TRUMARK TOWNHOMES RESIDENTIAL DEVELOPMENT, GENERAL PLAN AMENDMENT, AND REZONE

2481 DEERWOOD DRIVE

Initial Study/Mitigated Negative Declaration

PREPARED BY:

METROPOLITAN PLANNING GROUP
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SANTA ROSA, CA 95404

OCTOBER 2022

M-GROUP

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Trumark Townhomes Residential Development
CEQA ANALYSIS

Project Title:	Trumark Townhomes
Lead agency name and address:	City of San Ramon 7000 Bollinger Canyon Road San Ramon, CA 94583
Contact person and phone number:	Lauren Barr, Planning Services Manager (925) 973-2567
Project Location:	2481 Deerwood Drive San Ramon, CA 94583 (APN 208-640-003)
Project sponsor's name and address:	Trumark Homes 3001 Bishop Drive, STE 100 San Ramon, CA 94583
Property Owners:	Sieva Property LLC 128 Shadowhill Circle San Ramon, CA 94583
Existing/Proposed General Plan Designation:	Office (O)/Multiple Family High-Density Residential (MFHD)
Existing/ Proposed Zoning:	Administrative Office (OA) / High Density Residential (RH); Open Space (OS-2)
Description of project:	The project consists of a General Plan Land Use amendment from Office to MFHD, a zoning map amendment from OA to RH and OS-2, a major subdivision for condominium purposes, demolition of the existing commercial office building (51,000 square feet), and construction of a new 61-unit residential development, of which 15 percent of the units will be offered at below-market rate.
Surrounding land uses and setting; briefly describe the project's surroundings:	The project site is located on the south side of Deerwood Drive between Bollinger Canyon and Deerwood Road. To the south is Crow Canyon Road, to the west is Bollinger Crest Apartments, to the north and east are single family residential developments. Across Crow Canyon Road are properties zoned for office and public services where the San Ramon Police Department and Fire Protection District are located.
Other public agencies whose approval is required (e.g. permits, financial approval, or participation agreements):	N/A
Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun?	The City conducted notification within the statutory timeframe provided by Public Resources Code §21080.3.1. Notice was sent to tribes by mail on August 3, 2022. On request, the City of San Ramon entered into consultation with the Wilton Rancheria Tribe and the Confederated Villages of Lisjan Nation. As of October 2022, both Tribes indicated that consultation had been completed to their satisfaction.

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TRUMARK TOWNHOMES RESIDENTIAL DEVELOPMENT

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LIST OF ACRONYMS

APN	ASSESSOR PARCEL NUMBER
BAAQMD	BAY AREA AIR QUALITY MANAGEMENT DISTRICT
BMP	BEST MANAGEMENT PRACTICE
CALEEMOD	CALIFORNIA EMISSIONS ESTIMATOR MODEL
CARB	CALIFORNIA AIR RESOURCES BOARD
CBC	CALIFORNIA BUILDING CODE
CCR	CALIFORNIA CODE OF REGULATIONS
CCTA	CONTRA COSTA TRANSPORTATION AUTHORITY
CDFW	CALIFORNIA DEPARTMENT OF FISH AND WILDLIFE
CEQA	CALIFORNIA ENVIRONMENTAL QUALITY ACT
CNEL	COMMUNITY NOISE EQUIVALENT LEVEL
CNPS	CALIFORNIA NATIVE PLANT SOCIETY
CRHR	CALIFORNIA REGISTER OF HISTORICAL RESOURCES
DBA	A-WEIGHTED DECIBEL
DEIR	DRAFT ENVIRONMENTAL IMPACT REPORT
DTSC	DEPARTMENT OF TOXIC SUBSTANCE CONTROL
EIR	ENVIRONMENTAL IMPACT REPORT
FMMP	FARMLAND MAPPING AND MONITORING PROGRAM
FHSZ	FIRE HAZARD SEVERITY ZONE
GHG	GREENHOUSE GAS
HI	HAZARD INDEX
HRA	HEALTH RISK ASSESSMENT
HMBP	HAZARDOUS MATERIAL BUSINESS PLAN
IS/MND	INITIAL STUDY/MITIGATED NEGATIVE DECLARATION
LID	LOW IMPACT DEVELOPMENT
LOS	LEVEL OF SERVICE
LRA	LOCAL RESPONSIBILITY AREA
MGD	MILLION GALLONS PER DAY
MBTA	MIGRATORY BIRD TREATY ACT
MEI	MAXIMUM EXPOSED INDIVIDUAL
MMRP	MITIGATION MONITORING AND REPORTING PROGRAM
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
PPV	PEAK PARTICLE VELOCITY
PRC	PUBLIC RESOURCES CODE
RCPA	REGIONAL CLIMATE PROTECTION AGENCY
ROG	REACTIVE ORGANIC GAS
RWQCB	REGIONAL WATER QUALITY CONTROL BOARD
SRVFPD	SAN RAMON VALLEY FIRE PROTECTION DISTRICT
SCH	STATE CLEARINGHOUSE
SRA	STATE RESPONSIBILITY AREA
SWPPP	STORM WATER POLLUTION PREVENTION PLAN
SWRCB	STATE WATER RESOURCES CONTROL BOARD
TAC	TOXIC AIR CONTAMINANTS
USACOE	UNITED STATES ARMY CORPS OF ENGINEERS
UGB	URBAN GROWTH BOUNDARY
UST	UNDERGROUND STORAGE TANK
UWMP	URBAN WATER MANAGEMENT PLAN
µG/M3	MICROGRAMS PER CUBIC METER
VHFHSV	VERY HIGH FIRE HAZARD SEVERITY ZONE
VMT	VEHICLE MILES TRAVELED

1. PROJECT DESCRIPTION

1.1. PROJECT LOCATION

The proposed Trumark Townhomes Residential Development Project is located within the City of San Ramon, which is in south-central Contra Costa County along Interstate 680 (I-680), approximately 9 miles east of Oakland, 5 miles north of the I-680 and I-580 junction in Dublin, and 19 miles south of Martinez and the Benicia-Martinez Bridge. The City of San Ramon is bordered by the City of Danville to the north and by the City of Dublin to the south (**Figure 1: Regional Location Map**).

The Project site is in the northwest portion of the city between Bollinger Canyon Road to the west, Porter Drive to the east, Crow Canyon Boulevard to the south, and Deerwood Drive to the north. The site address is 2481 Deerwood Drive (APN 208-640-003) and occupies 4.4-acres. The Project site is approximately one mile west of Diablo Plaza and I-680, and one mile north of the Bollinger Canyon Road and Norris Canyon Road junction (**Figure 2: Project Vicinity**). Immediately to the west of the Project site is Bollinger Crest Apartments and to the east is an attached single family residential development. To the north, across Deerwood Drive, is a low density single family residential development.

Project Site Setting

The Project site is approximately 4.4 acres and contains a 51,000 square foot vacant office building, parking lot, landscaping, and undeveloped land at the southern portion of the site. The northern 2.77-acre portion of the site is developed with the existing office building and associated improvements and slopes gently downward from Deerwood Drive with elevations ranging from 640 to 630 feet above mean sea level. The southern 1.66-acre portion of the site is undeveloped and slopes downward toward Crow Canyon Road with elevations ranging from 630 feet to 561 feet above mean sea level. This portion of the site is occupied by a coast live oak woodland and riparian woodland associated with Bollinger Creek. The oak woodland is dominated by coast live oaks, with a modest shrub layer consisting of coyote brush, poison oak, and elderberry, and an herbaceous layer containing non-native grasses and invasive species. A segment of Bollinger Creek and its associated riparian corridor is located between the southern property line and Crow Canyon Road. Bollinger Creek is culverted at its undercrossing to Crow Canyon Road and becomes San Ramon Creek on the south side of Crow Canyon Road. Access to the site is currently provided by two, two-way driveways along Deerwood Drive, which provides access to the existing surface parking lot and office building.

General Plan and Zoning

The Project site is located within the Crow Canyon Planning Subarea of the General Plan which is characterized by residential, office, and retail uses including three major retail centers. Though the site is located near areas within the Northwest Specific Plan and the Crow Canyon Specific Plan, it is not located within the bounds of either of these or any other specific plan area. The site has a General Plan land use designation of Office (O) which provides for business, professional, and public offices at intensities of up to 0.45 FAR, including retail uses and restaurants in mixed-use buildings and supporting commercial services at appropriate locations. Surrounding land uses to the north, east, and west include Multiple Family High Density Residential and to the south across Crow Canyon Road are areas designated as Office and Public and Semi-Public. Pursuant to the San Ramon Zoning Code, the Project site is zoned Administrative Office (OA) and is bounded to the north and east by areas zoned Medium Density Residential (RM) and to the west by Medium-High Density Residential (RMH) (**Figure 3: Existing Land Use and Zoning**).

1.2. PROJECT DESCRIPTION

The Project proposes to demolish existing improvements onsite including the 51,000 square foot vacant office building, paved parking areas, driveways, and landscaping and to construct 61 attached townhouse units distributed among ten (10) three-story buildings. The Project proposes to redevelop the northern approximately 2.6 acres with residential units and associated improvements and will retain approximately 1.8 acres at the southern portion of the site as undeveloped open space to be maintained by a Homeowners Association (HOA).

As described previously, the Project site currently has a land use designation of Office (O) and zoning designation of Administrative Office (OA). To accommodate the proposed development, the Project proposes a General Plan Map Amendment to change the land use designation to Multiple Family High Density Residential (MFHD) and a Zoning Map Amendment to change the zoning designation to High Density Residential (RH) and Open Space 2 (OS-2) (**Figure 4: Proposed Land Use and Zoning**). The General Plan 2035 calls for Multiple Family High Density Residential Use provides a density range of 14.0 to 30.0 dwelling units per acre. The RH zoning designation implements the Multiple Family High Density Residential General Plan land use and is applied to areas of the city appropriate for townhouses or apartments at a density of 22 to 30 units per net acre. The Project proposes 61 residential units on 2.09 net acres, resulting in a net density of 29.19 units per acre. The OS-2 zoning designation is applied to areas of the city where privately owned land is suitable for passive recreational uses or where lands subject to flooding, landslide or other hazards should remain in open space.

In addition to the General Plan and Zoning Map Amendments, the Project is also seeking approval of a major subdivision for condominium purposes to create for-sale 61 condominium units, a common use parcel, and an open space parcel, both of which will be managed by the HOA. The common use parcel comprises the circular loop road, tot lot, stormwater bioretention areas, viewing deck, pedestrian circulation, guest parking, and landscaping. The open space parcel will be managed for fire fuel reduction as described below under the Landscaping and Lighting discussion.

The Project proposes five floor plans for the residential units ranging in size from 1,420 to 1,987 square feet. Each unit comprises three bedrooms and 3 (Plan 1) or 3.5 bathrooms (Plans 2 through 5). Floor Plans 4 and 5 also include a den. Each unit contains a ground-floor garage accommodating two cars in either a side-by-side or tandem configuration. Front entry doors lead to an interior foyer with a staircase to the main living level on the second floor, a door leading to the garage and storage areas, and, depending on the floor plan, a ground floor bedroom or den, and bathroom. Units are designed with front doors facing Deerwood Drive or landscaped pathways with garages facing to the rear alley or private loop road. Internal pedestrian pathways provide paths of travel throughout the project site and to the existing sidewalk along Deerwood Drive (**Figure 5: Site Plan**).

Density Bonus

Under the Inclusionary Housing Ordinance, the Project is required to provide 15 percent (9 units) of the total units at an affordable rate. Of the 9 units required to be affordable, 20 percent (2 units) must be affordable to very low-income households, 30 percent (3 units) to low-income, and 50 percent (4 units) to moderate-income households. The Project proposes to increase the units provided for very low-income households by one unit, resulting in 5 percent of the total units affordable at the very low-income level, which qualifies the Project under the State Density Bonus Law, Govt. Code Section 65915(b)(A), for a density bonus. The density bonus allows for an unlimited number of waivers to the City's development standards and one concession. The Project is requesting a waiver to allow for the construction of an approximately 15 foot retaining wall which exceeds the City's height limit of 48 inches for retaining walls. In accordance with the State Density

Bonus Law, the Project is permitted to develop up to 13 additional units with the density bonus, however, this additional density is not being pursued and the Project remains as proposed at 61 units contained within 10 new buildings.

Architecture

The proposed architecture is contemporary Craftsman with Mediterranean elements. Exterior facades are articulated by a variety of exterior finishing materials, trim, and complimentary colors. Stucco, fiber cement board and batten siding, trim bands, stone veneers, columns, projecting awnings, and screening for mechanical equipment break up the massing of the buildings. Balconies with painted wood railings punctuate the second floor. Decorative brackets and corbels accentuate the roofline which distinguish each residence. Roofing materials are proposed to be composite shingles. Entry doors and garage doors are proposed in a variety of colors to provide a distinctive look to each unit and enhance wayfinding throughout the development.

Access and Parking

The site will be accessed from Deerwood Drive along the eastern side via installation of a new driveway and curb cut which aligns with the Claremont Crest Way intersection, north of the site across Deerwood Drive. A private, internal loop road and alley provides internal vehicular circulation to all residential units and private garages. The proposed roadway ranges from 21 to 22 feet in width and meets the minimum requirements of the Fire Department for access. The homes are in an alley-loaded configuration with front pedestrian access facing Deerwood Drive or landscaped greenbelts with garages to the rear. Garages feature a 4.5 to 5.5 foot wide driveway apron and have space for parking two vehicles side-by-side or in a tandem configuration. There are 16 guest parking spaces distributed throughout the development in either a head-in or parallel configuration. One handicap accessible space set up for electric vehicle use is provided which counts as two parking spaces for local code requirements, pursuant to AB 1100.

Landscaping and Lighting

Site improvements include new landscaping consisting of native and ornamental trees, shrubs, groundcover, paved pedestrian pathways, a playground with synthetic turf, bioretention stormwater treatment planters, and an overlook deck with seating. Structural elements proposed as part of the landscaping include built-in seating and tables, benches, seat walls, patterned concrete, a pedestrian bridge over the bioretention area, railings, and soma stones. Native and ornamental trees will be distributed along the periphery of the site to provide shade and screening, including street trees. Bio-retention areas with native grasses will be located along a central pedestrian paseo, as well as at the seating area at the communal overlook deck.

Exterior lighting will be provided by high-efficiency LED fixtures throughout the development. The east and west boundaries of the site will be lit by free-standing 12-foot decorative lamps that are able to be dimmed and hooded and downcast to reduce night light pollution. Dwelling unit front entrances will be lit by LED bollard fixtures placed in adjacent landscaping or pavement. Two 4 inch round directional fixtures will be placed over each garage door.

Tree Removal and Preservation

A total of 116 trees have been identified on the Project site, and approximately 53 trees will be removed to accommodate the proposed residential development, of which 19 are protected oak trees under the City of San Ramon Tree Preservation and Protection Ordinance. One large valley oak located outside of the development area is also proposed for removal based on its location adjacent to the development area and risk associated with failure of large branches. The balance of trees onsite are located at the southern portion

of the property, which will be retained as undeveloped open space and maintained to manage vegetation for fuel loads and establish a fire break between the open space area and residential portion of the Project site.

Open Space Area

As shown on Sheet L-7 of the submitted plans, the open space area at the southern portion of the site includes a 100-foot buffer between the open space area and the proposed residential development. The buffer is comprised of two zones. One buffer zone extends 30-feet south from the limits of the residential development. This area will undergo routine brush clearing and managed for fuel load reduction. The other buffer zone extends 70-feet to the southern property line and will undergo less treatment. Within the 30-foot buffer zone single specimen trees may be retained if they are well-spaced and pruned to create a condition that avoids the spread of fire to other vegetation or to a building or structure. All dead branches and vines to be removed and non-woody vegetation will be mowed to less than 4 inches within the 30-foot buffer zone. The area from 70-foot buffer zone will be treated to reduce the height of understory plant material and decrease density. The open space area, inclusive of both buffer zones, will be managed by the HOA through an annual maintenance program to reduce the risk of wildfire within 100 feet of the development while preserving healthy mature trees above Bollinger Creek.

Utilities

Utilities currently extend to the site and will connect to the proposed Project via a joint utility trench extending from Deerwood Drive and around the private loop road with connections to each new building. Wastewater will be accommodated via the installation of an 8-inch sanitary sewer that extends under the private loop road and alley. The new sanitary sewer line will connect to the existing 8-inch sanitary sewer line in Sandalwood Lane which abuts the eastern side of the Project and will convey flows to the wastewater plant for treatment.

A new 8-inch pressurized water line will be installed under the joint loop road and private alley in two locations along the eastern edge of the site, and will connect to the existing 8-inch water main in Deerwood Drive. The new water line will also serve two new fire hydrants that will be located along the private loop road.

The Project includes new storm drainage infrastructure to accommodate stormwater from impervious surfaces such as roofs and paved surfaces. Onsite improvements will capture storm water runoff via a 12-inch storm drain under the private loop road and alley and convey it to a cistern system also under the private loop road. The in-ground cistern will impound water and convey it to a bioretention basin adjacent to the central paseo for treatment. The bioretention basin will have an impervious liner preventing subsurface infiltration and a perforated subdrain that will convey any excess storm water to the open space area which drains to Bollinger Creek. Runoff from the private loop road will be routed through a curb cut to a flow-through planter for pretreatment prior to discharge to the open space parcel and storm drain easement area on the sloped portion of the site. No connection to a municipal storm drain is proposed, though an easement for a stormwater sewer crosses the upper portion of the site and discharges to the storm drain easement area on the sloped open space portion of the site before ultimately draining to Bollinger Creek.

