning programs for dealing with these matters.~~

~~The seven local jurisdictions in the Tri-Valley established the Tri-Valley Planning Committee (TVPC) in 1994 to prepare a Subregional Planning Strategy in 1995.⁴ The purpose of the Strategy was to address subregional planning issues that individual jurisdictions acting alone could not otherwise deal with effectively. The program was funded by a grant from the Association of Bay Area Governments (ABAG) and the Bay Area Air Quality Management District, with technical support from ABAG, as well as staff support from all seven local governments.~~

~~The Strategy recommends subregional policies and programs for location and intensity of urban development, natural resources, transportation, housing, and economic development.~~

~~All seven jurisdictions will consider these objectives and policies in future amendments to their general plans. The recommendations and text of the Strategy have been integrated throughout the Pleasanton General Plan, and are the basis for this Element.~~

~~The City first adopted the Subregional Planning Element as part of its General Plan in 1996. At that time, the Element was drafted as part of a Subregional Planning Strategy, a cooperative effort among the seven Tri-Valley jurisdictions that was funded by a grant from the Association of Bay Area Governments funded by grant. The seven jurisdictions making up the Tri-Valley Council were to consider the objectives and policies of the strategy in future amendments to their general plans. At the date of this writing (2006) Pleasanton is the only Tri-Valley jurisdiction that has adopted the Subregional Planning Strategy as part of its General Plan.~~

THE SAN FRANCISCO BAY AREA REGION

The San Francisco Bay Area region (Figure ~~XH14-1~~) consists of the nine counties which adjoin the Bay, including San Francisco, Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, and San Mateo counties. The region includes ~~7,178 square miles~~4.4 million acres, of which approximately ~~one-seventh (1,026 square miles)~~16 percent (700,000 acres) was developed as of ~~1990~~2000.¹

With a mild climate, immediate proximity to the Pacific Ocean and the San Francisco Bay, and attractive natural setting, the Bay Area is one of the most attractive places in the country to visit and live. The area's natural beauty as well as its built environment attracts residents, businesses, and tourists from all over the world.

The Bay Area's ~~1990-2005~~ population of ~~about 7,091,700~~6,021,000 is projected to increase by ~~25-19~~ percent, to about ~~7.584~~ million, by the year ~~2025~~40. Jobs are expected to increase by about ~~3628~~ percent over this same period, from about ~~3.54~~ million to ~~about nearly four~~4.8 million. More jobs will be added to the ~~service-health and education services~~ sector than to any other sector. The high technology manufacturing share of total employment should remain constant, rather than increasing as it has over the past 20 years.²

Major planning issues faced by the Bay Area include a high cost of housing, traffic congestion, overburdened public transportation systems, ~~economic recession~~, quality of education, and air and water quality.

Various agencies address regional issues in the Bay Area. The Association of Bay Area Governments (ABAG) is a voluntary organization of local governments representing the nine Bay Area counties. Established in 1961, ABAG promotes cooperation on areawide issues and coordinates with

¹ Association of Bay Area Governments (ABAG), *ABAG Projections 2005*.

² ABAG Projections 2005.

areas outside the region. ~~ABAG's Regional Plan³ provides a policy guide for planning Bay Area housing, economic development, environmental quality, transportation, recreation, earthquake preparedness, health, and safety.~~ Other regional agencies include the Metropolitan Transportation Commission, which is responsible for planning regional transportation and transit in the Bay Area; ~~the Bay Area Air Quality Management District which implements an air quality management plan to address attainment of Federal and State air quality standards; and the San Francisco Regional Water Quality Control Board which issues permits for discharges into navigable waterways, and protects water quality under the Federal Clean Water Act.~~

~~In accordance with its commitment to regional planning, Pleasanton supports the following regional goals adopted by ABAG:~~

- ~~1. A pattern of compact, city-centered growth in the urban areas of the San Francisco Bay Area, with a balance of land uses guided into or around existing communities in order to preserve surrounding open space and agricultural land, as well as environmentally sensitive areas.~~
- ~~2. Growth directed to where infrastructure capacity is available or committed including, but not limited to, freeway, transit, water, solid waste disposal, and sewage treatment, and where natural resources will not be overburdened, and discourage urban growth in unincorporated areas.~~
- ~~3. Development patterns and policies that discourage long distance, single occupant automobile commuting and increase resident access to employment, shopping, and recreation by transit or other non-auto means.~~
- ~~4. Firm urban growth boundaries with streamlined procedures that permit and direct development within these boundaries.~~
- ~~5. Increased housing supply, with a range of types and affordability and a suitable living environment to accommodate current and future workers and households.~~
- ~~6. Long term protection and enhancement of agricultural land, ecologically sensitive areas, and open space and other irreplaceable natural resources necessary to the health, economy, and well-being of present and future generations, and to the sustainable ecology of the region.~~
- ~~7. Economic development which provides jobs for current and future residents, increases the tax base, supports and enhances California's position in the global marketplace, and helps provide the resources necessary to meet vital environmental, housing, transportation, and other needs.~~

~~Pleasanton has been active in regional planning efforts and most recently has participated in the Focusing Our Vision (FOCUS) program which is a multi-agency collaborative planning effort led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), and supported by the Bay Area Air Quality Management District (BAAQMD). The plan, expected to be adopted in late 2007, will build upon the previous Smart Growth / Regional Livability Footprint Project and will define regional criteria for Priority Development Areas (PDAs) and Priority~~

Conservation Areas (PCAs). The purpose of FOCUS is to plan for expected population and job growth for the next 20 years and grow in a way that improves the quality of life for all Bay Area residents, protects and preserves the environment, and is fiscally sound. Principles to advance this vision include:

- Support development in existing communities
- Encourage new development that creates compact, complete, well-designed communities
- Increase the housing supply
- Improve housing affordability
- Increase transportation choices and efficiency
- Increase transportation efficiency
- Protect and enhance the natural environment
- Improve social and economic equity
- Increase efficiency and fiscal health

TRI-VALLEY SUBREGION

Subregion Description

The Tri-Valley subregion (Figure ~~XH~~14-2) encompasses 363 square miles of land generally located in the San Ramon, Livermore, and Amador valleys. It includes Danville, Dublin, Livermore, Pleasanton, San Ramon, and the adjacent unincorporated areas of Alameda and Contra Costa Counties. Major service providers to the area include the East Bay Municipal Utility District, Zone 7 of the Alameda County Flood Control and Water Conservation District, Dublin-San Ramon Services District, Central Contra Costa Sanitary District, ~~and~~ the East Bay Regional Park District, and the Livermore Area Recreation and Park District.

The Tri-Valley planning area is bounded generally by the East Bay hills to the west, an east-west line extending through Mount Diablo State Park to the north, Altamont Pass and other features of the Diablo Range to the east, and the watershed lands of the San Francisco Water District and the southern extent of the Livermore Valley to the south. The area consists of expansive grass-covered grazing lands, steep and rolling hills, prominent ridges, oak woodlands, broad valleys, farmlands, and urban communities. Primary natural resources include sand ~~and~~ gravel deposits and wind energy generation.

Until the 1950s, agricultural and related businesses comprised the primary land uses in the Tri-Valley area ~~was used primarily for agricultural purposes.~~ The cities of Pleasanton and Livermore incorporated in the late 19th century and provided services for the local agricultural economy. The establishment of the Lawrence Livermore Laboratory and other major research facilities in the 1950s began to change the character of the area. The completion of the freeway system in the 1960s and early 1970s opened the Tri-Valley to extensive single-family residential development in both the incorporated and

unincorporated areas. The Town of Danville and the City of San Ramon in Contra Costa County, and the City of Dublin in Alameda County, incorporated in the early 1980s and included land within their borders which had previously developed under County jurisdiction. During the 1980s, the Tri-Valley area became a major employment center for the region, with the development of the Bishop Ranch Business Park in San Ramon and the Hacienda Business Park in Pleasanton.

Growth in the Tri-Valley is projected to be substantial in the coming years. Between ~~1990-2005~~ and ~~2010-2025~~, the number of households is expected to increase by ~~3877~~ percent, from about ~~78,000~~ ~~102,490~~ to ~~138,000~~ ~~141,180~~. The number of jobs is expected to increase by about ~~83-46~~ percent, from approximately ~~110,200~~ ~~183,600~~ to ~~201,900~~ ~~267,780~~.³

Housing

The majority of housing in the Tri-Valley is single-family units (generally between 65 and 79 percent in the various communities). By comparison, ~~620~~ percent of the entire San Francisco Bay Area housing supply is single-family units. Vacancy rates in ~~1990-2006~~ ranged from ~~2.7-1.83~~ percent in ~~Dublin~~ ~~Livermore~~ to ~~5.03-6.7~~ percent in ~~Dublin~~ ~~San Ramon~~, compared to 3.4 percent in the Bay Area as a whole.⁴

The Tri-Valley area, like the San Francisco Bay Area in general, is experiencing a shortage of housing. This is evidenced by the relatively low vacancy rates and by the fact that many Tri-Valley employees commute from outside the area. This housing shortfall reflects the rapid growth of employment in the 1980s ~~and 1990s~~ and the fiscal disincentive created by State legislation to local governments to plan for new housing. The shortfall is qualitative, as well as quantitative, in that the market has not produced housing affordable to Tri-Valley workers. A consequence of the imbalance between income and the affordability of housing is the increasing number of Tri-Valley workers who live in east Contra Costa County and ~~in~~ San Joaquin County ~~and their resulting in long~~ commutes to work via the congested freeway system.

It is important to ensure an adequate supply of housing for people who work in the Tri-Valley area. When people live close to their place of employment, they commute shorter distances, thereby reducing traffic congestion and air pollution. People who spend less time commuting have more time to spend with their families and to become involved in the communities where they live. To this end, the City of Pleasanton has collaborated with regional entities on issues related to housing.

One of these collaborative efforts is the Tri-Valley Affordable Housing Committee (TVAHC) comprised of elected officials and staff from the cities of Dublin, Livermore, Pleasanton, and San

³ ABAG Projections 2005: California Department of Finance, Demographic Research Unit, Population and Housing Estimates (Table 2: E-5), January 1, 2006.

⁴ California Department of Finance, January 1, 2006.

Ramon, along with the Town of Danville and Alameda and Contra-Costa counties. This Committee was formed in 1992 to collaborate and expand regional affordable housing opportunities. A recent initiative of the TVAHC in 2005 was to create the Tri-Valley Housing Opportunity Center which offers a comprehensive counseling and education program that will expand mortgage credit opportunities and increase home ownership in the Tri-Valley region. The City of Pleasanton made a substantial monetary and staff contribution to help start this center.

Another collaborative effort included cooperation of the cities of Pleasanton, Livermore, and Dublin, along with Alameda County, in acquiring and rehabilitating a homeless shelter located in the City of Livermore. The partnership secured a Section 108 loan from HUD to cover the majority of the costs, and Pleasanton is repaying its share of the loan with a portion of its annual Community Development Block Grant allocation. The shelter was renamed Sojourner House and re-opened in October 2002.

The City of Pleasanton also contributes to East Bay Housing Organizations (EBHO), a non-profit membership organization dedicated to working with communities in Alameda and Contra Costa counties to preserve, protect, and expand affordable housing opportunities through education and advocacy. Pleasanton works with this organization to promote Affordable Housing Week (annually in May) by helping coordinate affordable housing events in the Tri Valley.

Pleasanton is also in the process of endorsing Alameda County's Every1Home Plan, the purpose of which is to end chronic homelessness and reduce housing crises for extremely low-income people with HIV/AIDS and chronic mental health problems. It includes a 10-year plan to end chronic homelessness within a broader 15-year housing plan that includes families. The plan recognizes that homelessness is a regional problem that requires regional solutions and coordination.

Transportation

[This section will be updated after the Planning Commission reviews and comments on the Circulation Element]

Airport

The Livermore Municipal Airport, owned and operated by the City of Livermore, is the only airport in the Tri Valley. It is located south of I-580 near the Airport Boulevard interchange. As of ~~1995~~2005, there were ~~approximately 65007~~ aircraft based there; and ~~over 200,000 annual aircraft operations~~the number is expected to increase as population and employment in the area grow. Current plans for the Airport include improvements to support facilities, but no additional runways or extensions. Flight patterns and future airport expansions are major concerns in the southern Tri-Valley area which should be subject to multi-jurisdictional cooperative planning. Pleasanton supports the formation of a Tri-Valley Airport Advisory Committee to provide input into the operations and expansions of the Airport for the benefit of the entire Tri-Valley.

Water Supply

~~Water is supplied to the southern Tri-Valley area by~~ Zone 7 of the Alameda County Flood Control and Water Conservation District ~~(Zone 7) supplies water~~ as wholesaler to four ~~Tri-Valley~~ retail agencies: Dublin-San Ramon Services District, California Water Service Company, and the cities of Pleasanton and Livermore. ~~Some Tri-Valley residents, living within unincorporated Alameda County and the City of Pleasanton, obtain water supplies from the City and County of San Francisco. (See the Water Element for additional discussion of these regional water-supply, storage, and transport issues.)~~

~~Zone 7 stores water from both the South Bay Aqueduct and local runoff in the Del Valle Reservoir, and then uses this water to replenish groundwater supplies through release into the Arroyo del Valle and Arroyo Mocho. To enhance the reliability of water supply during drought periods, Zone 7 has purchased additional groundwater storage. Zone 7 plans to fund from water connection fees additional water supply, treatment, conveyance, storage, and groundwater recharge and extraction facilities. In addition, over the next 20 years, Zone 7 plans to replace or improve its existing system.~~

~~Major constraints to water supply include long periods of drought, legal commitments which limit the amount of water that can be obtained from various sources, and competition among agricultural, urban, and environmental needs.~~ Providing adequate, sustainable water for planned growth is a major subregional issue that ~~will~~ requires ~~continuinge~~coordinated planning coordination, growth management, and cooperative efforts to obtain additional supplies ~~in a manner~~ that will meet future agricultural, urban, and environmental needs.

Wastewater Treatment and Disposal

~~Service providers to the southern Tri-Valley area include t~~The Dublin San Ramon Services District and the City of Livermore provide wastewater treatment and disposal in the Tri-Valley area. ~~Treated wastewater from Dublin, Livermore, Pleasanton, and the southern portion of San Ramon is exported to San Francisco Bay by way of a pipeline constructed by t~~The Livermore-Amador Valley Water Management Agency (LAVWMA) exports treated wastewater by way of its pipeline from the Tri-Valley area to San Francisco Bay. ~~This pipeline will not have sufficient capacity to transport flows from buildout of LAVWMA's member agency General Plans. An expanded LAVWMA wastewater export system will be required to accommodate major new developments. A LAVWMA expansion project has now been completed. Pleasanton, the Dublin-San Ramon Services District, and Livermore plan to share the allocated expansion increment among them, which should accommodate their wet-weather flows for many future years. See the Wastewater section of the Water Element for additional discussion of regional wastewater issues.~~

~~Wastewater reclamation will play an increasingly important role in reducing the demand for both new water supplies and export of wastewater effluent. Reclamation programs alone, however, will not bridge the gap between available supplies and the demands generated by proposed new development.~~

Hydrology and Water Quality

~~Major watercourses in the south-The Tri-Valley area lies within the greater Alameda Creek watershed mainly within the Zone 7 service area. Three major east-west arroyos – Arroyo las Positas, Arroyo Mocho (which includes water from Tassajara Creek), and Arroyo del Valle – encompass the general drainage pattern of the watershed. These arroyos join Arroyo de la Laguna in Pleasanton which then drains the Tri Valley in a southerly direction to San Francisco Bay via Niles Canyon and Alameda Creek. include the southern portion of San Ramon Creek, which merges with Alamo Creek and ultimately drains into the San Francisco Bay. The arroyos in the Livermore and Sunol basins also drain to Alameda Creek. Other important drainages in the area include Tassajara Creek, Arroyo Del Valle, Arroyo Mocho, Arroyo Las Positas, and Arroyo de la Laguna. The Tri-Valley area does not contain any There are no natural lakes in the Tri-Valley area; both the Del Valle and San Antonio reservoirs are human made as are the former sand-and-gravel pits comprising Shadow Cliffs and the Chain of Lake.~~

~~Alameda County developed the “Chain-of-Lakes” concept in the 1970s. Zone 7 plans to establish the Chain of Lakes for flood control, sediment diversion, and recreation. The Chain of Lakes are located between the cities of Livermore and Pleasanton and, when complete, will consist of a series of abandoned sand-and-gravel quarry pits converted into nine lakes, linked in a series, plus Cope Lake. Thus far the County has established four of these lakes plus Cope Lake. The other lakes will be available in the next 10 to 30 years after they have been mined and reclaimed. For additional discussion of the Chain of Lakes, see Stormwater and Water Resources in the Water Element and see Sand and Gravel, Water Management and Recreation, and Soil Resources in the Conservation and Open Space Element. A chain of eleven lakes is being created from sand and gravel mining operations in the Pleasanton quarry area. These lakes will ultimately be dedicated for public ownership to Zone 7 of the Alameda County Flood Control and Water Conservation District.~~

~~Both surface and groundwater quality in the area are generally good. Flooding is going to become a more serious problem unless new development throughout the Tri-Valley is carefully master-planned with adequate storm water detention, since Pleasanton is at the bottom of the southern drainage basin. Some land along streams is subject to flooding, including the area where Arroyo de las Positas joins Arroyo Mocho, and areas adjacent to Arroyo de la Laguna. With implementation of its Stream Management Master Plan, Zone 7 would mitigate subregional flooding with the Chain of Lakes, and would reduce streambed siltation of the arroyos and erosion with projects on several areas of local arroyos of their banks are serious problems which are now being addressed by Zone 7.~~

Solid Waste

~~The solid waste management system in Alameda County includes the collecting, processing, and disposing of solid waste materials. Alameda County adopted the Alameda County Integrated Waste~~

~~Management Plan,⁵ with a goal to reduce solid waste throughout the county, including within the Tri-Valley area. Existing landfills operated by Alameda and Contra Costa Counties are expected to be adequate to accommodate solid waste generated by projected development for many years into the future. However, programs to reduce the supply of waste and to recycle materials are increasingly important to reduce the need to expand landfills. See the Solid Waste discussion in the Public Facilities and Community Programs Element.~~

Open Space, Recreation, and Trails

Non-urbanized land uses in the Tri_Valley include agriculture (mostly grazing, with some irrigated cultivation), publicly-owned regional parks and watershed lands, and special natural resource land uses such as sand-and-gravel quarries and windfarms. Other open-space areas of subregional importance include environmentally sensitive lands, such as critical habitat and scenic viewsheds, and lands constrained by potentially hazardous conditions such as steep topography, landslides, and flooding and earthquake fault zones.

The East Bay Regional Parks District (EBRPD) owns and/or manages 34,886 acres in the Tri-Valley area, including the Ohlone and Sunol wilderness areas, Pleasanton Ridge Regional Park, and Shadow Cliffs Recreation Area. The San Francisco Water Department owns additional watershed land, some of which overlaps with the Ohlone and Sunol wilderness areas south of Pleasanton. The Tri-Valley contains ~~re is~~ a total of approximately 56,000 acres of regional scale open space and watershed lands ~~in the Tri-Valley~~.

A regional trail system currently connects some of the Tri-Valley park and open space areas. ~~Both~~ ~~€~~ ~~The East Bay Regional Park District EBRPD 1989 Master Plan 1997~~ and the 2001 City of Livermore Bikenways and Trail Master Plan, the 2006 Zone 7 Stream Management Master Plan,⁶ and City of Pleasanton planned trails Area Recreation and Park District 1992 Regional Trail Plan propose additional connecting trails to complete the Tri-Valley trail system.