Construction

For purposes of this analysis, it is assumed that construction activities will occur over an approximately 3-year construction period, from 2023 to 2025. Construction activities including demolition, site preparation, grading, and trenching for utilities would occur between April and October 2023, followed by building construction over an 18-month period, and culminating in paving of the private loop road in the last month of construction, which is anticipated to occur between August and September 2025. Concentrated trucking activity would

occur at the beginning and end of the project construction period including during grading and foundation installation during the initial stages of construction, and in the final stages during paving and landscaping installation. Construction access routes will be from the existing driveways located along Deerwood Drive. The Project is subject to a Haul Route Permit from the City to identify specific delivery routes and procedural requirements throughout demolition and construction activities. A construction trailer, construction worker parking area, and construction staging area will be located on the Project site.

Site preparation will initiate with demolition and removal of the existing building, vegetation, and hardscape surfaces. Site grading will achieve level topography to accommodate the proposed residential development building pads and elevations.

Following completion of grading activities, infrastructure improvements including trenching for utilities will be completed in advance of pouring building foundations. The curb cuts and sidewalks adjacent to the existing driveway will be removed and new sidewalks, curbs, a flow-through stormwater planter, street-fronting landscaping, and pedestrian access will be constructed. Existing curb and sidewalk at the location of the proposed driveway will be removed and new curb cuts and pedestrian ramps with truncated domes will be installed near the eastern property boundary, providing access from Deerwood Drive.

Building construction will involve installation of foundations and vertical elements followed by installation of stormwater bioretention areas, landscaping, and paving.

During all stages of construction, the Project will be required to comply with the State Water Board construction general permit. All stockpiles and landscape materials will be protected by berms with straw wattles or sandbags. Use of temporary silt fencing may be used at the site periphery along with other erosion and sediment control measures such as straw wattle check dam. Fiber roll protection would be installed around all drain inlets. A concrete washout area will be located onsite. Precise controls will be established through compliance with regulatory requirements imposed through the construction general permit during construction and an approved project specific stormwater pollution prevention plan, prior to issuance of a grading permit.

Construction equipment expected to be utilized includes loaders, backhoes, haul trucks, graders, pavers, rollers, cranes, forklifts, and water trucks. All construction material and equipment will be staged on-site or, through issuance of an encroachment permit, on abutting rights-of-way. Temporary lane closures on Deerwood Drive are expected to occur during frontage improvements and utility work and will be coordinated through the City Engineer.

Public Outreach

The applicant filed their formal application on February 15, 2022, and the project concept was presented to the Architectural Review Board on May 12, 2022. The Planning Commission considered the project concept on June 7, 2022 and the Project went back to the Architectural Review Board on August 11, 2022. Recommendations from those hearings to include pedestrian loops, a play area for children, landscaping, and variation in color, materials, and use of articulation to break up building massing were incorporated into the proposed project design. The Project will be brought forward to Planning Commission and City Council at future public hearings for consideration of requested entitlements.

Requested Entitlements

The Project requires approval of the following discretionary entitlements from the City of San Ramon:

- General Plan Map Amendment

- Zoning Map Amendment
- Development Plan and Architectural Review
- Major Subdivision for Condominium Purposes
- Tree Removal Permit
- Density Bonus and Waiver for Height Exceedance of Retaining Wall

Other Agency Review

The project requires the following approvals from regional agencies:

- San Ramon Valley Unified School District for determining public school capacity and impact fees
- Central Contra Costa Sanitary District for permits to connect to the sanitary sewer
- East Bay Municipal Utility District for water supply

California Native American Tribal Consultation

In accordance with AB 52 (PRC Section 21084.2), lead agencies are required to initiate consultation with a tribe with traditional and/or cultural affiliations in the geographic area where a subject project is located if a project may cause a substantial adverse change in the significance of a tribal cultural resource. Should the tribe respond requesting formal consultation, the lead agency must work with the tribe or representative thereof to identify potential impacts and develop avoidance or mitigation measures to reduce potential impacts to tribal cultural resources. In addition, SB 18 (GC Section 65352.3) requires lead agencies to contact, and consult with California Native American tribes prior to amending or adopting any general plan, specific plan, or designating land as open space. In accordance with PRC Section 21080.3.1(d), the City of San Ramon provided written formal notification to the tribes identified below on August 3, 2022, which included a brief description of the proposed Project and its location, the City of San Ramon contact information, and a notification that the Tribes have 30 days to request consultation:

- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Chicken Ranch Rancheria of Me-Wuk Indians
- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- North Valley Yokuts Tribe
- The Confederated Villages of Lisjan Nation
- The Ohlone Indian Tribe
- Tule River Indian Tribe
- Wilton Rancheria
- Wuksache Indian Tribe/Eshom Valley Band

The City of San Ramon received responses from representatives of The Confederated Villages of Lisjan Nation on August 18, 2022, and the Wilton Rancheria on August 19, 2022, requesting to enter into consultation. The Confederated Villages of Lisjan Nation requested to be provided with the results of the Sacred Lands file search at the Native American Heritage Commission (NAHC). The City received a response from NAHC on October 4, 2022, indicating no records showing the presence of a Native American Sacred Site within or in the immediate vicinity of the project site were found and these results were provided to The Confederated Villages of Lisjan Nation. The Confederated Villages of Lisjan Nation requested that a tribal cultural monitor be present

during grading activities. City consultation with The Confederated Villages of Lisjan was satisfied in October 2022.

The Wilton Rancheria was provided with additional information on the project including the NAHC Sacred Lands file search results and requested to be contacted in the event that Tribal Cultural Resources are uncovered on the project site during grading and excavation. City consultation with the Wilton Rancheria Tribe involved correspondence as part of the ongoing Housing Element Update, which includes the subject project site. Consultation with the Wilton Rancheria was satisfied in September 2022.

No other Tribes requested consultation.

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FIGURE 1: REGIONAL LOCATION MAP

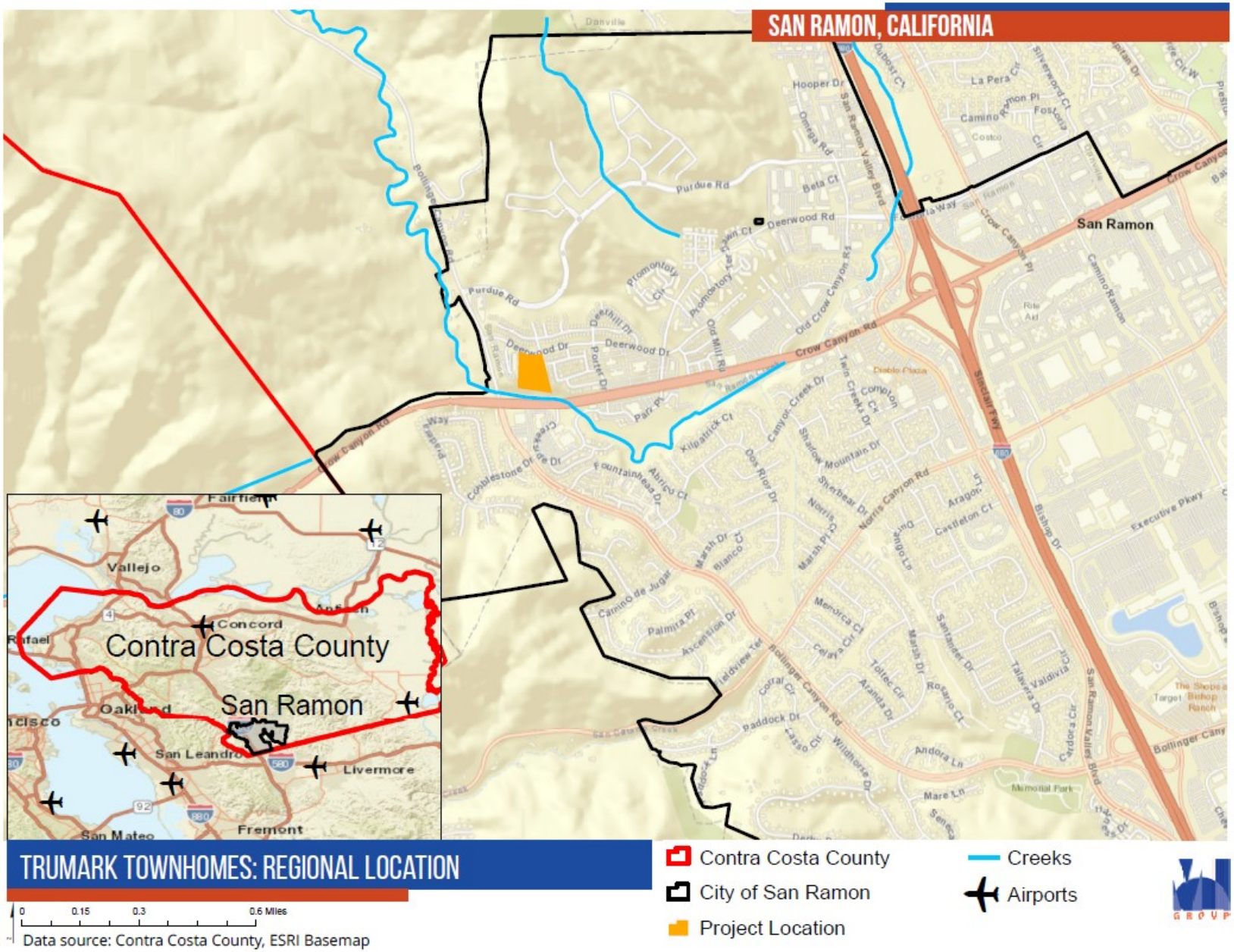

FIGURE 2: PROJECT VICINITY

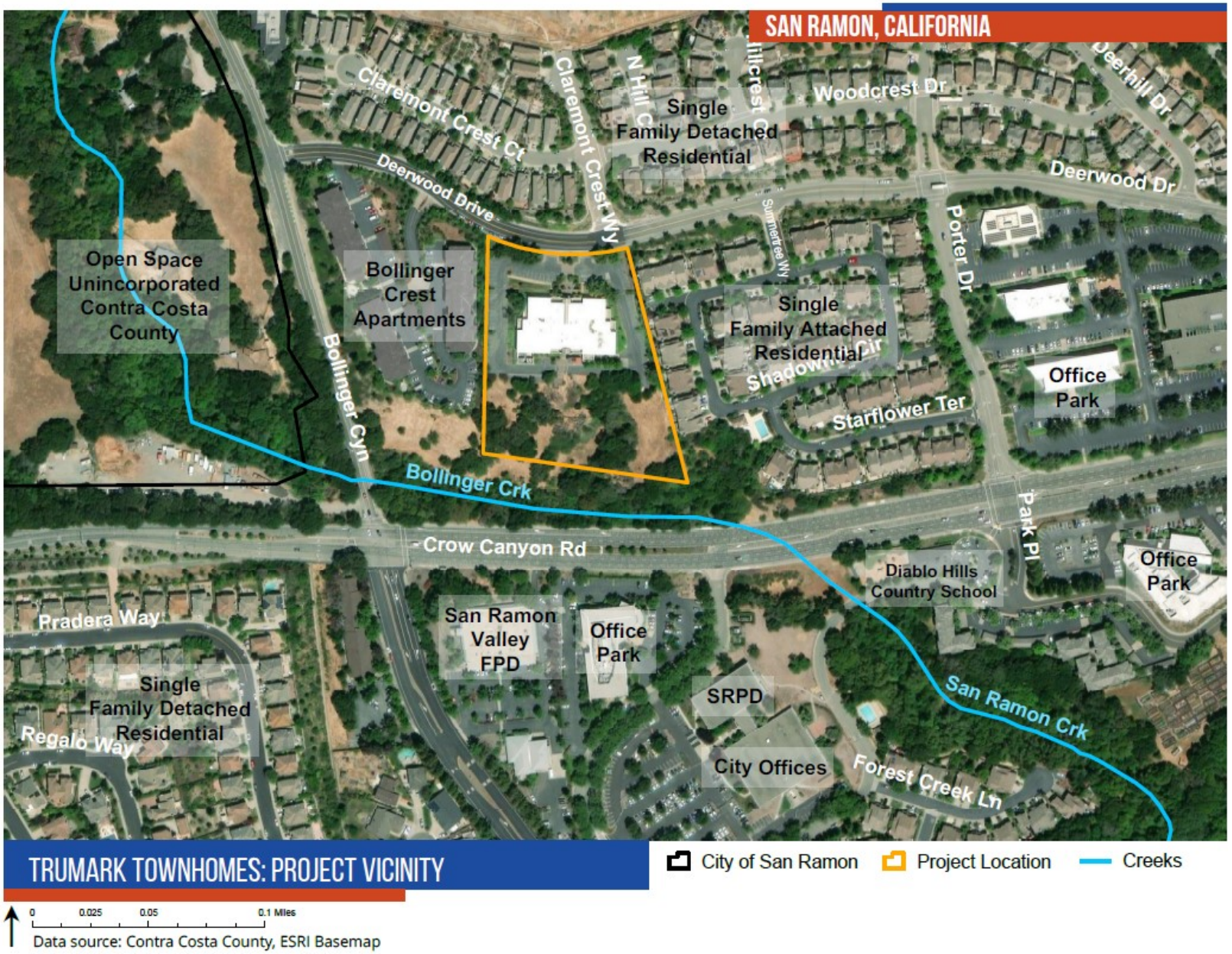

FIGURE 3: EXISTING LAND USE AND ZONING

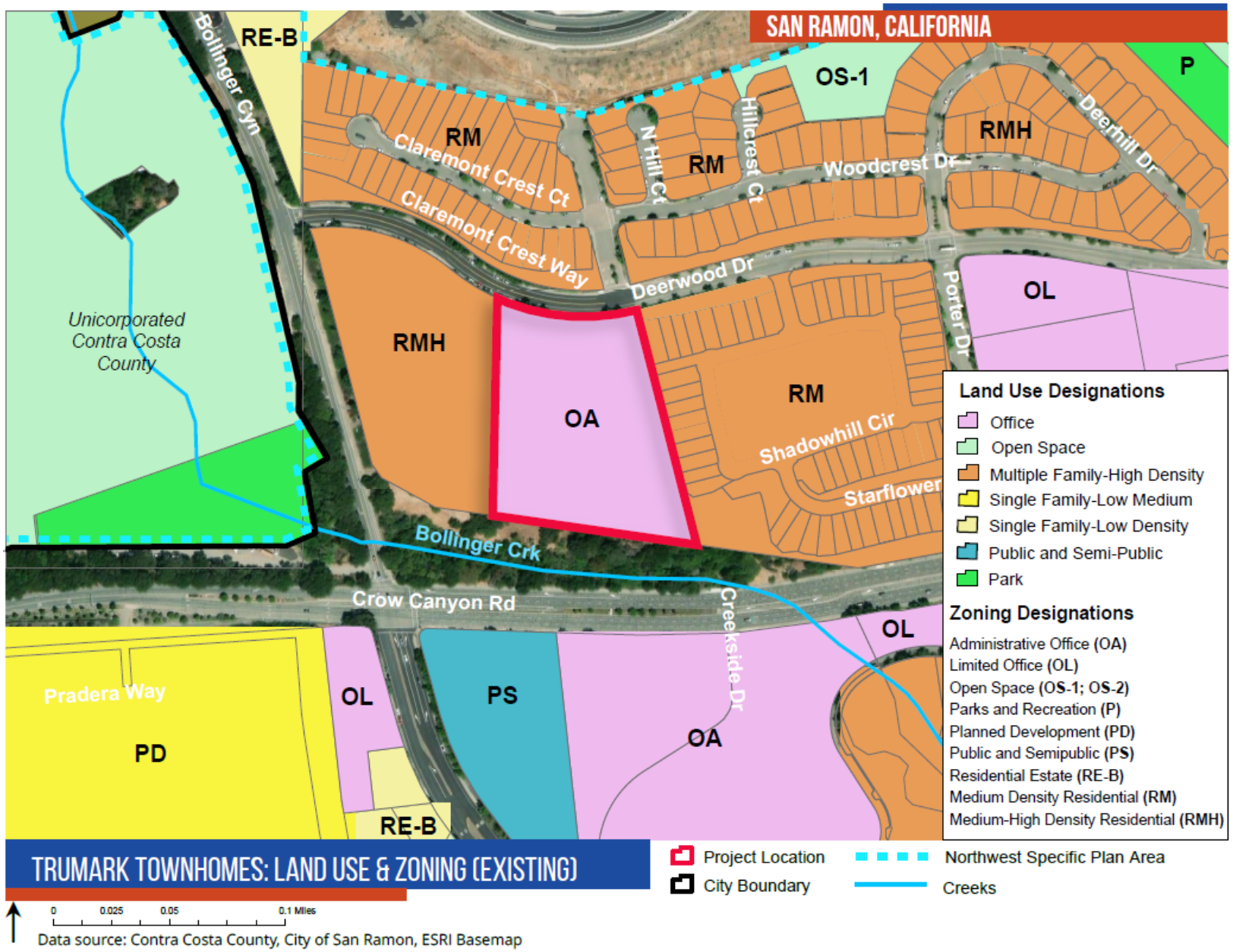

FIGURE 4: PROPOSED LAND USE AND ZONING

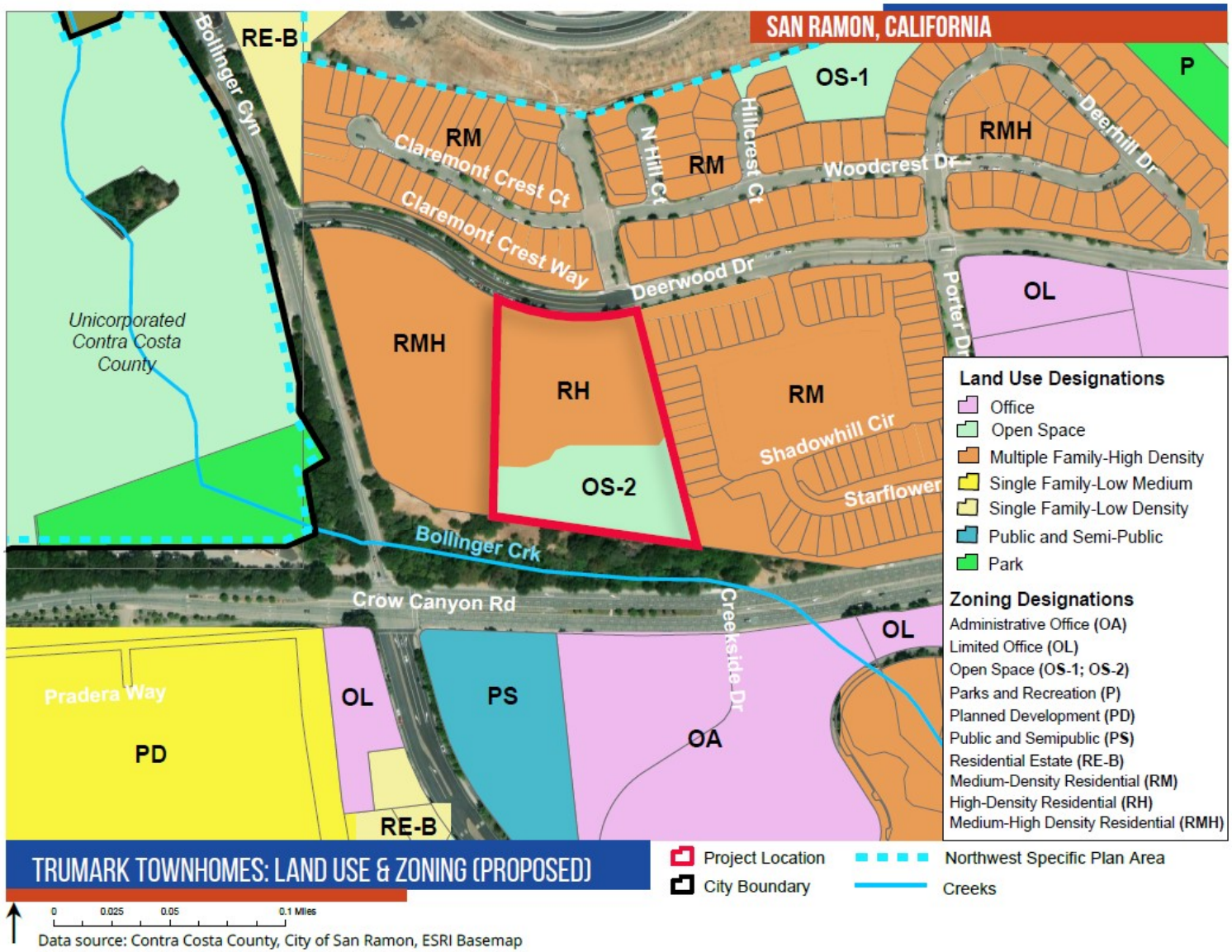

FIGURE 5: SITE PLAN

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2. RELEVANT CITY PLANNING DOCUMENTS

This section includes a description of the most relevant planning documents and regulations that are applicable to the proposed project.

2.1. CITY OF SAN RAMON 2035 GENERAL PLAN

The City's General Plan guides all development within City limits. The City of San Ramon General Plan 2035 was adopted on April 28, 2015, and serves the following purposes:

- Outlines a vision for San Ramon's long-range physical and economic development and resource conservation that reflects the aspirations of the community and the smart growth mandate of Measure G (1999);
- Provides strategies and specific implementing actions that will allow this vision to be accomplished;
- It establishes a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- Allows City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve and enhance critical environmental resources, and minimize hazards; and
- Provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, the Capital Improvement Program (CIP), specific plans, etc.

2.2. CITY OF SAN RAMON 2030 GENERAL PLAN EIR

The General Plan 2030 EIR (SCH No. 200082002) was certified by the City Council on July 19, 2010 (Resolution 2010-083). The EIR reviewed all environmental impacts and effects, identified potentially significant environmental impacts, and developed measures and policies to mitigate impacts. Nonetheless, significant and unavoidable impacts were determined to occur through the implementation of the General Plan. Therefore, the City adopted a statement of overriding considerations, which balances the merits of approving the project despite the potential environmental impacts. The impacts identified as significant and unavoidable in the General Plan are:

- **Air Quality Plan:** Population and employment growth contemplated by the General Plan 2035 would exceed 2035 projections issued by the Association of Bay Area Governments (ABAG). The Bay Area Air Quality Management District (BAAQMD) uses ABAG projections in developing the Clean Air Plan 2010 and other regulating planning documents. This inconsistency is considered a significant and unavoidable impact due to conflict with the regional Air Quality Management Plan.

- **Cumulative Criteria Pollutants:** Development and land use activities contemplated by the General Plan 2035 may result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions, which exceed quantitative thresholds for ozone precursors). This is considered a significant and unavoidable impact.

- **Growth Inducement:** Population and employment growth contemplated by the General Plan 2035 would exceed ABAG's 2035 projections and, therefore, is considered a significant growth-inducing impact. No mitigation is available to offset growth inducement. Therefore, this is considered a significant and unavoidable impact.

Following adoption of the 2030 General Plan and General Plan EIR, the city initiated the 2035 General Plan Update which included updates to demographic information, the General Plan Housing Element, minor policy

language revisions, and narrative text and mapping updates. An addendum to the 2030 General Plan was prepared and concluded that the 2035 General Plan Update would not result in any new significant environmental impact or substantially more severe environmental impacts relative to what was previously identified and analyzed in the 2030 General Plan.

2.3. SAN RAMON CLIMATE ACTION PLAN

On August 23, 2011, the City adopted the San Ramon Climate Action Plan (CAP) to address Climate Change locally and comply with the greenhouse gas (GHG) reduction targets associated with Assembly Bill 32, the California Global Warming Solutions Act of 2006. The CAP strategy is primarily based upon the land use, transportation, and conservation policies that are part of the General Plan 2030. The CAP demonstrates that through land use planning/density choices, reduction in vehicle miles traveled, and energy conservation measures such as increased energy efficiency for buildings, more efficient water use and recycling programs, the City can do its proportionate share to achieve the State greenhouse gas reduction targets. The CAP has been determined to be "Qualified Greenhouse Gas Reduction Strategy" as defined by the Bay Area Air Quality Management District guidelines. As such, it serves as a guidance document for local decision makers and staff to ensure that future actions and land use decisions are also consistent with State and local greenhouse gas reduction goals as they relate to climate change and the California Environmental Quality Act.

3. ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is less than significant with mitigation incorporated, as indicated by the checklist on the following pages.

Aesthetics	☐	Greenhouse Gases	☐	Public Services	☐
Agricultural & Forestry	☐	Hazards & Hazardous Materials	☒	Recreation	☐
Air Quality	☒	Hydrology / Water Quality	☒	Transportation / Traffic	☐
Biological Resources	☒	Land Use / Planning	☐	Tribal Cultural Resources	☒
Cultural Resources	☒	Mineral Resources	☐	Utilities / Service Systems	☐
Energy	☐	Noise	☒	Mandatory Findings of Significance	☐
Geology / Soils	☒	Population / Housing	☐		

The CEQA Initial Study (IS) Checklist and written explanations are provided in Section 5 below. The IS Checklist and narrative indicate the level of significance of the potential environmental effects of the proposed project upon each of the noted environmental resources.

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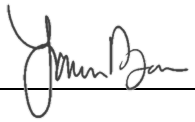
4. DETERMINATION

(TO BE COMPLETED BY THE LEAD AGENCY)

On the basis of this initial evaluation:

I find that the proposed project **COULD NOT** have a significant effect on the environment. A **NEGATIVE DECLARATION** will be prepared.	
I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. **A MITIGATED NEGATIVE DECLARATION** will be prepared.	**X**
I find that the proposed project **MAY** have a significant effect on the environment, and an **ENVIRONMENTAL IMPACT REPORT** is required.	
I find that the proposed project **MAY** have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An **ENVIRONMENTAL IMPACT REPORT** is required, but it must analyze only the effects that remain to be addressed.	
I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier **EIR** or **NEGATIVE DECLARATION** pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier **EIR** or **NEGATIVE DECLARATION**, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.	



October 26, 2022

Signature: Lauren Barr, Planning Services Manager **Date**

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5. EVALUATION OF ENVIRONMENTAL IMPACTS

The following discussion addresses the potential level of impact relating to each aspect of the environment.

5.1. AESTHETICS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage points.) If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality)?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035 and General Plan EIR; Trumark Townhomes Plan Set, dated June 2022; Biological Constraints Analysis, prepared by Live Oak Associates, Inc., September 28, 2021; Arborist Report, prepared by Live Oak Associates, Inc., October 3,2021; California Scenic Highway Mapping System, http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed August 2022.

Existing Aesthetics Setting:

The City of San Ramon is located in the San Ramon Valley, which trends north-south and along both the east and west sides of Interstate 680 (I-680). I-680 is designated as a state scenic highway in Contra Costa County from the Alameda County line to State Route 24, including that portion that passes through San Ramon. Mount Diablo is located approximately six miles to the northeast of San Ramon with an elevation of 3,800 feet.

As described in the San Ramon General Plan 2035, the City's most prominent visual resources are the hills to the west and Mt. Diablo and its foothills. Other visual resources include San Ramon Creek within the Crow Canyon subarea, San Catanio Creek along Norris Canyon Road, and the Dougherty Hills ridgeline. The General

Plan identifies the following gateways: major entries at the freeway interchanges and secondary entries where streets enter San Ramon from Danville and Dublin.

Exhibit 3.1-1 of the General Plan EIR depicts visual resources designated for protection, which consist of ridgelines and creek corridors. Bollinger Creek runs adjacent to the south of the project site. The creek corridor is identified as a resource conservation area approximately 450 feet to the northwest of the project site across Bollinger Canyon Road, and 700 feet to the southeast across Crow Canyon Road, but not in the area adjacent to the project site. A 100-foot setback is required from creeks in which habitable structures cannot be constructed.

The northern portion of the project site exhibits a relatively flat developed terrace that ranges from 640 to 630 feet in elevation. The southern portion of the project site is a steep, wooded slope that runs down to Bollinger Creek towards Crow Canyon Road, from 630 to 550 feet in elevation. The portion of the site near Deerwood Drive is currently developed with a vacant 51,000 square foot office building, an asphalt paved parking lot, and ornamental landscaping. The portion of the site near Crow Canyon Road is undeveloped, exhibits a steep slope with scattered oak trees, shrubs, and ruderal vegetation.

The project would demolish the existing building and introduce 10 new three-story buildings, containing 61 attached townhouse residences on the previously developed portion of the site, with a private loop road, guest parking, pedestrian and resident amenities, a retaining wall at the top of the slope at the rear of the development footprint, and landscaping. Installation of the retaining wall will necessitate the removal of approximately 19 oak trees at the top of the slope which are considered protected per the City of San Ramon Zoning Ordinance, Section D5-8. (See Section 5.4 Biological Resources for a detailed discussion regarding tree removal.)

The proposed project is subject to architectural review to ensure that the architectural design of the new structures, materials, and colors are visually harmonious with surrounding development and with the natural landforms and vegetation of the areas in which they are proposed to be located, in accordance with San Ramon's Architectural review standards, which are found in Section D6-22 of the Zoning Ordinance.

The project has undergone concept and architectural review, and the project architecture and design were modified to address input received. On August 11, the Architectural Review Board found the site plan and design adequate and forwarded a recommendation of support for the project to the Planning Commission.

The proposed project is also subject to outdoor lighting standards to ensure that lighting is applied consistently for public safety, that lighting fixtures are high efficiency and do not waste energy, and to prevent light overspill and glare onto adjacent properties. San Ramon's outdoor lighting standards are found in Section D3-7 of the Zoning Ordinance.

Aesthetics Impact Discussion:

5.1(a) (Effect a Scenic Resource or Vista) Less Than Significant Impact: A scenic vista is defined as a viewpoint that provides expansive views of a highly valued landscape for the benefit of the general public. The San Ramon General Plan 2035 identifies the majority of visual resources as creek corridors and surrounding hillsides with Mount Diablo being the most prominent natural visual feature in the area.

Vistas in the vicinity of the project site include views of the surrounding hillsides toward the west and the south. The proposed development would not obstruct these views from Deerwood Drive as it would not be in the sightline from this road toward the west. The project also not create any significant new obstruction to the views from the road toward the south as the northern portion of the site is already developed with a large

office building which would be demolished to accommodate the new townhouses. The proposed developed is not in the sightline of the views toward the south or the west from the existing apartment complex located to the west of the site. The proposed development is not in the sightline of southern views from residential properties to the east of the project and would not create any new obstruction as the project site is already developed. Views from the single-family homes on the south side of the project site would not be significantly altered.

A segment of Bollinger Creek and associated riparian corridor is located between the southern property line and Crow Canyon Road. The City of San Ramon prohibits development within 100 feet of the centerline of creeks and streams as described in section D5-4 of the zoning code. No structures are proposed in the southern portion of the site including within the aforementioned setback area, containing the creek and the riparian corridor. Therefore, the project would have no substantial adverse effect on scenic vistas and the impact would be less than significant under this criterion.

5.1(b) (Scenic Resources from Designated Scenic Highway) No Impact: Although I-680 located east of the project site is designated as a state scenic highway, no scenic resources would be affected by project implementation. The project would not significantly damage trees, rock outcropping, historic buildings, or cut into any hillsides (which are a visual resource pursuant to the San Ramon General Plan). Surrounding views as seen from I-680 will not be affected as a result of the proposed project, because the project site is located over one mile from the highway, the site is not itself a scenic resource, and existing development between the highway and project site obscure views. Therefore, no impacts would occur under this criterion.

5.1(c) (Degrade Visual Character) Less than Significant Impact: The proposed project is located within an urbanized portion of San Ramon and is surrounded by urban residential development. The project would introduce a multi-family residential development consisting of ten, three story buildings characterized by a contemporary Craftsman style of architecture on the northern portion of the site with landscaping on the site's perimeter. The proposed development would replace the existing large office building on the site, and it would be screened from views from Deerwood Drive fronting the subject property with tree plantings and landscaping. The southern portion of the site would remain undeveloped as open space and would continue to provide a visual buffer of the proposed developed from Crow Canyon Road to the south of the site. As discussed in 5.1(a) above, the proposed project would not have a substantial adverse effect on visual resources identified by the San Ramon General Plan 2035. Additionally, the City's Architectural Review Board has forwarded a recommendation of support for the proposed project to the Planning Commission upon its review of the project's design and architecture. Therefore, the impact of the project to the existing visual character or quality of public views of the site and its surroundings would be less than significant.

5.1(d) (Light and Glare) Less Than Significant Impact: The project site is adjacent to existing development including residential land uses, Crow Canyon Road, and Deerwood Drive, all of which are current sources of light and contribute to the ambient light conditions. The project would introduce additional lighting in the area incorporating a combination of pole lights, bollards, and downlight fixtures to serve development, drive aisles, and pedestrian paths. Lighting on the periphery of the site, particularly its eastern and western boundary adjacent to existing residential, development would consist of free-standing 12-foot dimmable decorative lamps that are hooded and downcast to avoid night light pollution. The LED bollard fixtures to light front entrances of the proposed dwelling units would also be hooded with down cast lighting. As such, the lighting proposed by the project would not be a source of substantial light or glare which could adversely affect day or nighttime views in the area. Therefore, the impact of the project would be less than significant under this criterion.

Mitigation Measures: None Required.

5.2. AGRICULTURAL AND FORESTRY RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

Sources: City of San Ramon General Plan 2035; General Plan EIR; Trumark Townhomes Plan Set, dated June 2022; Biological Constraints Analysis, prepared by Live Oak Associates, Inc., September 28, 2021; and California Department of Conservation Farmland Mapping and Monitoring Program, accessed August 2022.

Agricultural and Forestry Resources Setting:

Within the San Ramon Planning Area agricultural land uses are mostly located in Bollinger Canyon, the Westside foothills, and the Tassajara Valley. Grazing is the primary agricultural activity in all three of these areas. There are approximately 3,216 acres of important agricultural lands within the San Ramon Planning Area that are largely concentrated along the eastern edge of the Urban Growth Boundary (UGB) within the Tassajara Valley. Agricultural lands within the UGB are predominantly designated as farmland of "Local Importance" (3,054 acres), however; there are small portions of farmland that are designated as "Prime" (127 acres) and "Unique" (35 acres). The Planning Area does not hold any forestland or timberland as defined by Public Resources Codes.

According to the California Department of Conservation's Farmland Mapping and Monitoring Program (FMMP), the project site is designated as “Urban and Built-up.” Lands adjacent to and surrounding the project site are designated as “Urban and Built-up”. No portion of the project site is under a Williamson Act contract.

In accordance with the definition provided in California Public Resources Code Section 12220(g), “forest land” is land that can support, under natural conditions, 10 percent native tree cover of any species, including hardwoods, and that allows for the preservation or management of forest-related resources such as timber, aesthetic value, fish and wildlife, biodiversity, water quality, recreational facilities, and other public benefits. The upper portion of the project site is developed and contains planted ornamental, non-native trees which would be removed during construction of the project. The rear sloped portion of the site contains a woodland, primarily comprised of native oaks, that extends to the riparian corridor along Bollinger Creek and will be retained by the project. None of the land within the project site is zoned as forest land, timberland zone, or timberland zoned Timberland Production.

Agricultural and Forestry Resources Impact Discussion:

5.2 (a-e) (Farmland Conversion, Williamson Act, Forestland, Timberland) No Impact: According to the definition of “forest land” provided in California Public Resources Code Section 12220(g), the rear, sloped portion of the site that supports a native oak woodland could qualify as a forest land if it was also managed for timber, a defined aesthetic resource, a fish and wildlife habitat or major corridor, a water quality resource, or possessed recreational facilities or provided other public benefits. The oak woodland is not managed as a timber resource currently, nor are there plans to manage it as such in the future. This area does not possess the additional characteristics that would qualify it as a forestland under the California Public Resources Code.