The “Iron Horse” trail, a former railroad right-of-way extending north/south through the area is and important subregional bicycle and pedestrian trail, ~~has the potential for a mix of trail and transit use~~. Local policy provides that the trail through the San Ramon Valley ~~it~~ is to be used for non-motorized transit. In 2007, the City Council approved a trail alignment for the remaining undeveloped portion of the Iron Horse Trail. This alignment extends from Santa Rita Road and West Las Positas Boulevard northwest to the Dublin/Pleasanton BART Station; the East Bay Regional Parks District must now review this proposed alignment. A spur trail has been funded for construction that leads from the Iron

⁵ Alameda County Waste Management Authority, *Alameda County Integrated Waste Management Plan*, Adopted February 26, 2003.

⁶ Zone 7, Stream Management Master Plan, Draft, March 2006. This plans a number of trail-gap connections, by-pass trails, and trail crossings.

~~Horse Trail in Dublin, south along the Alamo Canal and Arroyo de la Laguna to Bernal Avenue in Pleasanton.~~

~~As part of a settlement of litigation over the expansion of the Altamont Landfill, the parties to the litigation (Alameda County, Waste Management of Alameda County, and the cities of Pleasanton and Livermore, and various environmental groups) agreed that the County would charge Waste Management of Alameda County fees totaling \$1.25 per ton of waste disposed at the landfill. Of that \$0.75 must be spent on acquisition of open space either by purchasing land or a permanent easement. Twenty percent of that total money is to be spent in the Dublin-Pleasanton area, and the other eighty percent must be used to acquire property in eastern Alameda County within the Tri Valley. Under the terms of the agreement, the Altamont Landfill and Resource Recovery Open Space Advisory Committee (Committee) makes decisions about the expenditure of these funds, with ratification by the involved city. The City of Pleasanton has one voting member on this Committee. Since the Committee started accepting grant applications in 2004 it has funded the acquisition of two large parcels on the Pleasanton Ridge, to be incorporated into the East Bay Regional Park District's Pleasanton Ridge Park. Under the terms of the settlement, first priority for land acquisition should go to land having significant value for preservation of native biological diversity and/or wildlife habitat; and second priority of land acquisition should go to properties having significant value for visual character and/or non-motorized recreation.~~

Agricultural Lands

~~Cattle grazing, hay production, and wine grapes are the m~~Major agricultural products in the Tri-Valley area include cattle grazing, hay production, and wine grapes. [moved] Urban development has replaced much of the area's productive croplands, which are relatively flat and possess the best agricultural soils. Considerable land remains in large-lot agricultural use, under *Williamson Act* preserves. ~~Historically,~~ Owners of some parcels near existing urbanized areas have filed notices of non-renewal for their *Williamson Act* contracts.

~~In early 2003, the South Livermore Valley Agricultural Land Trust initiated a strategic planning process and its board recognized the need to have a greater conservation presence in the region. The Trust became the Tri Valley Conservancy with an expanded geographic area covering the cities of Livermore, Pleasanton, Dublin, and San Ramon along with a portion of Sunol. Working with willing landowners, the Conservancy acquires property development rights through the legal arrangement of a conservation easement that protects the property from future development.~~

~~Much of the area's productive croplands, which are flatter and possess the best agricultural soils, have been replaced by urban development. An exception is wine grape production in South Livermore, which has been expanding in recent years.~~

Within the Tri-Valley area, the Alameda County Resource Conservation District is an independent, non-regulatory special district in California that works directly with local landowners and managers to implement conservation practices and to help enhance local watersheds. This District enables the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) to provide Farm Bill cost-share programs and other technical assistance for local landowners and users. While the District administers conservation programs for agriculture and natural resources, the NRCS provides its technical expertise.

In 2005 the Tri-Valley area contained about 5,000 acres of irrigated farmland, most of it in grape production for wine. These lands provide a scenic and valuable buffer to areawide urban development. The Tri Valley Business Council *Working Landscape Plan*⁷ identifies three areas for possible irrigated agricultural expansion: South Livermore, Greenville, and North Livermore. Implementation of the *Working Landscape Plan* would result in about 12,000 to 17,000 total acres of irrigated agricultural land in the Tri-Valley area.

Visual Resources

The Tri Valley contains visual resources representative of California's northern coast range and inland valley landscapes. These resources include expansive grass-covered grazing lands, steep and rolling hills, broad valleys, meandering tree-lined creeks, oak woodlands, pasturelands, dryland farmlands, orchards, ~~and~~ row croplands, and vineyards. Peaks and ridgelines of the Diablo Range and the Las Trampas/Pleasanton/Sunol Range are visually prominent landforms. The aesthetic quality of the area is based largely on its rural, pastoral character and its topographic diversity.

I-580 and I-680 provide panoramic views of outlying areas. I-680 is an officially designated State Scenic Highway, which requires special measures by local governments to protect views along the travel corridor.

Air Quality

~~Bay Area air quality conditions have generally improved during recent years due to stricter Federal and State standards. However, t~~The combination of light winds, high terrain ~~surrounding the Tri-Valley area~~, and frequent temperature inversions still gives ~~parts of the area, especially the Livermore-Amador the Tri-Valley~~ air basin; a higher potential for air pollution than most other locations in the Bay Area. During the summer, conditions are conducive to the creation of ozone; and during the winter, accumulations of ~~such~~ pollutants such as carbon monoxide and particulate matter. Consequently, the Tri-Valley area has more days when ~~Federal and~~ State air quality standards are not met than most other parts of the Bay Area.

⁷ Tri Valley Business Council, Agricultural Water Task Force, *Working Landscape Plan*, January 2005 Working Draft.

The Tri-Valley area is located generally downwind with respect to the rest of the Bay Area, so that pollutants released upwind contaminate the air stream into the Tri Valley. In turn, winds transport pollutants generated within the Tri Valley easterly through the Altamont Pass into the San Joaquin Valley. Since 1995, ozone levels in the Tri Valley have generally decreased. During this time, the number of days violating State standards averaged about eight (over the last three years) compared to an average of about 15 during the mid-1990s. (See the Local and Regional Meteorological Influences and the Recent Air Quality Conditions sections of the Air Quality Element for further discussion of these issues.)

Economic Development

In the San Francisco Bay Area since the early 1980s, there has been a rapid decentralization of employment away from traditional job centers to outlying locations, including the Tri Valley. This shift in growth has occurred in other metropolitan areas as well, with an emerging new urban form in which suburban edge cities have replaced the suburban bedroom communities which formerly surrounded the traditional central core.

The Tri-Valley area changed from a bedroom community in the 1970s to a regional employment center during the rapid employment growth of the 1980s and 1990s. Between 1980 and 1990, the area gained more than 19,000 jobs alone from the construction of the Bishop Ranch and Hacienda Business Parks. Although the rate of employment job growth for the Tri-Valley area for 2005-2015 is expected to be about the same as the 1990s at four percent annually, lower between 1995 and the year 2010 (5.9 percent) than it was in the 1980s (10.3 percent); it will still be higher than that projected for the Bay Area as a whole (1.6 percent annually).⁸⁵

ABAG projects an increase in Tri-Valley area jobs of about 83-48 percent between 1990-2005 and 2010-2025, from 140,200-183,600 to 201,900-271,340.² A recent report sponsored by the Tri-Valley Business Council that looked at the Tri-Valley's economy concluded that the region has evolved into a high-quality, innovative economy, which requires access to highly-educated talent, a constant flow of ideas and resources for business creation and innovation, and a superb quality of life.¹⁰ The report makes the case that sustaining this economy in the future is beyond the scope of any individual organization, jurisdiction or sector:

“A new level of responsibility does not equate to a higher level of local government funding of more programs during a time of fiscal distress; rather it means a new level of regional collaboration among existing government leaders (including local economic development

⁸ Association of Bay Area Governments (ABAG), *ABAG Projections 2005*

⁹ *ABAG Projections 2005*

¹⁰ *Wellspring for Entrepreneurship and Innovation: The Changing Economic Role and Responsibilities of the Tri-Valley Region*; prepared by Collaborative Economics for the Tri-Valley Business Council, July 2005.

directors), private sector leaders (including the Tri-Valley Business Council) and other community leaders (including education) – with all parties focused on the talent, entrepreneurial business support, and quality of life necessary to sustain the region’s innovation-based economy.”

The report further concludes:

“To succeed as a region whose comparative advantage is entrepreneurship and innovation rather than primarily strategic location or low costs, Tri Valley must have a strong innovation ‘habitat’ – a combination of talented people, a strong pipeline of ideas and funding, and supportive place-based attributes such as housing, transportation and quality of life.”

~~Whether this amount of growth will actually occur will depend upon various factors, including local government approvals, the economy, the availability of housing, and the provision of adequate transportation and other infrastructure. A 1991 survey of 48 businesses in the Tri-Valley area⁵ found that the cost and availability of raw land, the availability of existing leasable building space, the presence of a labor market, the political climate, and proximity to the consumer were the most important reasons for their choice of location. Major factors in maintaining the area’s attractiveness for economic development will be providing housing that workers can afford, providing water and wastewater disposal, controlling traffic congestion, and providing a welcoming political climate.~~

Fiscal Revenues

In recent years it has become increasingly difficult for local governments to collect adequate revenues to cover the costs of providing services to residents and businesses. The amount of revenues available, especially from property taxes, has been substantially reduced, while the cost of providing services has continued to increase. As a result, local governments have come to rely more heavily on other sources of revenue, thus altering their approach to land-use planning and development.

Some local governments are now tending to place a greater emphasis on the fiscal impacts of land use decisions and a reduced emphasis on creating balanced communities. Many have encouraged commercial development in order to increase sales tax revenues, or have sought industrial or high-end residential development which tend to bring in greater property tax revenue. The push for revenue-generating development has encouraged rapid urban expansion, and has created competition among jurisdictions for projects. Among the consequences are a lack of affordable housing, and traffic congestion because of the long commutes between housing and jobs.

~~The Tri-Valley jurisdictions may desire to consider new methods of dividing local tax revenue, to reduce the incentives for fiscalization of land use. A renegotiated tax sharing formula among the cities and the counties might be one method to address the division of property tax, sales tax, and developer fees to encourage development that is beneficial to the subregion as a whole and to better ensure that~~

~~all jurisdictions affected by new development receive a share of the revenue generated that is more in proportion to the costs of providing services.~~

SUBREGIONAL GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs, in addition to those contained in other Elements, constitute an action program to implement the objectives described in this Element.