The project site is not classified as Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. The project site is not under Williamson Act contract. There are no forestlands, timberlands or such zoning on the subject site or vicinity. The proposed project would have no impacts to agricultural resources or forest uses and would not result in the conversion of such lands since none exist on-site or in the immediate project vicinity. Therefore, the project would have no impact to agricultural and forestry resources.

Mitigation Measures: None Required.

5.3. AIR QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard?	☐	☒	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☒	☐	☐
e) Result in other emissions (such as those leading to odors) adversely affecting a substantial number of people?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035; General Plan EIR; Trumark Townhomes Plan Set, dated June 2022; 2481 Deerwood Drive Air Quality and Greenhouse Gas Emissions Assessment, prepared by Illingworth & Rodkin, Inc., September 23, 2022; and BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines, May 2017.

Air Quality Setting:

The Federal Clean Air Act and the California Clean Air Act establish national and state ambient air quality standards, respectively. National Ambient Air Quality Standards (NAAQS) have been established by the EPA for six major air pollutants: carbon monoxide (CO), nitrogen oxides (NO_x), ozone (O_3), respirable particulate matter (PM_{10}), fine particulate matter ($PM_{2.5}$), sulfur oxides (SO_2) and lead. The California Ambient Air Quality Standards (CAAQS) apply to these same six criteria and are far more stringent than the federal standards in the case of PM_{10} and SO_2.

The City of San Ramon is located within the San Francisco Bay Area air basin regulated by the Bay Area Air Quality Management District (BAAQMD). Air quality within the Bay Area Air Basin is influenced by natural geographical and meteorological conditions as well as human activities such as construction and development, operation of vehicles, industry and manufacturing, and other anthropogenic emission sources.

The BAAQMD is responsible for planning, implementing, and enforcing air quality standards within the Bay Area Air Basin, including the City of San Ramon. The BAAQMD operates a monitoring station on Alcosta Boulevard along the I-680 corridor where it records pollutant concentration levels for Oxides of Nitrogen (NO_x) and Ozone (O_3) in order to track ozone levels in the Livermore Valley. During summer months, localized north winds often channel southward from Concord and Walnut Creek and pass through San Ramon before diverting east into the Livermore Valley, where the highest ozone values in the Bay Area have occurred.

The Bay Area Air Basin is designated as non-attainment for both the one-hour and eight-hour state ozone standards; 0.09 parts per million (ppm) and 0.070 ppm, respectively. The Bay Area Air Basin is also in non-attainment for the PM10 and PM2.5 state standards, which require an annual arithmetic mean (AAM) of less

than 20 µg/m^3 for PM10 and less than 12 µg/m^3 for PM2.5. In addition, the Basin is designated as non-attainment for the national 8-hour ozone standard and 24-hour fine particulate matter (PM2.5) standard and will be required to prepare a State Implementation Plan (SIP) for PM2.5. All other national ambient air quality standards within the Bay Area Air Basin are in attainment.

Air quality emissions of carbon monoxide (CO), ozone precursors (ROG and NOx) and particulate matter (PM10 and PM2.5) from construction and operation are evaluated pursuant to the BAAQMD CEQA Air Quality Guidelines established in May 2010[1] and updated in May 2017. With release of the 2017 Bay Area Clean Air Plan (CAP) and the associated EIR, it is expected that updated thresholds and guidelines may be developed in the near term. In the absence of updated guidelines and thresholds, based upon its own judgment and analysis, the City of San Ramon recognizes that these thresholds represent the best available scientific data and has elected to rely on BAAQMD Guidelines dated May 2017 in determining screening levels and significance.[2] BAAQMD air quality thresholds are presented in Error! Reference source not found. below.

TABLE 1: AIR QUALITY SIGNIFICANCE THRESHOLDS

Criteria Air Pollutant	Construction Thresholds	Operational Thresholds	
	Average Daily Emissions (lbs./day)	Average Daily Emissions (lbs./day)	Annual Average Emissions (tons/year)
ROG	54	54	10
NOx	54	54	10
PM_{10}	82 (Exhaust)	82	15
$PM_{2.5}$	54 (Exhaust)	54	10
CO	Not Applicable	9.0 ppm (8-hour average) or 20.0 ppm (1-hour average)	
Fugitive Dust	Construction Dust Ordinance or other BMP	Not Applicable	
Health Risks and Hazards	**Single Sources Within 1,000-foot Zone of Influence**	**Combined Sources (Cumulative from all sources within 1,000-foot zone of influence)**	
Excess Cancer Risk	>10 per one million	>100 per one million	
Hazard Index	>1.0	>10.0	
Incremental annual $PM_{2.5}$	>0.3 µg/m^3	>0.8 µg/m^3	

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines.

1 Adopted by Board of Directors of the BAAQMD in June 2010 (Resolution No. 2010-6).

2 In March 2012, the Alameda County Superior Court ordered BAAQMD to set aside use of the significance thresholds within the BAAQMD 2010 CEQA Guidelines and cease dissemination until they complete an assessment of the environmental effects of the thresholds in accordance with CEQA. The Court found that the thresholds, themselves, constitute a "project" for which environmental review is required. In August 2013, the First District Court of Appeal reversed the Alameda County Superior Court's decision. The Court held that adoption of the thresholds was not a "project" subject to CEQA because environmental changes that might result from their adoption were too speculative to be considered "reasonably foreseeable" under CEQA. In December 2015, the California Supreme Court reversed the Court of Appeal's decision and remanded the matter back to the appellate court to reconsider the case in light of the Supreme Court's opinion. The BAAQMD published a new version of the Guidelines dated May 2017, which includes revisions made to address the Supreme Court's opinion. The May 2017 Guidelines update does not address outdated references, links, analytical methodologies or other technical information that may be in the Guidelines or Thresholds Justification Report. The BAAQMD is currently working to update any outdated information in the Guidelines.

Note: ROG = reactive organic gases, NOx = nitrogen oxides, PM_{10} = course particulate matter or particulates with an aerodynamic diameter of 10 micrometers (µm) or less, $PM_{2.5}$ = fine particulate matter or particulates with an aerodynamic diameter of 2.5µm or less; and BMP= Best Management Practices.

The City's General Plan sets forth policies and programs to maintain and enhance air quality. Particularly applicable policies are:

- **Implementing Policy 12.4-I-3:** Analyze the air quality and climate change impacts of discretionary projects using applicable regulatory guidance; for example, the BAAQMD's CEQA Air Quality Guidelines.
- **Implementing Policy 12.4-I-4:** Use the City's environmental review process to impose appropriate mitigation measures on new development to reduce air quality and greenhouse gas emissions impacts.
- **Implementing Policy 12.6-I-3:** Require construction and grading activities to incorporate particulate emissions reduction measures.

Air Quality and Greenhouse Gas Emissions Assessment

Illingworth & Rodkin prepared an Air Quality and Greenhouse Gas Emissions Assessment on September 23, 2022 (see **Appendix A**) to analyze the air quality impacts and greenhouse gas emissions associated with the demolition of the existing office building and construction of the new residences. Air pollutant and greenhouse gas emissions associated with the construction and operation of the project were predicted using California Emissions Estimator Model (CalEEMod) Version 2020.4.0. In addition, the potential health risk impact (including construction and operation) and the impacts of existing toxic air contaminant (TAC) sources affecting the nearby and proposed sensitive receptors were evaluated. This analysis addresses those issues following the guidance provided by the BAAQMD.

Air Quality Impact Discussion:

5.3(a) (Conflict with Applicable Air Quality Plan) Less Than Significant Impact: The BAAQMD adopted the 2017 Bay Area Clean Air Plan (CAP) on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The 2017 CAP includes a wide range of control measures designed to decrease emissions of the air pollutants most harmful to Bay Area residents and which include particulate matter (PM), ozone (O_3), and toxic air contaminants (TACs). The CAP further endeavors to reduce emissions of methane and other "super-greenhouse gases (GHGs)" that are potent climate pollutants in the near-term and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

The proposed control strategy for the 2017 CAP consists of 85 distinct measures targeting a variety of local, regional, and global pollutants. The CAP includes control measures for stationary sources, transportation, energy, buildings, and agriculture, natural and working lands, waste management, water, and super-GHG pollutants. Implementation of some of the control measures could involve retrofitting, replacing, or installing new air pollution control equipment, changes in product formulations, or construction of infrastructure that have the potential to create air quality impacts.

The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general, a project is considered consistent if a) the project supports the primary goals of the CAP, b) includes control measures and c) does not interfere with implementation of the CAP measures.

The proposed project would have a less than significant impact due to a conflict with the Clean Air planning efforts since, a) the project supports the goals of the CAP in that it limits urban sprawl by proposing residential development on a previously developed and underutilized site within the City's urban limits ; b) includes control

measures to protect air quality during construction by implementing best management practices set forth by BAAQMD; and c) the proposed project would generate air quality emissions well below the BAAQMD criteria pollutant thresholds (see Section 5.3(b-c) below). Therefore, the project will have less than significant impacts due to a conflict with the regional air quality plan.

5.3(b) (Violate Air Quality Emission Standards) Less Than Significant with Mitigation: A project specific air quality assessment was conducted by Illingworth and Rodkin that quantified the emission levels projected to be generated from construction and operation of the Trumark Townhomes. The Air Quality Assessment prepared by Illingworth and Rodkin, September 23, 2022, is included in **Appendix A**. The following discussion provides a summary of the results.

Construction Activities

Construction activities include demolition of the existing onsite improvements, site preparation and the removal of vegetation, grasses, and trees, as well as grading and the construction of the 61 residential townhomes, site access and circulation, and associated infrastructure. During construction activities, the project would generate temporary air pollutant emissions associated with site preparation, ground disturbance, the operation of heavy-duty construction equipment, workers traveling to and from the site, and the delivery of materials. These activities would create temporary emissions of fugitive dust from ground disturbance, and the release of toxic air contaminants, particulate matter, and ozone precursors (ROG and NOx) from combustion of fuel and the operation of heavy-duty construction equipment.

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate emissions from construction related activities. Emission levels were compared relative to BAAQMD significance thresholds as identified in **Error! Reference source not found.** above to determine the project's potential to impact air quality. The project's land use types, size, and input values were entered into CalEEMod and include the following:

TABLE 2: SUMMARY OF PROJECT LAND USE INPUTS

Land Uses	Size	Units	Square Feet (sf)	Acreage
Condo/Townhouse	61	Dwelling Unit	109,678	2.8

CalEEMod defaults based on land use, size, and construction type were used to determine construction related emissions. Default construction activities include demolition, site preparation, grading, building construction, paving, and architectural coating. Annual emission estimates for construction include both on- and off-site related activities where on-site typically includes construction equipment (tractors, loaders, graders), and off-site typically includes worker, hauling, and vendor vehicle trips. Based on the default construction schedule, activities, and equipment usage, the total project construction workdays (excluding weekend days) was estimated to be 269. The assumed start date was identified as summer 2023, with project build out occurring over a period of approximately 12 months. This is considered the most active period of construction where diesel-powered equipment is used. There would be finishing work that would follow. The project's earliest year of full operation was assumed to be 2025. The table below shows average daily construction emissions (total construction emissions/construction workdays) of ROG, NOx, PM_{10}, and $PM_{2.5}$. As indicated in Table 3, construction emissions would not exceed BAAQMD significance thresholds.

TABLE 3: CONSTRUCTION PERIOD EMISSIONS

	ROG	NOx	PM_{10} Exhaust	$PM_{2.5}$ Exhaust
Total Construction Emissions (tons)	0.99	1.76	0.07	0.07
Average Daily Emissions (lbs)	7.4	13.1	0.5	0.5
BAAQMD Thresholds (lbs/day)	*54*	*54*	*82*	*54*
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 2481 Deerwood Drive Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, September 23, 2022.

Project construction activities would temporarily generate fugitive dust in the form of PM_{10} and $PM_{2.5}$, particularly during site preparation and grading. Sources of fugitive dust include disturbed soils on-site, hauling, and road dust. The BAAQMD CEQA Air Quality Guidelines consider contributions of fugitive dust to be less-than-significant if best management practices (BMPs) are implemented. The San Ramon General Plan 2035 EIR imposes a mitigation measure on all development permits in the City and is imposed on the proposed project as **Mitigation Measure AQ-1.** Mitigation Measure AQ-1 requires that the BAAQMD best management practices (BMP) be implemented. The BMPs provides for a variety of dust control measures during construction activities including watering the project site, covering haul loads, limiting idling time, and reducing vehicle speeds on unpaved roads to no more than 15 miles per hour.

As further described below under Section 5.3(c), the project shall implement **Mitigation Measure AQ-2**, which requires the development and implementation of a construction plan demonstrating that off-road equipment would have low diesel particulate matter emissions. Mitigation Measure AQ-2 will ensure that exposure of existing sensitive receptors (neighbors in proximity to the site) to construction related air quality emissions are reduced to levels below significance. With implementation of Mitigation Measure AQ-1 (BAAQMD-recommended best management practices), and AQ-2 (75% reduction in particulate emissions), construction activities will have less than significant impacts to air quality related to construction emissions.

Operation

The proposed project will result in both stationary and mobile sources of emissions at operation. Although there are no new stationary "point sources" created (large emitters such as manufacturing plants), the project will result in area source emissions from use of consumer products such as solvents, cleaners, and paints, and landscaping maintenance equipment. No emissions from natural gas are expected as the proposed project is all-electric and will preclude the use of natural gas. The project will incorporate solar panels onto the roofs of the new residential buildings which are estimated to provide 50 percent of electricity demand. A majority of the operational emissions will result from the operation of vehicles traveling to and from the project site by residents, services and deliveries, and visitors.

Operation of the 61 unit residential townhome project is not expected to result in substantial air quality emissions. Lighting, electricity, water, and wastewater energy related demands are expected to be minimal. Additionally, adherence to CALGreen ensures that all new buildings achieve the standard energy efficiency requirements under the latest building code.

CalEEMod was used to predict emissions at full build-out of the project, with an expected operational year of 2025. Operational emissions were estimated using land use inputs as described in the construction related emissions section above. A separate CalEEMod model was run, using the same inputs as the proposed project, to determine emissions at operation in 2025 for the existing office building. This analysis was used to generate the net annual emissions of the proposed project. Table 4 shows that criteria pollutants generated during operation of the project will be below BAAQMD thresholds and impacts to air quality as a result of the project at operation will be less than significant.

TABLE 4: OPERATIONAL EMISSIONS

	ROG	NOX	PM_{10}	$PM_{2.5}$
Existing Office Building Emissions (tons/year)	0.45	0.32	0.56	0.15
Proposed Project Operational Emissions (tons/year)	0.86	0.24	0.51	0.16
Net New Emissions (tons/year)	+0.41	-0.08	-0.05	-0.01
BAAQMD Thresholds (tons/year)	***10***	***10***	***15***	***10***
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**
Average Daily Emissions (lbs/day)	+2.3	-0.4	-0.2	-0.11
BAAQMD Thresholds (lbs/day)	***54***	***54***	***82***	***54***
Exceeds Threshold?	**NO**	**NO**	**NO**	**NO**

Note: Analysis assumes 365-day operation

Source: BAAQMD's May 2017 CEQA Air Quality Guidelines; 2481 Deerwood Drive Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, September 23, 2022.

Emissions Summary

As identified above, the proposed project related construction and operational emissions would not result in a significant increase in criteria pollutants. Construction activities are expected to generate fugitive dust and emit ozone precursors, which would contribute to cumulative levels for which the region is in non-attainment. In order to mitigate these potential impacts, Mitigation Measure AQ-1 and Mitigation Measure AQ-2 shall be implemented by the project. With implementation of these measures, the proposed project will have a less than significant impact related to air quality from project construction. At operation the project will not exceed thresholds for criteria pollutants, therefore, impacts to air quality related to operation of the proposed project will be less than significant.

5.3(c) (Expose Sensitive Receptors to Substantial Pollutant Concentrations) Less Than Significant with Mitigation: The California Air Resources Board (CARB) identifies sensitive receptors as those who are most likely to be affected by air pollution: children under 16, the elderly over 65, athletes, and people with cardiovascular and chronic respiratory diseases. BAAQMD further defines sensitive receptors as "facilities or land uses that include members of the population that are particularly sensitive to the effects of air pollutants, such as children, the elderly and people with illnesses." Examples of sensitive receptors include places where people live, play or convalesce and include schools, day care centers, hospitals, residential areas and recreation facilities.

Construction Activities

Sensitive receptors (existing residents) located at the apartment complex to the west as well as the single family homes to the north and east of the project site could potentially be affected by dust and equipment exhaust generated during project construction activities. Diesel particulate matter emitted

by construction equipment is a TAC that can result in health risk impacts to residents in proximity of construction activities. These impacts would be temporary and intermittent during the construction period and are considered a potentially significant impact to existing residents in the project site vicinity. In order to reduce health impacts to existing residents proximate to the project site, Mitigation Measure AQ-2 shall be implemented which requires the use of construction equipment that has low diesel particulate matter exhaust emission. Measure AQ-2 provides that all construction equipment larger than 25 horsepower operating for more than two continues days or 20 hours shall meet the U.S. EPA Tier 4 emissions standard or equivalent. With implementation of Mitigation Measure AQ-2, the project's construction TAC emissions would be reduced by 75% and the PM2.5 emissions would be reduced by 64 percent, which would reduce health risk impacts to less than significant levels.

Operation

The project would replace the existing office building with a residential use. The project would generate approximately 439 daily vehicle trips which is a reduction from the 553 daily trips estimated to be generated by the existing office use. Emission of TACs from vehicle emissions would be lower with the proposed project relative to the existing use. Additionally, the project proposes an all-electric development and precludes the use of natural gas. There are no stationary TAC or PM emission sources that would be introduced by the project. Therefore, project operation, as a residential development would have a less than significant impact to sensitive receptors.