~~SUBREGIONAL~~ GOALS, POLICIES, AND PROGRAMS

Location and Intensity of Urban Development

Goal 1: To achieve a coordinated, efficient, and environmentally sensitive pattern of development in the Tri-Valley area.

Policy 1: Ensure that new development occurs in a compact community-centered pattern which supports existing communities, improves mobility, minimizes public infrastructure costs, protects natural resources, and supports economic activity.

Program 1.1: Promote growth management in subregional jurisdictions.

Program 1.2: Support implementation of the Urban Growth Boundary concept in all Tri-Valley cities and counties.

Program 1.3: Encourage all urban development within the Tri-Valley area to take place within cities. If the counties chose to process applications for urban development in unincorporated areas, then urban-level services should be provided, development should not adversely affect existing developed areas, and development standards should be consistent with those of the nearest city or cities.

Program 1.4: Pursue an agreement with Alameda County and relevant special districts to establish a process for reviewing applications for development outside the city limits. The agreement should include a commitment to: (1) review development standards to assure that they are consistent and subject to the same interpretation; (2) include representatives of all affected jurisdictions in pre-application conferences with developers; (3) establish procedures regarding if and when annexation should take place; and (4) establish standards for tax-sharing agreements.

Program 1.5: Encourage the Local Agency Formation Commissions of Alameda and Contra Costa counties to consider spheres-of-influence as a 20-year commitment, subject to periodic review coincident with comprehensive general plan updates.

Program 1.6: Encourage periodic review of general plan planning areas between the Tri-Valley jurisdictions.

~~Program 1.7: Review and, if appropriate, revise General Plan land use designations based upon the inventory of available land for uses within the subregion.~~

- ~~Program 1.8:~~ ~~Provide information at pre-application conferences with developers indicating where land with urban services is available throughout the Tri-Valley area.~~
- Program 1.79: Provide notice and referral of projects of subregional significance to potentially affected jurisdictions.
- Policy 2: Maximize the efficiency of existing and future public services and facilities.
- Program 2.1: Encourage efforts to improve efficiency and quality in the provision of public services and facilities on a subregional basis.
- ~~Program 2.2:~~ ~~Develop coordinated subregional performance standards and levels of service for public services and facilities.~~
- Program 2.23: Identify needed public facilities of subregional significance, and require that new development approvals are conditioned to assure that they contribute their fair share of the cost of such facilities.
- Program 2.34: Coordinate development policies and capital improvement programs ~~affecting multiple of the Tri-Valley jurisdictions and special districts~~ at the subregional level, to assure that services and facilities are provided in a timely and cost-effective manner.
- Program 2.45: Work with special districts and other service providers to assure that necessary services are provided in advance of or concurrently with development.
- Program 2.56: Consider subregional impacts and mitigation measures in the environmental review of all new major public facilities and expansions of existing facilities.
- Program 2.67: ~~Continue to c~~ooperate with neighboring jurisdictions in evaluating the ~~needs, costs,~~ and benefits of a full range of alternatives for sewer ~~ageer~~ treatment and export capacity expansion.
- ~~Program 2.8:~~ ~~Explore the opportunities for developing a cultural arts facility in the Tri-Valley area.~~

Housing

Goal 24: To attain an adequate amount and distribution of affordable and special needs housing throughout the Tri-Valley.

Policy 43: Strengthen inter-jurisdictional efforts to ensure a fair, equitable, and rational distribution of affordable and special needs housing throughout the Tri Valley consistent with land-use policies, transportation services, and employment locations.

Program 43.1: Support the efforts of the Tri-Valley Affordable Housing Committee to promote housing for very low-, low-, and moderate-income households and for people with special needs.

Program 43.2: Seek public/private cooperation to ensure a mutual understanding of subregional housing needs, common housing development practices, finance marketing, and ways to lower housing costs.

Program 43.3: Establish a cooperative program to designate specific sites for the provision of homeless shelters and related services, and investigate public and private sources of funding for these facilities and services.

Program 43.4: ~~Continue to look for opportunities to provide shelter and emergency housing in the Tri Valley, based on the Sojourner House model. Establish a cooperative program for providing affordable care facilities.~~

Program 3.5 Continue to support sub-regional housing organizations and initiatives such as East Bay Housing Organizations (EBHO), Alameda County's Every1Home Plan, and the Tri-Valley Housing Opportunity Center.

Program 3.6 Evaluate the sub-regional need for affordable and transitional housing for various populations, including families with children, seniors, singles, and small families.

Transportation

[This section – Goal 3, Policies 4-6 and their programs – will be updated after the Planning Commission reviews and comments on the Circulation Element]

Policy 744: Maximize the efficiency and minimize the negative environmental impacts of the Livermore Municipal Airport.

Program ~~447.1:~~ Encourage the establishment of a Tri-Valley airport advisory committee process for providing subregional input into decisions relating to the operation and potential expansion of the Livermore Municipal Airport.

Natural Resources and Public Safety

Goal 42: To preserve valuable natural resources and protect public safety in the Tri Valley.

Policy 86: Protect surface and ground water quality in the Tri Valley in order to help ensure high standards and a sufficient and sustainable quantity of potable water.

Program ~~68.1:~~ Work with Zone 7 to develop water conservation plans and strategies for the long term. Coordinate responses at the subregional level to Federal, State, and regional water quality requirements.

Program ~~68.2:~~ Continue to work with Zone 7 to ensure that use of the groundwater basin by Zone 7 and other Tri Valley water users does not result in deterioration of water quality. Coordinate standards at the subregional level for “best management practices” for storm water runoff to protect water quality.

Program 8.3: Work with Zone 7 and other Tri-Valley water agencies to develop contingency plans for supplemental water sources independent of the State Water Project.

Program 8.4: Support Zone 7 in implementing its Stream Management Master Plan so as to protect and enhance the water quality of streams and groundwater.

Program 8.5: Work with Zone 7 and other water, wastewater, business, and planning agencies to support cost-effective and environmentally sensitive approaches to Tri-Valley wastewater reuse.

Policy 9: Encourage the handling of wastewater so as to result in no detrimental environmental effects in the Tri Valley.

Program 9.1: Incorporate conditions of approval developed by the Alameda County-wide Clean Water Program, as appropriate, for new development and discretionary permits.

Policy 108: Reduce the risk of damage from natural hazards in the Tri Valley. Establish appropriate subregional approaches to reduce damage from natural hazards, such as wildfires, flooding, and earthquakes.

- Program 10.1: As a subregional solution to stormwater mitigation, support Zone 7's efforts to improve the drainage system in conformance with its *Stream Management Master Plan*. This entails completing planned, regional storm drainage improvements, including the Chain of Lakes, for flood control, sediment diversion, and recreation.
- ~~Program 8.1: Establish appropriate subregional approaches to reduce damage from natural hazards, such as wildfires, flooding, and earthquakes.~~
- ~~Program 8.2: Strongly encourage the use of detention basins by developers to reduce peak stormwater runoff during statistically significant rainfall events, with a goal of no net peak flow runoff increase.~~
- ~~Program 8.3: Establish a subregional plan for developing common storm water detention facilities to permit small developments to mitigate their peak flows through combined efforts.~~
- ~~Program 8.4: Utilize all practical means to cause Zone 7 and other applicable governmental agencies to complete the upgrade of the arroyos and control increased runoff from new development for the Tri Valley and Planning Area in order to remove properties from flood hazard areas.~~
- Policy 113: Preserve and enhance natural communities-wildlife habitats and wildlife corridors ~~in order to maintain and enhance ecological health and a diversity of plants and animals.~~
- Program 311.1: Share information about important ecological resources and promote a cooperative program for preserving them at the subregional level.
- Program 311.2: Promote the preparation of comprehensive guidelines and strategies to protect and enhance the significant natural communities of the Tri Valley.
- Program 311.3: Promote a subregional approach to protecting valuable habitat areas, through mitigation banking, conservation and open space easements, and other means.
- Policy 125: Encourage the continuation of agricultural uses in the Tri Valley.

Program <u>512.1:</u>	Actively support and participate in the South Livermore Valley Agricultural Land Trust <u>Tri-Valley Conservancy</u> .
<u>Program 12.2</u>	<u>Support agri-tourism, land preservation, and agricultural-enterprise enhancement programs of the Tri-Valley Business Council's Working Landscape Plan.¹¹</u>
<u>Program 12.3</u>	<u>Support the policies of Alameda County and the City of Livermore which promote preservation of agriculture in the region. Require that developers of new projects provide a buffer between proposed projects and areas designated for agricultural use.</u>
Policy <u>134:</u>	Enhance community identity through the protection of community separators, scenic hillsides, and ridgelines.
Program <u>413.1:</u>	Encourage the preservation of a contiguous Tri-Valley open-space system through land-use policies, and a land dedication and acquisition, <u>and conservation easements program</u> .
Program <u>413.2:</u>	Plan for the incorporation of scenic hillsides and ridgelines into a contiguous open space system connecting parts of the Tri-Valley area .
Program <u>413.3:</u>	<u>Continue to participate in the Altamont Landfill and Resource Recovery Facility Open Space Advisory Committee and support the acquisition of key open-space parcels with these funds. Support and actively participate in the establishment of a Tri-Valley Open Space Committee to recommend open space and land conservation funding and protection mechanisms for the Tri-Valley area.</u>
Policy <u>147:</u>	Implement a strong pro-active approach to air-quality planning with other local, regional, and State agencies.
<u>Program 7.1:</u>	Incorporate the provisions of Regional Air Plans and BAAQMD's Guidance Document into City Planning and project review procedures
Program <u>714.12:</u>	<u>Continue to cooperate with the BAAQMD and other agencies in monitoring and controlling air pollutants in the Tri-Valley area, and in enforcing State and federal air quality regulations.</u>

¹¹ Tri-Valley Business Council, Agricultural Water Task Force, "Working Landscape Plan," January 2005.

Program 714.23:	Notify local and regional jurisdictions of proposed projects which may affect air quality, <u>as required by the <i>California Environmental Quality Act</i>.</u>
Program 7.4:	Cooperate with the BAAQMD and the California Air Resources Board in enforcing the provisions of Federal, State, and regional policies and established standards for air quality.
Program 714.35:	Review City and subregional development plans for air quality impacts, and cooperate with other subregional agencies to reduce the impacts of development on air quality.
Program 7.6:	Work with Federal, State, and regional regulatory agencies to protect air quality.

Economic Development

Goal 5: To achieve a sustainable subregional economy at buildout of all Tri-Valley jurisdiction's General Plans.

Policy 154:	Pursue a cooperative approach among local jurisdictions and the private sector to strengthen the subregional economy.
Program 154.1:	Work with the Tri-Valley Business Council to implement strategies from the "Preserving Prosperity" project. Advocate changes in State and local fiscal policies in order to offset revenue-driven land use planning and development practices.
Program 14.2:	Maintain an inventory of commercial and industrial sites, and establish creative subregional approaches for their development and reuse.
Program 145.23:	Facilitate retention and expansion or, if necessary, relocation of existing businesses within the Tri Valley.
Policy 165:	Facilitate the provision of job training and vocational education for Tri-Valley residents and employees.
Program 165.1:	Encourage Tri-Valley employers to identify the existing and future educational requirements of the jobs they provide.
Program 165.2:	Encourage cooperative efforts among school districts, community colleges, and employers to offer appropriate classes and internships.

- Program 165.3: Encourage universities and community colleges to provide “lifetime learning” and job retraining programs.
- Program 165.4: ~~Participate in programs of the Tri-Valley Business Council. Support and actively participate in the establishment of a Tri-Valley Economic Development Committee to work with economic development and business support groups in carrying out policies recommended in the Tri-Valley Subregional Planning Strategy.~~
- Policy 176: Support the development of public facilities which encourage regional tourism and serve as an attraction for businesses to remain or relocate to Pleasanton.
- Program 176.1: ~~Work cooperatively with Tri-Valley jurisdictions—Explore opportunities to identify and support subregional public facilities which would increase tourism, and create development and funding strategies for their implementationsuch as the Valley Children’s Museum.~~

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DRAFT

14. SUBREGIONAL PLANNING ELEMENT

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14. SUBREGIONAL PLANNING ELEMENT

PURPOSE

The purpose of the Subregional Planning Element is to facilitate Pleasanton's involvement in the cooperative planning of the Tri-Valley area. The key to successful subregional planning will be active inter-jurisdictional participation, citizen support, and a strong sense of responsibility to the subregion. Pleasanton is committed to planning and acting cooperatively to enhance the future of the Tri Valley.

PLANNING CONTEXT

Pleasanton is part of the nine-county San Francisco Bay Area region (Figure 14-1), and the seven-jurisdiction – Pleasanton, Livermore, Dublin, Danville, San Ramon, and Alameda and Contra Costa counties – Tri-Valley subregion (Figure 14-2). As such, the City of Pleasanton plays an integral part in the functioning of both the region and the subregion. Changes in the physical environment, economy, and infrastructure of the region and subregion affect Pleasanton, and vice-versa.

Local control of development has historically been highly important to the Tri-Valley jurisdictions. The advantages of local control are that the decision makers are close to home, knowledgeable of the area they serve, and directly accountable to their constituents. Unfortunately, because local planning in the Tri Valley has sometimes occurred without a thorough consideration of the regional and subregional context, some problems have occurred. For example, the supply of housing affordable to Tri-Valley workers has not kept pace with the expansion of jobs. The street systems have become overburdened and air quality reduced because of long commutes which extend beyond the Tri-Valley area.

The City first adopted the Subregional Planning Element as part of its General Plan in 1996. At that time, the Element was drafted as part of a Subregional Planning Strategy, a cooperative effort among the seven Tri-Valley jurisdictions that the Association of Bay Area Governments funded by grant. The seven jurisdictions making up the Tri-Valley Council were to consider the objectives and policies of the strategy in future amendments to their general plans. At the date of this writing (2006) Pleasanton is the only Tri-Valley jurisdiction that has adopted the Subregional Planning Strategy as part of its General Plan.

THE SAN FRANCISCO BAY AREA REGION

The San Francisco Bay Area region (Figure 14-1) consists of the nine counties which adjoin the Bay, including San Francisco, Marin, Sonoma, Napa, Solano, Contra Costa, Alameda, Santa Clara, and San Mateo counties. The region includes 4.4 million acres, of which approximately 16 percent (700,000 acres) was developed as of 2000.¹

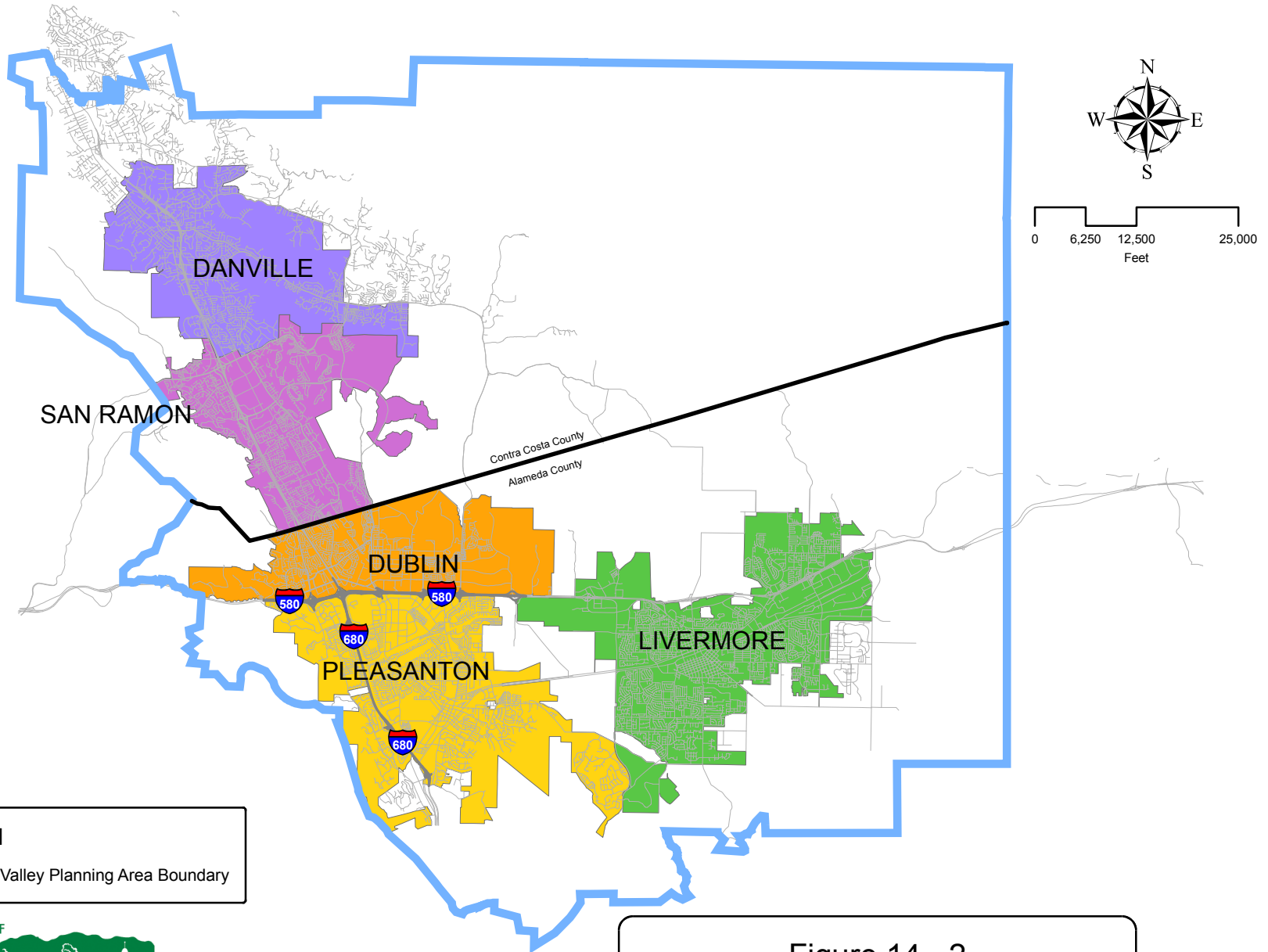
¹ Association of Bay Area Governments (ABAG), *ABAG Projections 2005*.

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Figure 14 - 1
Bay Area Counties

2005 PLEASANTON PLAN 2025



Legend
Tri-Valley Planning Area Boundary



Source: Tri-Valley Subregional
Planning Strategy, 1995
Tri-Valley Planning Committee

Figure 14 - 2
Tri-Valley Planning Area Boundary

With a mild climate, immediate proximity to the Pacific Ocean and the San Francisco Bay, and attractive natural setting, the Bay Area is one of the most attractive places in the country to visit and live. The area's natural beauty as well as its built environment attracts residents, businesses, and tourists from all over the world.

The Bay Area's 2005 population of about 7,091,700 is projected to increase by 19 percent, to about 8.4 million, by the year 2025. Jobs are expected to increase by about 36 percent over this same period, from about 3.5 million to about 4.8 million. More jobs will be added to the health and education services sector than to any other sector. The high technology manufacturing share of total employment should remain constant, rather than increasing as it has over the past 20 years.¹

Major planning issues faced by the Bay Area include a high cost of housing, traffic congestion, overburdened public transportation systems, quality of education, and air and water quality.

Various agencies address regional issues in the Bay Area. The Association of Bay Area Governments (ABAG) is a voluntary organization of local governments representing the nine Bay Area counties. Established in 1961, ABAG promotes cooperation on areawide issues and coordinates with areas outside the region. Other regional agencies include the Metropolitan Transportation Commission, which is responsible for planning regional transportation and transit in the Bay Area; the Bay Area Air Quality Management District which implements an air quality management plan to address attainment of federal and State air quality standards; and the San Francisco Regional Water Quality Control Board which issues permits for discharges into navigable waterways and protects water quality under the federal *Clean Water Act*.