New Residents Health Risk Exposure

Existing TAC sources in the project site vicinity include traffic on Interstate 680, Crow Canyon Road, and Bollinger Canyon Road. Interstate 680 is located over a mile, and Crow Canyon Road and Bollinger Canyon Road are located approximately 400 feet to the west and south of the project site respectively. Neither of these linear sources is close enough to produce TACs that could substantially alter the air quality or expose new residents introduced to the project site to health risks. Furthermore, new multi-family homes are required to be constructed using 2019 or new Title 24 Building Code standard which includes MERV 13 or equivalent filters for new hearing and ventilation systems. MERV 13 filtration is effective in reducing TAC and PM air pollution from ambient sources by as much as 80 percent. Compliance with Title 24 Building Code standards will further reduce ambient air pollution. Therefore, the project would not result in any conflict with public health and safety.

5.3(d) (Objectionable Odors) Less Than Significant Impact: There may occasionally be localized odors during site development associated with construction equipment, paving, and the application of architectural coatings. Any odors generated during construction would be temporary and not likely to be noticeable beyond the immediate construction zone. As a residential development adjacent to other residential uses, operation of the project will not create unusual or objectionable odors affecting a substantial number of people. Therefore, the project will have less than significant impacts to air quality due to objectionable odors.

Mitigation Measures:

AQ-1: Latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust during all construction activities shall be incorporated into all demolition and construction plans to require implementation of the following:

1) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day.

2) All haul trucks transporting soil, sand, or other loose material shall be covered.

3) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.

4) All vehicle speeds on unpaved roads shall be limited to 15 mph.

5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.

6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.

7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper working condition prior to operation.

8) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.

AQ-2: To reduce potential impacts to air quality during construction, the project shall use equipment that has low diesel particulate matter exhaust emissions by executing one of the following:

1) Diesel-powered off-road equipment larger than 25 horsepower operating on-site for more than two days continuously shall meet U.S. EPA Tier 4 particulate matter emissions standards for particulate matter (PM_{10} and $PM_{2.5}$), if feasible, otherwise,

    a. If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emissions standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve a 75 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination).

    b. Use electrical or non-diesel fueled equipment.

2) Alternatively, the applicant may develop another construction operations plan demonstrating that the construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 75 percent or greater. The construction operations plan would be subject to review by an air quality expert and approval by the City prior to construction. Elements of the plan could include a combination of some of the following measures:

    a. Implementation of No.1 above to use Tier 4 or alternatively fueled equipment.
    b. Installation of electric power lines during early construction phases to avoid the use of diesel generators and compressors,
    c. Use of electrically-powered equipment,

d. Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered,
e. Change in construction build-out plans to lengthen phases, and,
f. Implementation of different building techniques that result in less diesel equipment usage.

5.4. BIOLOGICAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Wildlife (Formerly Fish and Game) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Wildlife (formerly Fish and Game) or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on state or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☐	☐	☒
d)) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

Sources: City of San Ramon General Plan 2035; General Plan EIR; Biological Constraints Analysis, prepared by Live Oak Associates, Inc., September 28, 2021; Arborist Report, prepared by Live Oak Associates, Inc., October 3,2021; and Rare Plant Survey Letter, Live Oak Associates, Inc., June 10, 2022.

Biological Resources Setting:

Biological resources are protected by state and federal statutes including the Federal Endangered Species Act (FESA), the California Endangered Species Act (CESA), the Clean Water Act (CWA), the Migratory Bird Treaty Act (MBTA), and the California Fish and Game Code. These regulations provide the legal protection for plant and animal species of concern and their habitat at the state and federal level.

The Open Space and Conservation Element of the City's General Plan identifies the following guiding policies and implementing policies designed to protect and preserve the City's biological resources and supporting habitats:

- **Guiding Policy 8.1-G-1:** Protect and maintain the quality of biological resources in the San Ramon Planning Area, while also balancing the needs of growth and development.
- **Implementing Policy 8.4-I-1:** Preserve, protect, and maintain significant native oak woodlands.
- **Implementing Policy 8.4-I-3:** Explore opportunities to preserve significant creek, riparian areas, sensitive natural community, and prominent topographic features such as open space.
- **Implementing Policy 8.4-I-4:** Require maintenance plans for open space areas, including identified natural resources such as ridges and waterways.

Zoning Code

The City of San Ramon's Zoning Ordinance, Division 5 Resource Management, regulates ridgelines and creeks for conservation and preservation as well as tree preservation and protection. No ridgelines are located in the vicinity of the project site. The City's creek setback and tree preservation requirements are relevant to the proposed project.

Creek Setback Ordinance

The City of San Ramon prohibits development within 100 feet of the centerline of creeks and streams as described in section D5-4 of the zoning code. The relevant creeks are presented in General Plan 2030 Figure 8-3 and includes Bollinger Creek, which runs adjacent to the southern boundary of the project site.

San Ramon Tree Preservation and Protection Ordinance

The City of San Ramon requires a tree removal permit for the relocation or removal of protected trees which are defined in section D5-8 of the zoning code. The zoning code prioritizes the preservation of native oaks, significant groves, and trees within riparian corridors. Exceptions from the tree preservation ordinance are detailed in section D5-8 (C) and provides for the removal of ornamental trees without a tree removal permit. Removal of protected trees to accommodate development activities requires replacement tree plantings at a ratio determined by the City based on the size of the trees being removed. The City, at its discretion, may require a revegetation plan or in lieu fees in place of planting replacement trees.

Biological Resources Investigations

Evaluation of the biotic factors of the project site were prepared by Live Oak Associates consisting of a Biological Constraints Analysis, Tree Survey and Arborist Report, and a Rare Plants Survey. The

Biological Constraints Analysis described three habitats on site consisting of a developed area, coast live oak woodland, and a small area of riparian woodland as shown in **Appendix B, Figure 3**.

Coast live oak woodland is dominated by coast live oaks (*Quercus agrifolia*) and may also contain valley oak (*Quercus lobata)*, California bay (*Umbellularia californica*), and California buckeye (*Aesculus californica*). This habitat also has shrub and herbaceous layers that on the project site contain coyote brush (*Baccharis pilularis*), blue elderberry (*Sambucus nigra ssp. caerulea*), poison oak, and non-native grasses and invasive herbs. Oak woodlands provide habitat for wildlife and bird species and serve as a forage area for many species such as coyotes (*Canis latrans*) and bobcats (*Lynx rufus*), however these larger mammals likely experience difficulty in passing through the project site due to existing barriers such as major arterials including Crow Canyon Road and Bollinger Canyon Road, as well as existing development on site and in the site vicinity. Smaller mammals including the deer mouse (*Peromyscus maniculatus*) and brush rabbit (*Sylvilagus bachmani*) are expected to occur on site and Botta's pocket gopher (*Thomomys bottae*) mounds were observed. Thatch and leaf litter provides cover and forage habitat for reptiles such as western fence lizards, southern alligator lizards, and gopher snakes. Red-tailed hawks (*Buteo jamaicensis*), turkey vultures (*Cathartes aura*), and California scrub jays (*Aphelocoma california*) were observed flying over or within the trees of the site and would be expected to forage for smaller birds, reptiles, and mammals that may be present within the Coast Live Oak Woodland located in the southern part of the site.

A small area of riparian woodland was identified on the southeastern corner of the site in association with Bollinger Creek. This area is distinguished from the rest of the oak woodland by an understory consisting of native snowberry (*Symphoricarpos albus* ssp. *laevigatus*). This riparian woodland habitat onsite will be retained and unaltered by the proposed project.

Special status plant and wildlife species were reviewed to consider their potential to occur on the project site. The Alameda whipsnake (*Masticophis lateralis euryxanthus*) and the Swainson's hawk (*Buteo swainsoni*) are listed as threatened or endangered under state or federal law but are unlikely to occur on the project site due to the lack of suitable habitat and distance from nearest documented record. Nearest records of sightings of the Alameda whipsnake are over five miles to the northwest in the Las Trampas Regional Wilderness and the project site is located outside of the known range for the Swainson's hawks.

The California red-legged frog (*Rana draytonii*) (CRLF) is a federally threatened and California species of special concern that is known to occur upstream in Bollinger Creek and within the Crow Creek drainage, 1.8 miles west of the site. Breeding habitat does not occur on the site but could occur in the adjacent reach of Bollinger Creek. The riparian woodland area in the southeast corner of the site could provide marginal foraging and escape habitat but due to the steepness of the slope, lack of suitable aquatic and upland habitat, and existing development it is considered unlikely that the CRLF would be present within the development footprint.

San Francisco dusky-footed woodrat (*Neotoma fuscipes annectens*) nests were not present in the woodland areas, but the riparian woodland area may provide some suitable habitat for this species.

The golden eagle (*Aquila chrysaetos*) is a protected species that could occur on the project site but the foraging habitat is limited, there is a lack of suitable breeding habitat, and no golden eagles were observed during field reconnaissance. The California yellow warbler (*Dendroica petechia brewsteri*) is a species of special concern in California and could occur onsite due to suitable breeding and foraging habitat associated with the riparian woodlands.

There are four California species of special concern bats that have the potential to occur on the project site, including the pallid bat (*Antrozous pallidus*), Townsend's big-eared bat (*Corynorhinus townsendii*), Western red bat (*Lasiurus blossevillii*), and the Western mastiff bat (*Eumops perotis californicus*). While foraging habitat is present for all four species, there is a general lack of suitable or preferred roosting sites and no bat signs were observed onsite.

Congdon's tarplant (*Centromadia parryi* ssp. *congdonii*) is classified as a rare, threatened, or endangered plant elsewhere in California by the California Native Plant Society and was mapped in a nearby area in General Plan, Figure 8-1a. Diablo helianthella (*Helianthella castanea*) could also possibly exist on the site as suitable habitat is present. No Congdon's tarplant were observed during the August 2021 survey of the site, which is the plant's bloom season, and a rare plants survey was conducted on May 27, 2022, to determine if Diablo helianthella is present, but the species was not found (**Appendix B-1**).

The Tree Survey and Arborist Report prepared for the project includes a tree inventory, assessment of project affects to existing trees, and tree preservation guidelines (**Appendix B-2**). Live Oak Associates completed an inventory of one hundred sixteen (116) trees in October 2021. A total of forty-five (45) ornamental, non-native trees are in the existing developed area and are proposed to be removed to accommodate the project. These trees do not qualify as protected trees and no tree removal permit is required for removal of ornamental species. A dead valley oak is located proximate to the rear of the proposed development and will be removed. Nineteen (19) protected trees occurring on the upper slope of the coast live oak woodland are proposed to be removed to accommodate the retaining wall. Removal of these protected trees requires a tree removal permit and mitigation including replacement trees, revegetation plans, or an in lieu fee.

Biological Resources Impact Discussion:

5.4(a-b) (Adverse Effects to Sensitive Species and Habitats) Less Than Significant with Mitigation: The following provides a discussion of the Project's potential adverse effects to sensitive species and habitats that could occur on the project site or in the project site vicinity:

Habitat Communities

The projects site comprises approximately 4.43 acres and contains 3 habitat communities consisting of 2.41 acres of developed land, 1.93 acres of Coast Live Oak Woodland, and 0.09 acres of Riparian Woodland. The developed portion of the project site is occupied by the existing office building, paved access drive aisles, and parking stalls, and contains non-native ornamental plantings. The developed portion of the project site does not contain habitat communities that would support sensitive species.

The southern 2.01 acres of the project site contains coast live oak woodland and riparian woodland, which contain mature trees that qualify as protected under the City's Tree Protection Ordinance and have the potential to support special status species, as further described below. As proposed, the project would preclude activities within the riparian woodland and would largely retain the coast live oak woodland. Development activities would overlap with the upper portion of the coast live oak woodland habitat including the removal of 19 protected trees to accommodate the proposed residential development and retaining wall. Further, the project would involve periodic management for fire protection purposes including the removal of fuel loads within 100 feet of the development footprint. The balance of the oak woodland habitat would be retained under the proposed project and would continue to provide habitat value as provided for under the existing condition. As detailed

in the following discussion, potential impacts to special status species and removal of protected trees as a result of the proposed project would be reduced to less than significant with implementation of mitigation measures.

Special-status Plant Species

A total of twenty-five (25) special-status plant species are known to occur in the region of the project site but are considered either absent or unlikely to occur because 1) the site lacks appropriate habitat, 2) the species has been extirpated and not observed nearby for many decades, 3) there are no known populations nearby, and 4) the species was ruled out during field surveys. The Biological Constraints Analysis identified two special-status plant species with potential to occur on the southern portion of the project site. The August 2021 field survey was performed during the blooming period of the Congdon's tar plant and concluded that no tar plants were present. A subsequent rare plant survey was performed by Live Oak Associates on May 27th, 2022, during the blooming period of Diablo helianthella (March through June). During the appropriately timed rare plant survey, no Diablo helianthella was observed. Based on negative results from rare plant surveys and existing developed conditions of the project site, rare plants are not expected to occur onsite. Thus, impacts to special-status plants from implementation of the proposed project will be less than significant.

Special-status Animal Species

A total of seven (7) special-status animal species have the potential to occur on the southern portion of the project site, outside of the proposed development footprint. No special-status animals have ever been mapped on or immediately adjacent to the project site. No special status animal species or were observed occupying the site during site specific biological surveys. Nonetheless, the southern portion of the site where the oak woodland and riparian woodland occur, may potentially support special status species including the golden eagle, the yellow warbler, the western red bat, the western mastiff bat, Townsend's big-eared bat, the pallid bat, the California red-legged frog. These special species may use the southern portion of the site for foraging or nesting. Birds protected under the Migratory Bird Species Act may make use of the existing native and non-native trees throughout the project site for perching and/or nesting. Urban-adapted wildlife such as raccoons, Virginia opossum, and skunks may occasionally forage on the site and utilize the creek corridor as a water source and for movement.

All nesting raptors and migratory birds are protected under the Migratory Bird Treaty Act (50 CFR 10.13) and their eggs and young are also protected under California Fish and Game Code Sections 3503, 3503.5. Potential impacts to these species from the proposed project include disturbance to nesting birds, and possibly death of adults and/or young, which would be considered a potentially significant impact. In order to avoid potential impacts to nesting birds, **Mitigation Measure BIO-1** requires that a preconstruction nesting bird survey be conducted or that construction activities occur outside of the bird nesting season. With implementation of Mitigation Measure BIO-1 potential impacts to nesting birds including golden eagles, yellow warblers, and species protected under the MBTA, will be reduced to less than significant levels.

Special status bat species could potentially occur in the existing building on the site that is proposed to be demolished or roosting onsite where dense canopy or tree cavities are present. While bats or signs of bats were not observed during the field survey, there is a potential that they could move onto the site prior to construction activities. In order to avoid potential impacts to bat species, **Mitigation Measure BIO-2** requires that pre-construction bat surveys be conducted and if bats are found then a

CDFW approved plan for buffers or eviction be prepared and carried out. With implementation of Mitigation Measure BIO-2 potential impacts to special status bats will be reduced to less than significant levels.

The California red-legged frog is known to occur in Bollinger Canyon Creek and the Crow Creek drainage, although they have not been documented in urban reached of the creek such as in the vicinity of the project site. The 0.09 acres of riparian woodland to be retained by the project, offers marginal upland habitat that could potentially be used by CRLF for escape and forage. Since construction activities would occur more than 150 feet upslope from the riparian habitat, no impacts to CRLF are anticipated to result from the proposed project. Nonetheless, in order to ensure that project construction activities avoid potential impacts to CRLF should they be present in the southern portion of the site, **Mitigation Measure BIO-3** shall be implemented. Measure BIO-3 provides for pre-construction surveys and recommendations by a qualified biologist for training of construction personnel, exclusion fencing, and onsite monitoring during construction as warranted. With these avoidance measures, potential impact to CRLF as a result of project construction activities would be reduced to less than significant levels.

No woodrat nests were observed on the project site when it was surveyed but there is a potential that nests could be established prior to construction activities. Potential impacts to nesting woodrats from demolition, tree removal, or construction activities would be potentially significant. In order to avoid potential impacts, **Mitigation Measure BIO-4** requires that pre-construction surveys be conducted and if nests are found, then construction exclusions buffers established, maintained, and monitored by a qualified biologist during construction or that woodrats be relocated as determined to be appropriate by the CDFW. With implementation of Mitigation Measure BIO-4 potential impacts to the San Francisco dusky-footed woodrat will be reduced to less than significant levels.

5.4(c) (Adverse Effects to Jurisdictional Waters) No Impact:

The proposed project would not impact the bed, bank or channel of Bollinger Creek, nor would any construction or development occur within the required 100 foot setback from the centerline of the creek. Of the trees proposed for removal, none are within or near the riparian woodland area. There are no potential impacts to the riparian corridor as no improvements are proposed in this area. Rather the project proposes to rezone this portion of the project site to Open Space, which would preclude urban development and ensure that the oak woodland and riparian woodland are retained.

No portion of Bollinger Creek traverses the project site and there are no wetlands or inundated ground that would qualify as a waters protected by Section 404 of the Clean Water Act nor does it meet the criteria to be classified as “other waters of the State” pursuant to Section 401 of the Clean Water Act.

Under the proposed project, there would be no impact to the U.S. Army Corps of Engineer’s Clean Water Act jurisdictional waters or the RWQCB’s jurisdictional “wetlands or other waters.” All stormwater runoff from new impervious surfaces will be routed to bioswales for filtrations prior to release in the open space area above the “ordinary high water mark”. As such, the proposed project does not include any temporary or permanent impacts to jurisdictional waters. Therefore, authorization from the Corps, or Section 401 Clean Water Act “certification of water quality” from the RWQCB, is not necessary for the proposed project, as no impacts would occur to jurisdictional waters.