Pleasanton has been active in regional planning efforts and most recently has participated in the Focusing Our Vision (FOCUS) program which is a multi-agency collaborative planning effort led by the Association of Bay Area Governments (ABAG) and the Metropolitan Transportation Commission (MTC), and supported by the Bay Area Air Quality Management District (BAAQMD). The plan, expected to be adopted in late 2007, will build upon the previous Smart Growth / Regional Livability Footprint Project and will define regional criteria for Priority Development Areas (PDAs) and Priority Conservation Areas (PCAs). The purpose of FOCUS is to plan for expected population and job growth for the next 20 years and grow in a way that improves the quality of life for all Bay Area residents, protects and preserves the environment, and is fiscally sound. Principles to advance this vision include:

- Support development in existing communities
- Encourage new development that creates compact, complete, well-designed communities

¹ *ABAG Projections 2005*.

- Increase the housing supply
- Improve housing affordability
- Increase transportation choices and efficiency
- Increase transportation efficiency
- Protect and enhance the natural environment
- Improve social and economic equity
- Increase efficiency and fiscal health

TRI-VALLEY SUBREGION

Subregion Description

The Tri-Valley subregion (Figure 14-2) encompasses 363 square miles of land generally located in the San Ramon, Livermore, and Amador valleys. It includes Danville, Dublin, Livermore, Pleasanton, San Ramon, and the adjacent unincorporated areas of Alameda and Contra Costa Counties. Major service providers to the area include the East Bay Municipal Utility District, Zone 7 of the Alameda County Flood Control and Water Conservation District, Dublin-San Ramon Services District, Central Contra Costa Sanitary District, the East Bay Regional Park District, and the Livermore Area Recreation and Park District.

The Tri-Valley planning area is bounded generally by the East Bay hills to the west, an east-west line extending through Mount Diablo State Park to the north, Altamont Pass and other features of the Diablo Range to the east, and the watershed lands of the San Francisco Water District and the southern extent of the Livermore Valley to the south. The area consists of expansive grass-covered grazing lands, steep and rolling hills, prominent ridges, oak woodlands, broad valleys, farmlands, and urban communities. Primary natural resources include sand-and-gravel deposits and wind energy generation.

Until the 1950s, agricultural and related businesses comprised the primary land uses in the Tri-Valley area. The cities of Pleasanton and Livermore incorporated in the late 19th century and provided services for the local agricultural economy. The establishment of the Lawrence Livermore Laboratory and other major research facilities in the 1950s began to change the character of the area. The completion of the freeway system in the 1960s and early 1970s opened the Tri Valley to extensive single-family residential development in both the incorporated and unincorporated areas. The Town of Danville and the City of San Ramon in Contra Costa County, and the City of Dublin in Alameda County, incorporated in the early 1980s and included land within their borders which had previously developed under County jurisdiction. During the 1980s, the Tri-Valley area became a major employment center for the region, with the development of the Bishop Ranch Business Park in San Ramon and the Hacienda Business Park in Pleasanton.

Growth in the Tri Valley is projected to be substantial in the coming years. Between 2005 and 2025, the number of households is expected to increase by 38 percent, from about 102,490 to 141,180. The number of jobs is expected to increase by about 46 percent, from approximately 183,600 to 267,780.²

Housing

The majority of housing in the Tri Valley is single-family units (generally between 65 and 79 percent in the various communities). By comparison, 62 percent of the entire San Francisco Bay Area housing supply is single-family units. Vacancy rates in 2006 ranged from 1.83 percent in Livermore to 3.67 percent in Dublin, compared to 3.4 percent in the Bay Area as a whole.³

The Tri-Valley area, like the San Francisco Bay Area in general, is experiencing a shortage of housing. This is evidenced by the relatively low vacancy rates and by the fact that many Tri-Valley employees commute from outside the area. This housing shortfall reflects the rapid growth of employment in the 1980s and 1990s and the fiscal disincentive created by State legislation to local governments to plan for new housing. The shortfall is qualitative, as well as quantitative, in that the market has not produced housing affordable to Tri-Valley workers. A consequence of the imbalance between income and the affordability of housing is the increasing number of Tri-Valley workers who live in east Contra Costa County and in San Joaquin County resulting in long commutes to work via the congested freeway system.

It is important to ensure an adequate supply of housing for people who work in the Tri-Valley area. When people live close to their place of employment, they commute shorter distances, thereby reducing traffic congestion and air pollution. People who spend less time commuting have more time to spend with their families and to become involved in the communities where they live. To this end, the City of Pleasanton has collaborated with regional entities on issues related to housing.

One of these collaborative efforts is the Tri-Valley Affordable Housing Committee (TVAHC) comprised of elected officials and staff from the cities of Dublin, Livermore, Pleasanton, and San Ramon, along with the Town of Danville and Alameda and Contra-Costa counties. This Committee was formed in 1992 to collaborate and expand regional affordable housing opportunities. A recent initiative of the TVAHC in 2005 was to create the Tri-Valley Housing Opportunity Center which offers a comprehensive counseling and education program that will expand mortgage credit opportunities and increase home ownership in the Tri-Valley region. The City of Pleasanton made a substantial monetary and staff contribution to help start this center.

² *ABAG Projections 2005*; California Department of Finance, Demographic Research Unit, Population and Housing Estimates (Table 2: E-5), January 1, 2006.

³ California Department of Finance, January 1, 2006.

Another collaborative effort included cooperation of the cities of Pleasanton, Livermore, and Dublin, along with Alameda County, in acquiring and rehabilitating a homeless shelter located in the City of Livermore. The partnership secured a Section 108 loan from HUD to cover the majority of the costs, and Pleasanton is repaying its share of the loan with a portion of its annual Community Development Block Grant allocation. The shelter was renamed Sojourner House and re-opened in October 2002.

The City of Pleasanton also contributes to East Bay Housing Organizations (EBHO), a non-profit membership organization dedicated to working with communities in Alameda and Contra Costa counties to preserve, protect, and expand affordable housing opportunities through education and advocacy. Pleasanton works with this organization to promote Affordable Housing Week (annually in May) by helping coordinate affordable housing events in the Tri Valley.

Pleasanton is also in the process of endorsing Alameda County's Every1Home Plan, the purpose of which is to end chronic homelessness and reduce housing crises for extremely low-income people with HIV/AIDS and chronic mental health problems. It includes a 10-year plan to end chronic homelessness within a broader 15-year housing plan that includes families. The plan recognizes that homelessness is a regional problem that requires regional solutions and coordination.

Transportation

[This section will be updated after the Planning Commission reviews and comments on the Circulation Element]

Airport

The Livermore Municipal Airport, owned and operated by the City of Livermore, is the only airport in the Tri Valley. It is located south of I-580 near the Airport Boulevard interchange. As of 2005, there were approximately 650 aircraft based there and over 200,000 annual aircraft operations. Current plans for the Airport include improvements to support facilities, but no additional runways or extensions. Flight patterns and future airport expansions are major concerns in the southern Tri-Valley area which should be subject to multi-jurisdictional cooperative planning. Pleasanton supports the formation of a Tri-Valley Airport Advisory Committee to provide input into the operations and expansions of the Airport for the benefit of the entire Tri-Valley.

Water Supply

Zone 7 of the Alameda County Flood Control and Water Conservation District (Zone 7) supplies water as wholesaler to four Tri-Valley retail agencies: Dublin-San Ramon Services District, California Water Service Company, and the cities of Pleasanton and Livermore. Some Tri-Valley residents, living within unincorporated Alameda County and the City of Pleasanton, obtain water supplies from the

City and County of San Francisco. (See the Water Element for additional discussion of these regional water-supply, storage, and transport issues.)

Zone 7 stores water from both the South Bay Aqueduct and local runoff in the Del Valle Reservoir, and then uses this water to replenish groundwater supplies through release into the Arroyo del Valle and Arroyo Mocho. To enhance the reliability of water supply during drought periods, Zone 7 has purchased additional groundwater storage. Zone 7 plans to fund from water connection fees additional water supply, treatment, conveyance, storage, and groundwater recharge and extraction facilities. In addition, over the next 20 years, Zone 7 plans to replace or improve its existing system.

Providing adequate, sustainable water for planned growth is a major subregional issue that requires continuing planning coordination, growth management, and cooperative efforts to obtain additional supplies that will meet future agricultural, urban, and environmental needs.

Wastewater Treatment and Disposal

The Dublin San Ramon Services District and the City of Livermore provide wastewater treatment and disposal in the Tri-Valley area. The Livermore-Amador Valley Water Management Agency (LAVWMA) exports treated wastewater by way of its pipeline from the Tri-Valley area to San Francisco Bay.. A LAVWMA expansion project has now been completed. Pleasanton, the Dublin-San Ramon Services District, and Livermore plan to share the allocated expansion increment among them, which should accommodate their wet-weather flows for many future years. See the Wastewater section of the Water Element for additional discussion of regional wastewater issues.

Hydrology and Water Quality

The Tri-Valley area lies within the greater Alameda Creek watershed mainly within the Zone 7 service area. Three major east-west arroyos – Arroyo las Positas, Arroyo Mocho (which includes water from Tassajara Creek), and Arroyo del Valle – encompass the general drainage pattern of the watershed. These arroyos join Arroyo de la Laguna in Pleasanton which then drains the Tri Valley in a southerly direction to San Francisco Bay via Niles Canyon and Alameda Creek. The Tri-Valley area does not contain any natural lakes: both the Del Valle and San Antonio reservoirs are human made as are the former sand-and-gravel pits comprising Shadow Cliffs and the Chain of Lake.

Alameda County developed the “Chain-of-Lakes” concept in the 1970s. Zone 7 plans to establish the Chain of Lakes for flood control, sediment diversion, and recreation. The Chain of Lakes are located between the cities of Livermore and Pleasanton and, when complete, will consist of a series of abandoned sand-and-gravel quarry pits converted into nine lakes, linked in a series, plus Cope Lake. Thus far the County has established four of these lakes plus Cope Lake. The other lakes will be available in the next 10 to 30 years after they have been mined and reclaimed. For additional discussion of the Chain of Lakes, see Stormwater and Water Resources in the Water Element and see

Sand and Gravel, Water Management and Recreation, and Soil Resources in the Conservation and Open Space Element.

With implementation of its *Stream Management Master Plan*, Zone 7 would mitigate subregional flooding with the Chain of Lakes, and would reduce streambed siltation and erosion with projects on several areas of local arroyos.

Solid Waste

The solid waste management system in Alameda County includes the collecting, processing, and disposing of solid waste materials. Alameda County adopted the *Alameda County Integrated Waste Management Plan*,⁴ with a goal to reduce solid waste throughout the county, including within the Tri-Valley area. Programs to reduce the supply of waste and to recycle materials are increasingly important to reduce the need to expand landfills. See the Solid Waste discussion in the Public Facilities and Community Programs Element.

Open Space, Recreation, and Trails

Non-urbanized land uses in the Tri Valley include agriculture (mostly grazing, with some irrigated cultivation), publicly-owned regional parks and watershed lands, and special natural resource land uses such as sand-and-gravel quarries and windfarms. Other open-space areas of subregional importance include environmentally sensitive lands, such as critical habitat and scenic viewsheds, and lands constrained by potentially hazardous conditions such as steep topography, landslides, and flooding and earthquake fault zones.

The East Bay Regional Parks District (EBRPD) owns and/or manages 34,886 acres in the Tri-Valley area, including the Ohlone and Sunol wilderness areas, Pleasanton Ridge Regional Park, and Shadow Cliffs Recreation Area. The San Francisco Water Department owns additional watershed land, some of which overlaps with the Ohlone and Sunol wilderness areas south of Pleasanton. The Tri-Valley contains a total of approximately 56,000 acres of regional scale open space and watershed lands.

A regional trail system currently connects some of the Tri-Valley park and open space areas. The East Bay Regional Park District *Master Plan* 1997 and the 2001 City of Livermore *Bikeways and Trail Master Plan*, the 2006 *Zone 7 Stream Management Master Plan*,⁵ and City of Pleasanton planned trails propose additional connecting trails to complete the Tri-Valley trail system.

⁴ Alameda County Waste Management Authority, *Alameda County Integrated Waste Management Plan*, Adopted February 26, 2003.

⁵ Zone 7, *Stream Management Master Plan*, Draft, March 2006. This plans a number of trail-gap connections, by-pass trails, and trail crossings.

The “Iron Horse” trail, a former railroad right-of-way extending north/south through the area is and important subregional bicycle and pedestrian trail. Local policy provides that the trail through the San Ramon Valley is to be used for non-motorized transit. In 2007, the City Council approved a trail alignment for the remaining undeveloped portion of the Iron Horse Trail. This alignment extends from Santa Rita Road and West Las Positas Boulevard northwest to the Dublin/Pleasanton BART Station; the East Bay Regional Parks District must now review this proposed alignment.

As part of a settlement of litigation over the expansion of the Altamont Landfill, the parties to the litigation (Alameda County, Waste Management of Alameda County, and the cities of Pleasanton and Livermore, and various environmental groups) agreed that the County would charge Waste Management of Alameda County fees totaling \$1.25 per ton of waste disposed at the landfill. Of that \$0.75 must be spent on acquisition of open space either by purchasing land or a permanent easement. Twenty percent of that total money is to be spent in the Dublin-Pleasanton area, and the other eighty percent must be used to acquire property in eastern Alameda County within the Tri Valley. Under the terms of the agreement, the Altamont Landfill and Resource Recovery Open Space Advisory Committee (Committee) makes decisions about the expenditure of these funds, with ratification by the involved city. The City of Pleasanton has one voting member on this Committee. Since the Committee started accepting grant applications in 2004 it has funded the acquisition of two large parcels on the Pleasanton Ridge, to be incorporated into the East Bay Regional Park District’s Pleasanton Ridge Park. Under the terms of the settlement, first priority for land acquisition should go to land having significant value for preservation of native biological diversity and/or wildlife habitat; and second priority of land acquisition should go to properties having significant value for visual character and/or non-motorized recreation.

Agricultural Lands

Major agricultural products in the Tri-Valley area include cattle grazing, hay production, and wine grapes. Urban development has replaced much of the area’s productive croplands, which are relatively flat and possess the best agricultural soils. Considerable land remains in large-lot agricultural use, under *Williamson Act* preserves. Historically, owners of some parcels near existing urbanized areas have filed notices of non-renewal for their *Williamson Act* contracts.

In early 2003, the South Livermore Valley Agricultural Land Trust initiated a strategic planning process and its board recognized the need to have a greater conservation presence in the region. The Trust became the Tri Valley Conservancy with an expanded geographic area covering the cities of Livermore, Pleasanton, Dublin, and San Ramon along with a portion of Sunol. Working with willing landowners, the Conservancy acquires property development rights through the legal arrangement of a conservation easement that protects the property from future development.

Within the Tri-Valley area, the Alameda County Resource Conservation District is an independent, non-regulatory special district in California that works directly with local landowners and managers to implement conservation practices and to help enhance local watersheds. This District enables the US Department of Agriculture (USDA) Natural Resource Conservation Service (NRCS) to provide Farm Bill cost-share programs and other technical assistance for local landowners and users. While the District administers conservation programs for agriculture and natural resources, the NRCS provides its technical expertise.

In 2005 the Tri-Valley area contained about 5,000 acres of irrigated farmland, most of it in grape production for wine. These lands provide a scenic and valuable buffer to areawide urban development.

The Tri Valley Business Council *Working Landscape Plan*⁶ identifies three areas for possible irrigated agricultural expansion: South Livermore, Greenville, and North Livermore. Implementation of the *Working Landscape Plan* would result in about 12,000 to 17,000 total acres of irrigated agricultural land in the Tri-Valley area.

Visual Resources

The Tri Valley contains visual resources representative of California's northern coast range and inland valley landscapes. These resources include expansive grass-covered grazing lands, steep and rolling hills, broad valleys, meandering tree-lined creeks, oak woodlands, pasturelands, dryland farmlands, orchards, row croplands, and vineyards. Peaks and ridgelines of the Diablo Range and the Las Trampas/Pleasanton/Sunol Range are visually prominent landforms. The aesthetic quality of the area is based largely on its rural, pastoral character and its topographic diversity.

I-580 and I-680 provide panoramic views of outlying areas. I-680 is an officially designated State Scenic Highway, which requires special measures by local governments to protect views along the travel corridor.

Air Quality

The combination of light winds, high terrain, and frequent temperature inversions still gives the Tri-Valley air basin a higher potential for air pollution than most other locations in the Bay Area. During the summer, conditions are conducive to the creation of ozone, and during the winter, accumulations of pollutants such as carbon monoxide and particulate matter. Consequently, the Tri-Valley area has more days when State air quality standards are not met than most other parts of the Bay Area.

The Tri-Valley area is located generally downwind with respect to the rest of the Bay Area, so that pollutants released upwind contaminate the air stream into the Tri Valley. In turn, winds transport pollutants generated within the Tri Valley easterly through the Altamont Pass into the San Joaquin

⁶ Tri Valley Business Council, Agricultural Water Task Force, *Working Landscape Plan*, January 2005 Working Draft.

Valley. Since 1995, ozone levels in the Tri Valley have generally decreased. During this time, the number of days violating State standards averaged about eight (over the last three years) compared to an average of about 15 during the mid-1990s. (See the Local and Regional Meteorological Influences and the Recent Air Quality Conditions sections of the Air Quality Element for further discussion of these issues.)

Economic Development

In the San Francisco Bay Area since the early 1980s, there has been a rapid decentralization of employment away from traditional job centers to outlying locations, including the Tri Valley. This shift in growth has occurred in other metropolitan areas as well, with an emerging new urban form in which suburban edge cities have replaced the suburban bedroom communities which formerly surrounded the traditional central core.

The Tri-Valley area changed from a bedroom community in the 1970s to a regional employment center during the rapid employment growth of the 1980s and 1990s. Between 1980 and 1990, the area gained more than 19,000 jobs alone from the construction of the Bishop Ranch and Hacienda Business Parks. The rate of job growth for the Tri-Valley area for 2005-2015 is expected to be about the same as the 1990s at four percent annually; it will still be higher than that projected for the Bay Area as a whole (1.6 percent annually).⁷

ABAG projects an increase in Tri-Valley area jobs of about 48 percent between 2005 and 2025, from 183,600 to 271,340.⁸ A recent report sponsored by the Tri-Valley Business Council that looked at the Tri-Valley's economy concluded that the region has evolved into a high-quality, innovative economy, which requires access to highly-educated talent, a constant flow of ideas and resources for business creation and innovation, and a superb quality of life.⁹ The report makes the case that sustaining this economy in the future is beyond the scope of any individual organization, jurisdiction or sector:

“A new level of responsibility does not equate to a higher level of local government funding of more programs during a time of fiscal distress; rather it means a new level of regional collaboration among existing government leaders (including local economic development directors), private sector leaders (including the Tri-Valley Business Council) and other community leaders (including education) – with all parties focused on the talent, entrepreneurial business support, and quality of life necessary to sustain the region's innovation-based economy.”

⁷ Association of Bay Area Governments (ABAG), *ABAG Projections 2005*

⁸ *ABAG Projections 2005*

⁹ *Wellspring for Entrepreneurship and Innovation: The Changing Economic Role and Responsibilities of the Tri-Valley Region*; prepared by Collaborative Economics for the Tri-Valley Business Council, July 2005.

The report further concludes:

“To succeed as a region whose comparative advantage is entrepreneurship and innovation rather than primarily strategic location or low costs, Tri Valley must have a strong innovation ‘habitat’ – a combination of talented people, a strong pipeline of ideas and funding, and supportive place-based attributes such as housing, transportation and quality of life.”