5.4(d) (Adverse Effect to Wildlife Movement) Less than Significant: The area of oak woodland and riparian woodland on the portion of the project site to remain undeveloped provides opportunities

for wildlife movement. West of Bollinger Canyon Road, Bollinger Creek is a wildlife corridor that can facilitate regional wildlife movement through the Las Trampas Regional Wilderness, approximately 5 miles to the northwest of the project site. Bollinger Creek is crossed by Bollinger Canyon Road 0.6 miles to the west of the project site, then runs to the south of the site, and is crossed again by Crow Canyon Road 0.4 miles to the southeast of the site. The presence of these major arterials inhibit the ability of terrestrial and riparian wildlife to effectively access the project site. The project site is surrounded by urban uses including privacy walls, residential development, an apartment complex, roadways, and driveways. Existing development surrounding the project site deters through-movement of wildlife. Furthermore, approximately 2.41 acres of the site is already developed and does not provide opportunities for wildlife movement and disbursement. Furthermore, the project proposes to retain the southern portion of the site and rezone the area to open space, which would preclude urban development. Therefore, the proposed project would have a less than significant impact on wildlife movement.

5.4(e) (Conflict with Local Ordinances) Less Than Significant with Mitigation: As stated in the Arborist Report, of the 116 trees surveyed, it is anticipated that 53 trees will be removed to accommodate the proposed development, nineteen (19) of which are considered protected per the City of San Ramon Zoning Ordinance. To avoid a potential conflict with the City's Tree Preservation and Protection Ordinance, **Mitigation Measure BIO-5** shall be implemented and requires the replacement of the nineteen (19) protected trees proposed for removal. Mitigation Measure BIO-5 includes compliance with the City's Tree Preservation and Protection Ordinance. Preliminary calculations estimate replacement planting of at least 171, 15-gallon or larger trees of the same genus and species as those removed, to offset the removal of the protected trees. Consistent with the provisions of the Ordinance, the applicant may install the replacement trees, pay the in-lieu fee, or propose a combination of tree plantings and fees for City consideration. With Measure BIO-5 the project will be in compliance with the City's Tree Protection Ordinance. Therefore, impacts related to tree removal will be reduced to levels below significance.

The southernmost portion of the project site is within 100 feet of the centerline of Bollinger Creek and activities within this area is subject to Section D5-4 of the Zoning Ordinance. Table 5 below demonstrates the proposed project's consistency and compatibility with Section D5-4 of the Zoning Ordinance (Hillside, Creek, and Ridgeline Area Development Standards).

TABLE 5: PROJECT CONSISTENCY WITH CREEK DEVELOPMENT STANDARDS

Zoning Ordinance	Consistent with Intent of Zoning Ordinance	Analysis
Section D5-4.A.6 (Creek Setback)	Yes	No habitable structures are proposed within 100 feet of the centerline of Bollinger Creek nor within the 100 year flood plain. This portion of the site is proposed to be rezoned as open space.
Section D5-4.A.7 (Creek Setback	Yes	No grading is proposed within 100 feet of the centerline of Bollinger Creek. No planting of exotic/non-native or non-riparian plant species is

Development Standards)		proposed. No removal of native vegetation in this area is proposed. Management of vegetation is proposed within 100 feet of the rear of the residential development footprint for a fire buffer area but this does not overlap with the 100 foot creek setback. No paved surfaces are proposed in this area. The banks of Bollinger Creek are not within this area nor is any modification to the creek channel proposed. No public access pathways are proposed for this area.
Section D5-5.A.1&2 (Design Guidelines)	Yes	The requirements of this section are not applicable as no alteration to the terrain or viewsheds is proposed within 100 feet on the Creek.

As demonstrated in the above table, the proposed project is consistent with the City's Creek Development Standards. Therefore, the project would result in less than significant impact due to a conflict with the City's established creek setback requirements.

5.4(f) (Conflicts with Habitat Conservation Plans) No Impact: At present, no Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state Habitat Conservation Plan exists for the City of San Ramon. The subject property is located on a previously developed site surrounded by residential development and arterials. Therefore, the project will not conflict with the provisions of an adopted Habitat Conservation Plan, or any other Natural Community Conservation Plan approved by a local, regional or state body.

Mitigation Measures:

BIO-1: To avoid and minimize potential impacts to nesting birds including passerines and raptors, the following measures shall be implemented:

1. Grading or removal of potentially occupied habitat should be conducted outside the nesting season, which occurs between approximately February 1 and August 31.
2. If grading between August 31 and February 1 is infeasible and groundbreaking must occur within the nesting season, a pre-construction nesting bird survey (migratory species, passerines, and raptors) of the potentially occupied habitat (trees, shrubs, grassland) shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey.
3. If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the occupied habitat until the young have fledged, as determined by a qualified biologist.

4. The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-500 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFW.
5. To delineate the buffer zone around the occupied habitat, construction fencing shall be placed at the specified radius from the nest within which no machinery or workers shall intrude.
6. Biological monitoring of active nests shall be conducted by a qualified biologist to ensure that nests are not disturbed and that buffers are appropriate adjusted by a qualified biologist as needed to avoid disturbance.
7. No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to avoid project construction zones, or that the nesting cycle is otherwise completed.

BIO-2: To avoid impacts to special status bats, a qualified biologist shall conduct a bat survey no more than 15 days prior to ground disturbance or demolition of on-site buildings. Pre-construction surveys should include a daytime inspection of the inside of all building looking for active roosting bats or bat signs, followed up by an evening fly-out survey. If no evidence of bats and/or evidence of bats sign are detected during the pre-construction surveys, no additional surveys are required.

If special-status bat species are found roosting on the Project site, the biologist shall determine if there are young present (i.e., the biologist should determine if there are maternal roosts). If young are found roosting in any tree that will be impacted by the Project, such impacts shall be avoided until the young are flying and feeding on their own. A non-disturbance buffer installed with orange construction fencing will be established around the maternity site. The size of the buffer zone will be determined by a qualified bat biologist at the time of the surveys. If adults are found roosting in a tree on the project site but no maternal sites are found, then the adult bats can be flushed, or a one-way eviction door can be placed over the tree cavity for a 48-hour period prior to the tree removal. If bats or evidence of bats are detected during the pre-construction surveys, the applicant shall notify the City and the California Department of Fish and Wildlife (CDFW) regarding proposed bat eviction protocols and request review and acceptance by the CDFW.

BIO-3: A qualified biologist with a minimum of five years' experience shall conduct a pre-construction survey for California red-legged frog no more than five days prior to commencement of ground disturbing activities and provide recommendations for installation of exclusion fencing, as warranted. Results of the survey and recommendations for construction personnel training, monitoring during construction activity, and installation of exclusion fencing shall be submitted to the City of San Ramon.

At the recommendation of a qualified biologists and based on factors including the migration window for red-legged frog, rainfall, and inundation, exclusion fencing shall be installed. If warranted, the qualified biologist shall supervise installation of exclusion fencing, periodically inspect fencing to ensure it is properly maintained during construction activities and ensure

that all exclusionary fencing materials are fully removed upon completion of construction activities.

BIO-4: Prior to the start of construction, a qualified biologist shall conduct a preconstruction survey of the site to identify presence of any occupied San Francisco dusky-footed woodrat nests. If found, the biologist shall notify the City and the CDFW. The biologist shall work with the CDFW to develop appropriate avoidance and protection measures including but not limited to a construction exclusion buffer to be established, maintained, and monitored during construction. Should avoidance be infeasible, a CDFW-approved relocation plan shall be developed for review and approval by the CDFW.

BIO-5: In order to mitigate the removal of the nineteen (19) protected coast live oak trees, the applicant shall demonstrate compliance with the City's Tree Preservation and Protection Ordinance including required ratios for replacement trees and/or in lieu fees. The City may instead, at its discretion, require implementation of a revegetation plan according to Section D-5-10 (C) or in-lieu fees according to Section D-5-10 (D).

5.5. CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☐	☐	☒
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Sources: City of San Ramon General Plan 2035; General Plan EIR.

Cultural Resources Setting:

CEQA requires that, for projects financed by or requiring the discretionary approval of public agencies in California, the effects that a project has on historical and unique archaeological resources be considered (PRC § 21083.2). Historical resources are defined as buildings, sites, structures, or objects, each of which may have historical, architectural, archaeological, cultural, or scientific importance (PRC § 50201). The CEQA Guidelines (§ 15064.5) define three cases in which a property may qualify as a historical resource for the purpose of CEQA review:

- The resource is listed in or determined eligible for listing in the California Register of Historical Resources (CRHR).
- The resource is included in a local register of historic resources, as defined in Section 5020.1(k) of the PRC, or is identified as significant in a historical resources survey that meets the requirements of Section 5024.1(g) of the PRC (unless the preponderance of evidence demonstrates that the resource is not historically or culturally significant).
- The lead agency determines that the resource may be a historical resource as defined in PRC §§ 5020.1(j), 5024.1, or significant as supported by substantial evidence in light of the whole record. Section 5024.1 defines eligibility requirements and states that a resource may be eligible for inclusion in the CRHR if it:
    1. Is associated with events that have made a significant contribution to the broad patterns of California's history and cultural heritage;
    2. Is associated with the lives of persons important in our past;
    3. Embodies the distinctive characteristics of a type, period, region, or method of construction, represents the work of an important creative individual, or possesses high artistic values; or
    4. Has yielded, or may be likely to yield, information important in prehistory or history.

Resources must retain integrity to be eligible for listing on the CRHR. Resources that are listed in or eligible for listing in the National Register of Historic Places (NRHP) are considered eligible for listing in the CRHR, and thus are significant historical resources for the purposes of CEQA (PRC § 5024.1(d)(1)).

PRC § 21083.2 governs the treatment of a unique archaeological resource, which is defined as "an archaeological artifact, object, or site about which it can be clearly demonstrated" that it meets any of the following criteria:

- It contains information needed to answer important scientific research questions, and there is a demonstrable public interest in that information.
- It has a special and particular quality such as being the oldest of its type or the best example of its type.
- It is directly associated with a scientifically recognized important prehistoric or historic event or person.

City of San Ramon General Plan 2035

In the City of San Ramon, archeological resources are most commonly found in undeveloped areas and have an elevated occurrence potential near ridges, mid-slope benches, in valleys, and near intermittent and perennial watercourses. The Project site is adjacent to Bollinger Creek, tributary of San Ramon Creek, which is a drainage of Bollinger Canyon. Given the site location proximate to the tributary there is a potential that buried archeological resources may be present.

The General Plan EIR describes the area within the Planning Area to be predominantly developed and previously graded. The General Plan contains implementing policies in the event of discovery including the following:

- **Implementing Policy 8.9-I-1:** Require that new development evaluate potential impacts to historic, archaeological, and paleontological resources and, if necessary, implement appropriate mitigation measures to protect the resources.
- **Implementing Policy 8.9-I-4**: As a standard condition of approval, require all development projects involving grading and excavation to implement appropriate measures in the event that burial sites or human remains are encountered during earthwork activities.
- **Implementing Policy 8.9-I-5:** For projects involving a General Plan Amendment, the development of a Specific Plan (or amendment), or designating open space, provide for tribal consultation opportunities in accordance with State law.

Site Setting

The project site was historically used as agricultural rangeland prior to being developed and was mass graded in the mid 1990's to accommodate the construction of the existing office building, parking lots, utility trenches, and excavation to install the storm drain. No features or structures that predate the existing office building and site improvements currently exist on this site. Given the age of the existing office building, it is not considered eligible for designation as a historical resource.

Cultural Resources Impact Discussion:

5.5(a) (Historic Resources) No Impact: According to the San Ramon General Plan EIR, the only historic resource within the San Ramon Planning area listed on the National Register of Historic Places is the Forest Home Farms Historic Park, a 16-acre site which contains the Boone House and Glass House. The project site is located approximately 3.5 miles from the Forest Home Farms Historic Park. The project site is not located within a designated historic district, does not contain any known historically significant resources, and does not constitute a historic site. Therefore, in the absence of historic resources within or near the project site boundaries, the proposed project would not adversely affect or result in a substantial change to the significance of any identified historically significant resources as described in Section 15064.5 of the CEQA Guidelines. There would be no impact to historic resources as a result of the project.

5.5(b) (Archaeological Resources) Less Than Significant with Mitigation: Due to the environmental setting and presence of Holocene-age alluvial soil which formed when Native American people occupied the region, there is a moderate to high potential of encountering prehistoric archaeological resources onsite. As such, ground-disturbing activities associated with project development have the potential to encounter buried archeological resources.

Due to the previous mass grading of the site to construct the existing development, it is considered unlikely that unknown archaeological resources would be uncovered at the project site. New grading and trenching for utilities and the construction of the retaining wall have the potential to uncover buried cultural resources associated with past human occupation in the vicinity of the project site. **Mitigation Measure CUL-1,** requires a preconstruction training in order to familiarize construction workers the proper procedures to follow in the case that subsurface cultural resources are unearthed. Further, **Mitigation Measure CUL-2** provides that, in the event that burial sites are encountered during grading or excavation, all ground disturbing activity shall be halted immediately until a qualified archaeologist can evaluate the potential resource and recommend further action. Mitigation Measure CUL-2 imposes requirements in excess of CA Health and Safety Code Section 7050.5 by requiring that a Secretary of Interior-qualified Archaeologist also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and provide further recommendations for treatment of the resource.

Implementation of Mitigation Measures CUL-1 and CUL-2 will ensure that potential impacts to buried cultural resources are reduced to less than significant levels.

5.5(c) (Discovery of Human Remains) Less Than Significant with Mitigation: No evidence suggests that human remains have been interred within the boundaries of the project site. However, in the event that during ground disturbing activities human remains are discovered, the applicant would be subject to Measure CUL-2 and compliance with the CA Health and Safety Code Section 7050.5, which mandates the immediate cessation of ground disturbing activities near or in any area potentially overlying adjacent human remains. The Contra Costa County Coroner must be notified immediately if such discovery is made. If it is determined by the Coroner that the discovered remains are of Native American descent, the Native American Heritage Commission shall be contacted immediately. An archaeologist should also be retained to evaluate the historical significance of the discovery, the potential for additional remains, and to provide further recommendations for treatment of the site. Compliance with CA HSC Section 7050.5, as required under state law, and performance of actions therein, as imposed by Measure CUL-2, will ensure that in the event of discovery of historically significant remains, potential impacts will be reduced to levels below significance.

Mitigation Measures:

CUL-1: To ensure the Project does not result in impacts to buried archaeological resources onsite, if present, the following shall be implemented:

1. **Training.** Prior to commencement of ground-disturbing activities, a professional archaeologist shall conduct a preconstruction training for construction personnel. The training shall familiarize individuals with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the Project Area, and the requirement for a monitor to be present during initial ground-disturbing activities.
2. **Monitoring.** During initial ground disturbing activities, a Secretary of the Interior-qualified archeologist shall be onsite to monitor activities. The monitor shall have the authority to temporarily halt work to inspect areas as needed for potential cultural materials or deposits. Daily monitoring logs shall be completed by the monitor.
3. **Post-review Discoveries.** In the event that cultural resources are exposed during construction, all earth work occurring within 100 feet of the find shall be immediately stopped until a Secretary of Interior-qualified Archaeologist inspects the material(s), assess historical significance. The monitoring archaeologist shall consult with Tribes, may consult with other stakeholders, and as needed provide recommendations for the treatment of the discovery.
4. **Archaeological Monitoring Report.** Within 60 days following completion of construction work, an archeological monitoring report shall be submitted to the City. The report shall include the results of the monitoring program (even if negative), a summary of any findings or evaluation/data recovery efforts, and supporting documentation (e.g., daily monitoring logs).

CUL-2: In the event that human remains are encountered within the Project Area during Project-related, ground-disturbing activities, all work must stop, and the County Coroner immediately notified of the discovery. If the County coroner determined that remains are, or are believed to be Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations. Federal regulations require that Native American human remains, funerary objects, and object of cultural patrimony are handed consistent with the requirement of the Native American Graves Protection and Repatriation Act.

5.6. ENERGY

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy, or wasteful use of energy resources, during project construction or operation?	☐	☐	☒	☐
b) Conflict with or obstruct a state or local plan for renewable energy or energy efficiency?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035; General Plan EIR; San Ramon Climate Action Plan, 2011; and BAAQMD 2017 Bay Area Clean Air Plan; 2481 Deerwood Drive Air Quality and Greenhouse Gas Emissions Assessment, prepared by Illingworth & Rodkin, Inc., September 23, 2022; and Vehicle Miles Travelled (VMT) Analysis for the Deerwood Project, prepared by Fehr & Peers, July 8, 2022.

Energy Setting:

Energy resources include electricity, natural gas and other fuels. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. Energy production and energy use both result in the depletion of nonrenewable resources (e.g., oil, natural gas, coal, etc.) and emission of pollutants. Energy usage is typically quantified using the British Thermal Unit (BTU). The BTU is the amount of energy that is required to raise the temperature of one pound of water by one degree Fahrenheit. As points of reference, the approximate amount of energy contained in a gallon of gasoline, 100 cubic feet (one therm) of natural gas, and a kilowatt hour of electricity are 123,000 BTUs, 100,000 BTUs, and 3,400 BTUs, respectively.

Electricity

Electricity, a consumptive utility, is a man-made resource. The production of electricity requires the consumption or conversion of energy resources, including water, wind, oil, gas, coal, solar, geothermal, and nuclear resources, into energy. The delivery of electricity involves a number of system components, including substations and transformers that lower transmission line power (voltage) to a level appropriate for on-site distribution and use. The electricity generated is distributed through a network of transmission and distribution lines commonly called a power grid. Conveyance of electricity through transmission lines is typically responsive to market demands.

Energy capacity, or electrical power, is generally measured in watts while energy use is measured in watt-hours. For example, if a light bulb has a capacity rating of 100 watts, the energy required to keep the bulb on for 1 hour would be 100 watt-hours. If ten 100 watt bulbs were on for 1 hour, the energy required would be 1,000 watt-hours or 1 kilowatt-hour (kWh). On a utility scale, a generator's capacity

is typically rated in megawatts, which is one million watts, while energy usage is measured in megawatt-hours or gigawatt-hours (GWh), which is one billion watt-hours.