Fiscal Revenues

In recent years it has become increasingly difficult for local governments to collect adequate revenues to cover the costs of providing services to residents and businesses. The amount of revenues available, especially from property taxes, has been substantially reduced, while the cost of providing services has continued to increase. As a result, local governments have come to rely more heavily on other sources of revenue, thus altering their approach to land-use planning and development.

Some local governments are now tending to place a greater emphasis on the fiscal impacts of land use decisions and a reduced emphasis on creating balanced communities. Many have encouraged commercial development in order to increase sales tax revenues, or have sought industrial or high-end residential development which tend to bring in greater property tax revenue. The push for revenue-generating development has encouraged rapid urban expansion, and has created competition among jurisdictions for projects. Among the consequences are a lack of affordable housing, and traffic congestion because of the long commutes between housing and jobs.

SUBREGIONAL GOALS, POLICIES, AND PROGRAMS

The following goals, policies, and programs, in addition to those contained in other Elements, constitute an action program to implement the objectives described in this Element.

GOALS, POLICIES, AND PROGRAMS

Location and Intensity of Urban Development

Goal 1: To achieve a coordinated, efficient, and environmentally sensitive pattern of development in the Tri-Valley area.

Policy 1: Ensure that new development occurs in a compact community-centered pattern which supports existing communities, improves mobility, minimizes public infrastructure costs, protects natural resources, and supports economic activity.

Program 1.1: Promote growth management in subregional jurisdictions.

Program 1.2: Support implementation of the Urban Growth Boundary concept in all Tri-Valley cities and counties.

Program 1.3: Encourage all urban development within the Tri-Valley area to take place within cities. If the counties chose to process applications for urban development in unincorporated areas, then urban-level services should be provided, development should not adversely affect existing developed areas, and development standards should be consistent with those of the nearest city or cities.

Program 1.4: Pursue an agreement with Alameda County and relevant special districts to establish a process for reviewing applications for development outside the city limits. The agreement should include a commitment to: (1) review development standards to assure that they are consistent and subject to the same interpretation; (2) include representatives of all affected jurisdictions in pre-application conferences with developers; (3) establish procedures regarding if and when annexation should take place; and (4) establish standards for tax-sharing agreements.

Program 1.5: Encourage the Local Agency Formation Commissions of Alameda and Contra Costa counties to consider spheres-of-influence as a 20-year commitment, subject to periodic review coincident with comprehensive general plan updates.

Program 1.6: Encourage periodic review of general plan planning areas between the Tri-Valley jurisdictions.

Program 1.7: Provide notice and referral of projects of subregional significance to potentially affected jurisdictions.

- Policy 2: Maximize the efficiency of existing and future public services and facilities.
- Program 2.1: Encourage efforts to improve efficiency and quality in the provision of public services and facilities on a subregional basis.
- Program 2.2: Identify needed public facilities of subregional significance, and require that new development approvals are conditioned to assure that they contribute their fair share of the cost of such facilities.
- Program 2.3: Coordinate development policies and capital improvement programs affecting multiple jurisdictions at the subregional level, to assure that services and facilities are provided in a timely and cost-effective manner.
- Program 2.4: Work with special districts and other service providers to assure that necessary services are provided in advance of or concurrently with development.
- Program 2.5: Consider subregional impacts and mitigation measures in the environmental review of all new major public facilities and expansions of existing facilities.
- Program 2.6: Continue to cooperate with neighboring jurisdictions in evaluating the needs, costs, and benefits of a full range of alternatives for sewage treatment and export capacity expansion.

Housing

Goal 2: To attain an adequate amount and distribution of affordable and special needs housing throughout the Tri-Valley.

- Policy 3: Strengthen inter-jurisdictional efforts to ensure a fair, equitable, and rational distribution of affordable and special needs housing throughout the Tri Valley consistent with land-use policies, transportation services, and employment locations.
- Program 3.1: Support the efforts of the Tri-Valley Affordable Housing Committee to promote housing for very low-, low-, and moderate-income households and for people with special needs.
- Program 3.2: Seek public/private cooperation to ensure a mutual understanding of subregional housing needs, common housing development practices, finance marketing, and ways to lower housing costs.

- Program 3.3: Establish a cooperative program to designate specific sites for the provision of homeless shelters and related services, and investigate public and private sources of funding for these facilities and services.
- Program 3.4: Continue to look for opportunities to provide shelter and emergency housing in the Tri Valley, based on the Sojourner House model.
- Program 3.5: Continue to support sub-regional housing organizations and initiatives such as East Bay Housing Organizations (EBHO), Alameda County's Every1Home Plan, and the Tri-Valley Housing Opportunity Center.
- Program 3.6: Evaluate the sub-regional need for affordable and transitional housing for various populations, including families with children, seniors, singles, and small families.

Transportation

[This section – Goal 3, Policies 4-6 and their programs – will be updated after the Planning Commission reviews and comments on the Circulation Element]

- Policy 7: Maximize the efficiency and minimize the negative environmental impacts of the Livermore Municipal Airport.
- Program 7.1: Encourage the establishment of a Tri-Valley airport advisory committee for providing subregional input into decisions relating to the operation and potential expansion of the Livermore Municipal Airport.

Natural Resources and Public Safety

Goal 4: To preserve valuable natural resources and protect public safety in the Tri Valley.

- Policy 8: Protect surface and ground water quality in the Tri Valley in order to help ensure high standards and a sufficient and sustainable quantity of potable water.
- Program 8.1: Work with Zone 7 to develop water conservation plans and strategies for the long term.
- Program 8.2: Continue to work with Zone 7 to ensure that use of the groundwater basin by Zone 7 and other Tri Valley water users does not result in deterioration of water quality.

- Program 8.3: Work with Zone 7 and other Tri-Valley water agencies to develop contingency plans for supplemental water sources independent of the State Water Project.
- Program 8.4: Support Zone 7 in implementing its *Stream Management Master Plan* so as to protect and enhance the water quality of streams and groundwater.
- Program 8.5: Work with Zone 7 and other water, wastewater, business, and planning agencies to support cost-effective and environmentally sensitive approaches to Tri-Valley wastewater reuse.
- Policy 9: Encourage the handling of wastewater so as to result in no detrimental environmental effects in the Tri Valley.
- Program 9.1: Incorporate conditions of approval developed by the Alameda County-wide Clean Water Program, as appropriate, for new development and discretionary permits.
- Policy 10: Reduce the risk of damage from natural hazards in the Tri Valley. Establish appropriate subregional approaches to reduce damage from natural hazards, such as wildfires, flooding, and earthquakes.
- Program 10.1: As a subregional solution to stormwater mitigation, support Zone 7's efforts to improve the drainage system in conformance with its *Stream Management Master Plan*. This entails completing planned, regional storm drainage improvements, including the Chain of Lakes, for flood control, sediment diversion, and recreation.
- Policy 11: Preserve and enhance natural wildlife habitats and wildlife corridors.
- Program 11.1: Share information about important ecological resources and promote a cooperative program for preserving them at the subregional level.
- Program 11.2: Promote the preparation of comprehensive guidelines and strategies to protect and enhance the significant natural communities of the Tri Valley.
- Program 11.3: Promote a subregional approach to protecting valuable habitat areas, through mitigation banking, conservation and open space easements, and other means.

- Policy 12: Encourage the continuation of agricultural uses in the Tri Valley.
- Program 12.1: Actively support and participate in the Tri-Valley Conservancy.
 - Program 12.2 Support agri-tourism, land preservation, and agricultural-enterprise enhancement programs of the Tri-Valley Business Council's Working Landscape Plan.¹⁰
 - Program 12.3 Support the policies of Alameda County and the City of Livermore which promote preservation of agriculture in the region. Require that developers of new projects provide a buffer between proposed projects and areas designated for agricultural use.
- Policy 13: Enhance community identity through the protection of community separators, scenic hillsides, and ridgelines.
- Program 13.1: Encourage the preservation of a contiguous Tri-Valley open-space system through land-use policies, land dedication and acquisition, and conservation easements.
 - Program 13.2: Plan for the incorporation of scenic hillsides and ridgelines into a contiguous open space system connecting parts of the Tri Valley.
 - Program 13.3: Continue to participate in the Altamont Landfill and Resource Recovery Facility Open Space Advisory Committee and support the acquisition of key open-space parcels with these funds.
- Policy 14: Implement a strong pro-active approach to air-quality planning with other local, regional, and State agencies.
- Program 14.1: Continue to cooperate with the BAAQMD in monitoring and controlling air pollutants in the Tri-Valley area, and in enforcing State and federal air quality regulations.
 - Program 14.2: Notify local and regional jurisdictions of proposed projects which may affect air quality, as required by the *California Environmental Quality Act*.
 - Program 14.3: Review City and subregional development plans for air quality impacts, and cooperate with other subregional agencies to reduce the impacts of development on air quality.

¹⁰ Tri-Valley Business Council, Agricultural Water Task Force, "Working Landscape Plan," January 2005.

*Economic Development***Goal 5: To achieve a sustainable subregional economy at buildout of all Tri-Valley jurisdiction's General Plans.**

- Policy 15: Pursue a cooperative approach among local jurisdictions and the private sector to strengthen the subregional economy.
- Program 15.1: Work with the Tri-Valley Business Council to implement strategies from the “Preserving Prosperity” project.
 - Program 15.2: Facilitate retention and expansion or, if necessary, relocation of existing businesses within the Tri Valley.
- Policy 16: Facilitate the provision of job training and vocational education for Tri-Valley residents and employees.
- Program 16.1: Encourage Tri-Valley employers to identify the existing and future educational requirements of the jobs they provide.
 - Program 16.2: Encourage cooperative efforts among school districts, community colleges, and employers to offer appropriate classes and internships.
 - Program 16.3: Encourage universities and community colleges to provide “lifetime learning” and job retraining programs.
 - Program 16.4: Participate in programs of the Tri-Valley Business Council.
- Policy 17: Support the development of public facilities which encourage regional tourism and serve as an attraction for businesses to remain or relocate to Pleasanton.
- Program 17.1: Explore opportunities to identify and support subregional public facilities which would increase tourism, such as the Valley Children's Museum.