Natural Gas

Natural gas is a combustible mixture of simple hydrocarbon compounds (primarily methane) that is used as a fuel source. Natural gas consumed in California is obtained from naturally occurring reservoirs and delivered through high-pressure transmission pipelines. The natural gas transportation system is a nationwide network. Natural gas is used in electricity generation, space heating, cooking, water heating, industrial processes, and as a transportation fuel. Natural gas is measured in terms of cubic feet. As an all-electric development, the proposed project precludes the use of natural gas.

California Energy Consumption

According to the California Energy Commission (CEC), total system electric generation for California in 2020 was 272,576 gigawatt-hours (GWh).[3] California's non-CO_2 emitting electric generation categories (nuclear, large hydroelectric, and renewable generation) accounted for more than 51 percent of total in-state generation for 2020. California's in-state electric generation was 190,913 GWh and electricity imports were 81,663 GWh. In 2020, the CEC reported that Sonoma County had a total electricity consumption of 2,868 GWh.

According to the CEC, nearly 48 percent of the natural gas burned in California was used for electricity generation totaling 92,298 GWh. The remainder of natural gas consumed was in the residential (21 percent), industrial, and commercial sectors. Gasoline has remained the dominant fuel within the transportation sector, with diesel fuel and aviation fuels following.[4]

San Ramon General Plan

The San Ramon General Plan 2035 addresses impacts to energy resources in Chapter 12, Air Quality and Greenhouse Gas, under section 12.8, Energy Efficiency and Conservation. Additionally, policies relating to energy efficiency in housing are included in Chapter 11, Housing.

The proposed project is subject to the goals and policies outlined in the San Ramon General Plan aimed at reducing energy consumption. The following policies from the General Plan are particularly applicable to the subject project:

- **Implementing Policy 12-8-I-1:** Increase the use of energy conservation features, renewable sources of energy and low-emission equipment in new and existing development projects in the City.
- **Implementing Policy 12-8-I-2:** Encourage the use of solar-ready roofs into residential and commercial development. New residential development should include proper solar orientation (south-facing roof area sloped at 20° to 55° from the horizontal), clear access on the south sloped roof (no chimneys, heating vents, plumbing vents, etc.), electrical conduit

[3] California Energy Commission, Total System Electric Generation (2020), https://www.energy.ca.gov/data-reports/energy-almanac/california-electricity-data/2020-total-system-electric-generation, Accessed July 13, 2022.

[4] California Energy Commission, 2021 Integrated Energy Policy Report, https://www.energy.ca.gov/data-reports/reports/integrated-energy-policy-report, Accessed July 13, 2022.

installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water storage tank. Roofs for commercial development should be designed to maximize potential area available for solar panels and provide electrical conduit to support future installation.

- **Guiding Policy 11.5-G-4:** Promote energy conserving practices in the location, construction, renovation, and maintenance of San Ramon's housing units.
- **Implementing Policy 11.4.I-4:** Enforce the State's energy conservation standards for new residential construction and renovations to existing structures.
- **Implementing Policy 11.4-I-5:** Encourage innovative designs to maximize passive energy efficiencies, while retaining compatibility with surrounding neighborhoods.
- **Implementing Policy 11.7-I-1:** Increase the use of energy conservation features, renewable sources of energy and low-emission equipment in new and existing development projects within the City.
- **Implementing Policy 11.7-I-5:** Reduce water use and related energy use by using reclaimed water for landscaping where appropriate, financially feasible, and allowed by water quality regulations. Require new development areas that will be served with recycled water to be plumbed with a "purple pipe" system to facilitate the future use of recycled water.

San Ramon Climate Action Plan

The City of San Ramon adopted a Climate Action Plan (CAP) in 2011. The CAP meets the requirements of a "qualified" Greenhouse Gas Reduction Strategy, according to the guidance in the BAAQMD Air Quality Guidelines and comments received on the CAP in a BAAQMD letter dated July 6, 2011. The San Ramon CAP contains an Energy Conservation and Alternative Energy Strategy, which promote energy efficiency in new buildings and facilities. Some of the strategies identified in the CAP that are particularly relevant to the subject project include:

STRATEGY E-1: Increase the use of energy conservation features, renewable sources of energy and low-emission equipment in new and existing development projects within the City.

STRATEGY LU-6: Promote compact development by protecting open space and hillsides and encouraging infill and redevelopment of underutilized parcels in urbanized areas.

San Ramon Zoning Ordinance

The proposed project is subject to the San Ramon's Zoning Ordinance. Relevant to energy consumption, the proposed project will be subject to Section D3-7.G (Energy-efficient Fixtures), which requires that outdoor lighting utilize energy-efficient (high pressure sodium, low pressure sodium, hard-wired compact fluorescent, or other lighting technology that is of equal or greater energy efficiency) fixtures and lamps. Section D3-21.B.2 (Plant Materials) specifies that landscaping plant materials be selected for energy efficiency and drought tolerance, and that the landscape plan be designed to minimize energy demand.

Energy Impact Discussion:

5.6(a) (Wasteful, Inefficient, Unnecessary Consumption of Energy) Less Than Significant Impact: Development of the proposed project would involve the use of energy during construction and at operation.

Construction Activities

Site preparation, grading, paving, and building construction would consume energy in the form of gasoline and diesel fuel through the operation of heavy off-road equipment, trucks, and worker trips. Consumption of such resources would be temporary and would cease upon the completion of construction. Due to the scale of the proposed project and the provision to limit idling set forth above in **Mitigation Measure AQ-1** (see Section 5.3 Air Quality) construction activities would not result in inefficient energy consumption during construction. As such, construction-related energy impacts would be less than significant.

Operation

Long-term operational energy use associated with the project includes electricity consumption associated with the new buildings (e.g., lighting, electronics, heating, air conditioning, refrigeration) water and wastewater treatment and conveyance, solid waste disposal, and fuel consumption (electric, gasoline, and diesel) by vehicles associated with the project through the generation of new vehicle trips. The project would replace an older less energy efficient office building with new residential building, which would be constructed in accordance with the latest California Building Code and Title 24 standards including energy efficient building techniques, energy efficient appliances, and rooftop solar. Relative to the existing building onsite the project would result in reduced energy consumption at operation.

The project is subject to local policies related to energy conservation including the City of San Ramon CAP. For example, the project would be required to install energy conservation features, such as low-emission equipment, per General Plan policy 12.8-I-1. The proposed project will also be required to comply with Title 24 standards to improve energy efficiency of the new buildings. The proposed project will conform to San Ramon's Zoning Ordinance (Section D3-7 Outdoor Lighting), which specifies lighting standards for all new exterior lighting, such as the requirement that outdoor lighting fixtures utilize energy-efficient fixtures and lamps. The proposed project will also conform to Section D3-21.B.2 (Plant Materials) of the Zoning Ordinance, which specifies that landscaping plant materials be selected for energy efficiency and drought tolerance, and that the landscape plan be designed to minimize energy demand. As such, the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of electricity and water during project operation. Therefore, operational-related energy impacts related to electricity and water use would be less than significant.

In conclusion, energy would be consumed through daily activities the new buildings, the delivery of water for potable and irrigation purposes, solid waste management, and daily vehicle use. The long-term operation of the project would result in a decrease in energy consumption compared to existing conditions, the project will incorporate design measures (related to electricity and water use) in compliance with Title 24, the General Plan 2035, the San Ramon CAP, and the San Ramon Zoning Ordinance to minimize energy consumption, and eliminate natural gas consumption. As such, the project would promote energy efficiency. Therefore, operation of the proposed project would not result in the wasteful, inefficient, and unnecessary consumption of energy.

5.6(b) (Conflict with State or Local Plan) Less Than Significant Impact: As previously described, the BAAQMD adopted the 2017 CAP on April 19, 2017 to comply with state air quality planning requirements set forth in the California Health & Safety Code. The proposed control strategy for the 2017 CAP consists of 85 distinct measures targeting a variety of local, regional, and global pollutants. The CAP specifically includes control measures related to the energy sector. The energy control measures in the CAP aim to decarbonize electricity production and decrease electricity demand. The BAAQMD CEQA Guidelines set forth criteria for determining consistency with the CAP. In general, a

project is consistent if a) the project supports the primary goals of the CAP, b) includes control measures; and c) does not interfere with implementation of the CAP measures.

The proposed project would have a less than significant impact due to a conflict with the 2017 CAP related to energy since, a) the project supports the goals of the CAP in that it limits urban sprawl by proposing development within existing urban limits on an underutilized site; b) includes control measures to reduce construction-related energy consumption by implementing BMPs set forth by BAAQMD; and c) as a dense residential development that would install energy conservation features, the proposed project would not interfere with implementation of the energy control measures identified in the 2017 CAP. The City of San Ramon is served by Marin Clean Energy (MCE) which provides options for 60 percent or 100 percent renewably generated electricity from local sources. Therefore, the project will have less than significant impacts due to a conflict with the BAAQMD 2017 CAP.

As previously described, the City of San Ramon adopted a CAP in 2011. The San Ramon CAP contains an Energy Conservation and Alternative Energy Strategy, which promotes energy efficiency in new buildings and facilities. The proposed project is compliant with STRATEGY E-1 of the CAP in that it will incorporate energy conservation features, such as energy-efficient fixtures and lamps for outdoor lighting and landscaping plant materials that are energy efficient. The project directly supports STRATEGY LU-6 by proposing development on an underutilized property in an urbanized area. Therefore, the project will have less than significant impacts due to a conflict with the San Ramon CAP.

Mitigation Measures: None Required.

5.7. GEOLOGY AND SOILS

Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation	Less Than Significant Impact	No Impact
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Publication 42.	☐	☐	☒	☐
ii. Strong Seismic ground shaking?	☐	☐	☒	☐
iii. Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv. Landslides?	☐	☐	☒	☐
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☒	☐	☐
d) Be located on expansive soil, as defined in California Building Code, creating substantial direct or indirect risks to life or property?	☐	☒	☐	☐
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐

Sources: City of San Ramon General Plan 2035 and General Plan EIR; Geotechnical Feasibility Report, prepared by ENGEO, August 18, 2021; and Limited Field Exploration and Retaining Wall Recommendations, prepared by ENGEO, October 21, 2021; Paleobiology Database, https://paleobiodb.org/#/, accessed August 2022.

Geology and Soils Setting:

The City of San Ramon is located in the San Ramon Valley, east of the Diablo Range. The area is located in a seismically active region that is traversed by a number of fault zones that have the potential to generate strong movements and ground shaking from seismic activity.

Geological Investigations

The information presented below is from a Geotechnical Feasibility Assessment prepared by ENGEO for the proposed project on August 18, 2021 (**Appendix C**), and the Limited Field Exploration and Retaining Wall Recommendations prepared by ENGEO on October 21,2021 (**Appendix C-1**). The site is mapped as Pliocene nonmarine sedimentary rock (Tor), which is predominantly weakly interbedded pebble conglomerate, sandstone, and mudstone.

The nearest active fault is the Calaveras Fault, located approximately 3,700 feet to the east of the site. Other nearby faults include the Mount Diablo Thrust (3.75 miles), Hayward (8.0 miles), Green Valley (8.75 miles), Greenville (11.5 miles), Great Valley (18.5 miles), and the San Andreas (26.0 miles). (**Table 2.2.2-1** in **Appendix C**.) The project site is outside of the current mapped Alquist-Priolo Earthquake Fault Zone for the Calaveras Fault.

Based on soil sampling proximate to the project site, native soils consist of silty clay to sandy clay and clayey sand with various amounts of gravel. Bedrock may occur at depths ranging from 2 to 15 feet below the surface and consists of claystone, sandstone, and siltstone. The near-surface soil has a plasticity index (PI) ranging from 11 to 20 and the clayey soil at depth has a PI of 23 to 27. This is an indication that the soils have variable expansion potential ranging from low to high. Records indicate that groundwater may be present at a depth of between 11 and 18 feet below ground surface proximate to the project site.

ENGEO concluded that the site is suitable for the proposed development and recommended that a design-level geotechnical exploration be performed and recommendations therein incorporated into the design plans and specifications. The primary geotechnical concern at the site is moderately expansive soil.

ENGEO also conducted a field exploration in the area of the proposed retaining wall at the southern limit of the proposed development footprint. The exploration involved three drilled borings and two hand-auger holes and found 4 to 5 feet of very stiff to hard clay fill over 2 to 3 feet of native medium dense clayey sand. Bedrock was encountered at depths ranging from approximately 5.5 to 8 feet below the surface. Groundwater was not found in any of the borings. Recommendations for the construction of the proposed retaining wall are presented in **Appendix C-1**.

Paleontological Resources

The area within the Urban Growth Boundary (UGB) is predominantly developed and has been previously disturbed by existing urban development. No paleontological resources were identified within the Planning Area by the General Plan EIR.

A paleontological resources search performed using the Paleobiology Database indicated no previous finds of paleontological resources on or in the immediate vicinity of the project site. According to the Paleobiology Database, a number of paleontological finds are located in the areas that surround San Ramon, including Las Trampas Regional Wilderness, Black Hawk Ridge, Mount Diablo State Park, and

Bishop Ranch Regional Preserve. The closest paleontological find is located approximately 1.25 miles southwest of the project site.[5]

Geology and Soils Impact Discussion:

5.7(a.i) (Faults) Less Than Significant Impact: Fault rupture occurs when the ground surface fractures as a result of fault movement during an earthquake and almost always follows preexisting fault traces, which are zones of weakness. The project site is located approximately 3,700 feet (0.7 miles) west of the Alquist-Priolo Earthquake Fault Zone for the Calaveras Fault. The proposed development is not located within a mapped fault zone. Therefore, the project would not be subject to fault rupture due to an Alquist-Priolo Earthquake Fault Zone and potential impact would be less than significant.

5.7(a. ii) (Ground-Shaking) Less Than Significant: The project site is located west of the major active fault trace of the northern Calaveras fault, which is known to generate earthquakes with Maximum Moment Magnitudes of up to 7.0. In addition to the Calaveras fault, the Hayward, Greenville, and San Andreas faults may be a source of significant ground shaking during a seismic event. The proximity of the project site to active faults places it within Zone VIII (Severe) of the Modified Mercalli Intensity (MMI) Shaking Severity Level.[6] Thus, the development of the project site has the potential to expose people or structures to potentially substantial adverse effects resulting from strong seismic ground shaking.

Conformance with standards and requirements set forth in the Building Code of Regulations, Title 24, Part 2 (the California Building Code 3.7-20 Chapter 3: Setting, Impacts, and Mitigation Measures [CBC]) and the California Public Resources Code, Division 2, Chapter 7.8 (the Seismic Hazards Mapping Act) will ensure that potential impacts from seismic shaking are reduced to less than significant levels.

The project site is located within Site Class C (very dense soil and soft rock) which will inform development activities and design specifications in order to ensure that potential impacts from seismic activity are reduced to less than significant levels. Site Class C requirements include recommendations for foundation types, appropriate structural systems, and ground stabilization strategies. Adherence to Class C specifications for ground motion parameters will ensure that the proposed building and associated improvements onsite would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death as a result of seismic activity.

Compliance with the California Building Code and standard San Ramon conditions of approval for development projects, ensures that foundation and structural design for new residential buildings meet the latest regulations as well as state and local ordinances for seismic safety (i.e., reinforcing perimeter and/or load bearing walls, bracing parapets, etc.). Construction plans will be subject to review and approval by the Building Division prior to the issuance of a building permit. Therefore, with adherence to the California Building Code, the project will have less than significant impacts as a result of seismic activity.

[5] Paleobiology Database, located at https://paleobiodb.org/#/, accessed August 23, 2022.
[6] ABAG Hazard Viewer, https://abag.ca.gov/our-work/resilience/data-research/hazard-viewer, accessed 9/6/2022.

5.7(a. iii) (Seismic-related ground failure/liquefaction) Less Than Significant with Mitigation: Liquefaction is a phenomenon associated with fine-grained, loosely-packed sands and gravels subjected to ground shaking as a result of seismic activity. Liquefaction can lead to total and/or differential settlement and is largely dependent upon the intensity of ground shaking and response of soils. The project site has a low risk of liquefaction due to the presence of dense to very dense clay soils with various amounts of gravel. Nonetheless, liquefaction of the site's granular deposits will be evaluated during the design-level geotechnical study required by City of San Ramon standard conditions of approval for development projects and recommendations will be incorporated into the final design and construction phases of the project. With implementation of these conditions, potential impacts related to seismic-related ground failure, including liquefaction, would be less than significant.

5.7(a. iv) (Landslide) Less Than Significant: A landslide is a mass of rock, soil, or debris displaced down-slope by sliding, flowing, or falling. The susceptibility of landslides is dependent on the slope and geology as well as the amount of rainfall, excavation, or seismic activities. Areas most susceptible to landslides are characterized by steep slopes and down-slope creep of surface materials. Landslides are known to occur around slopes steeper than 15% and have demonstrated stability problems in the past.

On the developed portion of the site, the ground slopes gently with an approximate elevation of 640 feet in the northwest corner to an approximate elevation of 630 feet at the southern perimeter of the existing paved access. The proposed development footprint is relatively flat and has a low to negligible landslide potential. The undeveloped wooded slope at the rear of the project site ranges in elevation from 630 feet to 550 feet. No signs of past landslides where observed. The project includes installation of a retaining wall at the top of slope. Recommendations for retaining wall construction are presented in **Appendix C-1** and will be further refined during the design-level geotechnical study required by the City of San Ramon as a standard condition of approval for development projects**.** Compliance with uniformly applied development standards imposed as conditions of approval, ensures that impacts related to landslides are less than significant.

5.7(b) (Erosion) Less Than Significant with Mitigation: Development of the project will require site preparation and grading activities that will potentially result in soil erosion or the loss of topsoil if not properly controlled. Water and wind serve as the primary catalyst of soil erosion, with steeper slopes intensifying the effects. Vegetation removal as part of the site preparation process as well as grading and ground disturbing activities associated with development can heighten the potential for and accelerate soil erosion.

Project activities are not expected to generate a substantial loss in topsoil, but will involve the removal of ornamental landscaping and native vegetation such as trees and understory shrubs. Accordingly, construction activities have the potential to result in soil erosion if not properly controlled. However, all ground disturbing activities associated with the project will be carried out pursuant to Municipal Code Division C7 Grading, including Chapter IV Erosion Control, and in accordance with the Grading Manual, which specifies that prior to the issuance of a grading permit, activities be reviewed pursuant to the Contra Costa Clean Water Program Stormwater C.3. Guidebook.

Furthermore, as described in Section 5.10 Hydrology and Water Quality, the project will adhere to National Pollution Discharge Elimination System (NPDES) requirements including the preparation and implementation of a Stormwater Pollution Prevention Plan (SWPPP) and compliance with the RWQCB Order No. R1-2009-0045, Waste Discharge Requirements. Erosion control requirements are stipulated

in the NPDES Permit issued by the RWQCB. These requirements include the preparation and implementation of a SWPPP that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities. The implementation of a SWPPP with BMPs is required in **Mitigation Measure HYDRO-1**.

Compliance with the mandatory requirements described above, and implementation of HYDRO-1, would prevent substantial soil erosion. Therefore, the project will result in less than significant impacts due to soil erosion.

5.7(c, d) (Unstable Geologic Unit, Expansive Soils) Less Than Significant with Mitigation: Lateral spreading, lurching and associated ground failure can occur during strong ground shaking on certain soil substrate typically on slopes. Lurching generally occurs along the tops of slopes where stiff soils are underlain by soft deposits or along steep channel banks. Lateral spreading generally occurs where liquefiable deposits flow towards a "free face," such as channel banks, during an earthquake.

As concluded in ENGEO's Geotechnical Feasibility Assessment (**Appendix C**), potentially expansive clay was identified in near surface soils. The laboratory testing indicated that these soils exhibit moderate shrink/swell potential with variations in moisture content. In general, expansive soils tend to swell with increases in soil moisture and shrink as the soil moisture decreases. Changes in soil moisture content can compromise the integrity of foundations, retaining walls and slab on grade improvements from differential movements (settlement or heave).

A design-level geotechnical and geologic investigation report is required to be submitted for review and acceptance by the City as a standard condition of approval, the recommendations of which will be incorporated into the final design and construction phases of the project. Compliance with these uniformly applied development standards ensure that impacts related to unstable or expansive soils would be less than significant.

5.7(e) (Septic Tanks) No Impact: The proposed project would connect to the existing sanitary sewer system that would convey effluent to the City's wastewater treatment facility. There are no onsite septic tanks or alternative wastewater treatment facilities proposed as part of the project. Therefore, there would be no impacts due to the disposal of wastewater where sewers are not available.

5.7(f) (Paleontological Resources) Less Than Significant with Mitigation: The San Ramon General Plan does not identify the presence of any paleontological or unique geological resources within the boundaries of the City Limits. Although the project site has been previously disturbed, the potential remains for the discovery of buried paleontological resources. Because the potential for inadvertent discovery of paleontological or unique geological resources exists, **Mitigation Measure GEO-1**, as set forth below, shall be implemented in accordance with 8.7-I-1 of the San Ramon General Plan. Mitigation Measure GEO-2 ensures that proper procedures are followed in the event of discovery; thereby reducing potential impacts to paleontological resources to levels below significance.

Mitigation Measures:

GEO-1: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.

5.8. GREENHOUSE GAS EMISSIONS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035; General Plan EIR; San Ramon Climate Action Plan, 2011; Trumark Townhomes Plan Set, dated June 2022; BAAQMD 2017 Bay Area Clean Air Plan; BAAQMD CEQA Guidelines 2017; 2481 Deerwood Drive Air Quality and Greenhouse Gas Emissions Assessment, prepared by Illingworth & Rodkin, Inc., September 23, 2022; and Vehicle Miles Travelled (VMT) Analysis for the Deerwood Project, prepared by Fehr & Peers, July 8, 2022.

Greenhouse Gas Setting:

Greenhouse gases (GHGs) are generated naturally from geological and biological processes as well as through human activities including the combustion of fossil fuels and industrial and agricultural processes. GHGs include carbon dioxide (CO2), nitrous oxide (N2O), methane (CH3), chlorofluorocarbons, hydrofluorocarbons, and perfluorocarbons.

While GHGs are emitted locally, they have global implications. GHGs trap heat in the atmosphere, which heats up the surface of the Earth. This concept is known as global warming and is contributing to climate change. Changing climatic conditions pose several potential adverse impacts including sea level rise, increased risk of wildfires, degraded ecological systems, deteriorated public health, and decreased water supplies.

To address GHGs at the State level, the California legislature passed the California Global Warming Solutions Act in 2006 (Assembly Bill 32), which requires that statewide GHG emissions be reduced to 1990 levels by 2020. Executive Order (EO) S-3-05 provides the California Environmental Protection Agency with the regulatory authority to coordinate the State's effort to achieve GHG reduction targets. EO S-3-05 goes beyond AB 32 and calls for an 80 percent reduction below 1990 levels by 2050. Senate Bill 375 has also been enacted, which seeks to curb GHGs by reducing urban sprawl and limiting vehicle miles traveled.

The City of San Ramon has adopted local regulations to address GHG emissions. On August 23, 2011, San Ramon City Council adopted a Climate Action Plan (CAP) that incorporates all required components and elements identified for a "qualified Greenhouse Gas Reduction Strategy" as described in the BAAQMD Air Quality Guidelines, including a course of action to reduce GHG emissions 15% below 2008 levels by the year 2020. The CAP strategy is primarily based upon the land use, transportation, and conservation policies that are part of the General Plan 2035. The CAP demonstrates that through land use planning/density choices, reduction in vehicle miles traveled, and

energy conservation measures such as increased energy efficiency for buildings, more efficient water use and recycling programs, the City can do its proportionate share to achieve the State greenhouse gas reduction targets. The San Ramon CAP is considered a Qualified GHG Reduction Strategy because it contains a baseline inventory of greenhouse gas emissions from all sources, sets forth greenhouse gas emission reduction targets that are consistent with the goals of AB 32, and identifies enforceable GHG emission reduction strategies and performance measures. The City updated the greenhouse emissions inventory as part of General Plan 2035 and added policies to the Air Quality and Greenhouse Gasses Element that address electric vehicle infrastructure and non-potable and recycled water use.

On April 20, 2022, BAAQMD adopted the following thresholds of significance for operational GHG emissions from land use projects:

A. Projects must include, at a minimum, the following project design elements:
   a) Buildings
      i. The project will not include natural gas appliances or natural gas plumbing
      ii. The project will not result in any wasteful, inefficient, or unnecessary energy usage as determined by the analysis required under CEQA Section 21100(b)(3) and Section 15126.2(b) of the State CEQA Guidelines.
B. Be consistent with a local GHG reduction strategy that meets the criteria under State CEQA Guidelines Section 15183.5(b)

Greenhouse Gas Emissions Impact Discussion:

5.8(a) (Significant GHG Emissions) Less Than Significant Impact: The proposed project will result in the generation and emission of GHGs during construction and operation. Construction will result in GHG emissions from heavy-duty construction equipment, worker trips, and material delivery and hauling. Construction GHG emissions are short-term and will cease once construction is complete.

The BAAQMD has not established thresholds of significance for GHG emissions resulting from construction activities. Rather, BAAQMD encourages the incorporation of best management practices to reduce GHG emissions during construction. As stated in the air quality section of this report, Mitigation Measures AQ-1 and AQ-2 shall be implemented, which will minimize GHG emissions during construction.

The California Emissions Estimator Model (CalEEMod) Version 2020.4.0 was used to estimate energy use and GHG emissions at project operation. **Error! Reference source not found.**6 in Section below shows the project's annual GHG emission (CO2E) in metric tons for the existing office building and fir the proposed residential project at operation. The proposed project is estimated to achieve a reduction of 190 metric tons of greenhouse gasses annually relative to the existing office building use.

Table 6: Annual Project GHG Emissions (CO_{2e}) in Metric Tons

Source Category	Existing Use	Proposed Project in 2025
Area	<0.01	5
Energy Consumption	126	28
Mobile	473	397
Solid Waste Generation	24	14
Water Usage	18	8
Total (MT CO_{2e}/year)	642	452

Net Total (MT CO_{2e}/year)	-190

Source: 2481 Deerwood Drive Air Quality and Greenhouse Gas Assessment, prepared by Illingworth & Rodkin, September 23, 2022.

At operation, the proposed project will not consume natural gas because it is all-electric construction and no natural gas utilities or appliances will be installed. The project's electricity consumption represents the entirety of the direct use of energy of the project. Therefore, in accordance with provision A(a)i of the BAAQMD operational thresholds impacts would be less than significant since the project precludes the use of natural gas.

At operation, the proposed project would generate of approximately 28 metric tons of GHG emission from electricity consumption per year, a decrease in 98 metric tons from the existing office use. This reduction is achieved through efficient materials and design as required by CalGreen and the Title 24 Building code which requires compliance with current energy efficiency standards and rooftop solar.

At operation, the proposed project will use water in the residences and in landscaping and will produce 8 metric tons of greenhouse gasses indirectly from energy consumed offsite to provide water treatment and transportation through public utilities. The proposed project is estimated to reduce site energy use from water consumption by 10 metric tons annually through compliance with CalGreen and the Title 24 Building code which requires high efficiency water fixtures and water-efficient irrigation systems. Water will further be conserved onsite through the use of drought tolerant landscaping.

At operation, the proposed project will use energy resources indirectly in order to transport solid waste to disposal facilities and process solid waste. The proposed project is estimated to produce 14 metric tons of greenhouse gasses annually to process generated residential solid waste and landscaping waste. This is a reduction of 10 metric tons annually from the existing office use.

At operation, the proposed project would result in the consumption of petroleum-fuel related to vehicular travel quantified as vehicle miles traveled (VMT) to and from the project site. The project is estimated to produce approximately 397 metric tons annually from consumption of fossil fuels, a decrease in 76 metric tons from the existing office use. This estimation is based off of the VMT Analysis performed by Fehr & Peers (**Appendix F**). The projected annual fuel consumption is based on CalEEMod's an annual estimate of 3,490 VMT for the project and fuel efficiency rates. The estimates are conservative since they assume no electric, hybrid, or other alternative fuel use vehicles are utilized. Federal and state laws and regulations will continue to require further improvements in fuel efficiency in motor vehicles produced and/or sold in the United States and total annual consumption of petroleum-based fuel is expected to decrease over time.

Therefore, in accordance with provision A(a)ii of the BAAQMD operational thresholds impacts related to the consumption of electricity by the project would be less than significant.

5.8(b) (Conflict with GHG Plan) Less Than Significant Impact: The project is subject to local policies related to GHG emissions including the City of San Ramon CAP. As proposed, the project is consistent with all the applicable local plans, policies, and regulation and does not conflict with the stipulations of AB 32, the applicable air quality plan, or any other State or regional plan, policy, or regulation of an agency for the purpose of reducing greenhouse gas emissions.

As proposed, construction activities and operation of the project would be conducted in a manner that generally conforms with the City's Climate Action Plan since it promotes infill development and

meets energy efficiency requirements of Title 24. The project is consistent with the City's CAP and in particular strategy E-1 in that relative to the existing use of the site the project will result in increased energy efficiency, incorporate reliance on renewable sources of energy (rooftop solar), utilize low emission equipment during construction. The City of San Ramon is served by Marin Clean Energy (MCE) which provides options for 60 percent or 100 percent renewably generated electricity from local sources. Additionally, the project will implement CAP strategy LU-6 by redeveloping an underutilized parcel in an urbanized area and establishing an open space zoning on the southern portion of the site to remain undeveloped. The proposed project is also compliant with STRATEGY T-5, which encourages the use of low and zero emission vehicles, by pre-plumbing to provide for electric vehicle (EV) charging in every garage and one EV charging station for guest parking.

The project does not conflict with a local plan adopted for the purpose of reducing GHG emissions. Therefore, in accordance with provision B of the BAAQMD operational thresholds impacts due to GHG emissions will be less than significant because the project is consistent with the City of San Ramon's qualified CAP.

Mitigation Measures: None Required.

5.9. HAZARDS/HAZARDOUS MATERIALS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☒	☐	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☐	☐	☒
d) Be located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would create a significant hazard to the public or the environment?	☐	☐	☒	☐
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport of public use airport, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	☐	☐	☐	☒
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
g) Expose people or structures, either directly or indirectly, to a significant risk of loss, injury or death involving wildland fires?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035; General Plan EIR; Trumark Townhomes Plan Set (Architectural, Civil, and Landscape Plans) dated September 28, 2018; Phase 1 Environmental Site Assessment, prepared by ENGEO, dated August 30, 2021; and CAL FIRE, Fire Hazard Severity Zones in SRA for Contra Costa County, adopted June 15, 2022.

Hazardous Material Setting:

The California Department of Toxic Substances Control (DTSC) defines a hazardous material as: "a substance or combination of substances that, because of its quantity, concentration or physical, chemical, or infectious characteristics, may either: 1) cause, or significantly contribute to an increase in mortality or an increase in serious, irreversible, or incapacitating illness; or 2) pose a substantial present or potential hazard to human health or the environment when improperly treated, stored, transported, disposed of, or otherwise managed." Regulations governing the use, management, handling, transportation and disposal of hazardous waste and materials are administered by Federal, State and local governmental agencies. Pursuant to the Planning and Zoning Law, DTSC maintains a hazardous waste and substances site list, also known as the "Cortese List."

Hazardous waste management functions in the City of San Ramon are administered pursuant to the Contra Costa County Hazardous Materials Area Plan.[7] The 2016 Contra Costa County Hazardous Materials Area Plan identifies hazardous materials incident planning, operations, organization, and responsibilities for handling a hazardous materials incident in Contra Costa County. Contra Costa County's Hazardous Materials program serves area residents by responding to emergencies and monitoring hazardous materials.

The Contra Costa Health Services Hazardous Materials Programs Office (CCHS) is the Certified Unified Program Agency (CUPA) for all cities and unincorporated areas within Contra Costa County. As the CUPA, CCHS is the local agency responsible for administering the six elements of the Unified Hazardous Waste and Hazardous Materials Management Regulatory Program (Unified Program). The San Ramon Valley Fire Protection District maintains a hazardous materials Response team that responds to emergency and non-emergency incidents. The intent of these programs is to protect the public health from exposure to hazardous waste.

The City's Emergency Operations Plan, adopted in 2006 and subsequently updated, establishes emergency planning, policies and procedures, and resources. The plan identifies the appropriate actions to take when an event occurs due to a major earthquake, hazardous materials incident, flood, national security emergency, wildfire, landslide, and other events. The City's Emergency Organization is set forth in the Municipal Code Division A8 Chapter 1 and specifies that all emergency response agencies shall use the Incidental Command System, Standardized Emergency Response System and National Incident Management System.

The California Department of Forestry and Fire Protection (CAL FIRE) is required by law to map areas of significant fire hazards based on fuels, terrain, weather, and other relevant factors. CAL FIRE's Statewide and County maps (adopted November 2007) depict Fire Hazard Severity Zones (FHSZs) that are within the State Responsibility Area (SRA). The SRA is the area of the state where the State of California is financially responsible for the prevention and suppression of wildfires. The SRA does not include lands within city boundaries or in federal ownership. The FHSZs in the SRA are further classified as being Moderate, High, or Very High.

[7] "*Contra Costa County Hazardous Materials Area Plan*," prepared by the Contra Costa County Hazardous Materials Program Office, May 2016.

In addition, CAL FIRE has prepared and transmitted recommendations for Very High FHSZs in those areas where local governments have financial responsibility for wildland fire protection, known as Local Responsibility Areas (LRA). Only lands zoned as Very High FHSZ are identified within the LRA.

The City of San Ramon in its entirety, including the project site, is categorized as Non-VHFHZ by CAL FIRE.

Phase I Environmental Site Assessment

ENGEO prepared a Phase I Environmental Site Assessment (ESA) for the project on August 30, 2021 (**Appendix D**). The Phase I ESA identified the following:

1) There was no evidence of the following on the subject property:
    a. Recognized Environmental Conditions (RECs)
    b. Controlled Recognized Environmental Conditions (CRECs)
    c. Historical Recognized Environmental Conditions (HRECs)
2) The subject property was historically used for agricultural purposes until approximately 1993 and neither site reconnaissance nor records review found documentation or physical evidence of soil or groundwater impairments from current or past uses and no further ground testing is recommended.
3) Due to the age of the subject property administration building (circa 1993), a lead-based paint (LBP) and asbestos survey should be conducted.
4) During demolition, the contractor will need to work with authorized facilities, PG&E, and the SRVFPD to safely remove and appropriately dispose of on-site batteries, electronics, a transformer, and a generator and associated 2,500-gallon diesel tank.

ENGEO determined that the site is appropriate for the proposed project and that there are no on-site hazards beyond those associated with the demolition and removal of the office building and equipment.

Hazards/Hazardous Materials Impact Discussion:

5.9(a,b) (Routine Transport, Upset and Accident Involving Release) Less Than Significant with Mitigation: Site demolition, preparation, and construction activities will result in the temporary presence of potentially hazardous materials including, but not limited to fuels and lubricants, paints, solvents, insulation, electrical wiring, and other construction related materials onsite. Although these potentially hazardous materials may be present onsite during construction, the applicant is required to comply with all existing federal, state, and local safety regulations governing the transportation, use, handling, storage and disposal of potentially hazardous materials.

The Phase I Environmental Site Assessment (ESA) determined that due to the age of the existing office building structure an asbestos and lead survey should be carried out. **Mitigation Measure HAZ-1** requires that a lead and asbestos survey be completed and provided to the City prior to the issuance of a demolition permit. The ESA also recommended disposal of on-site batteries and electronics at authorized facilities. **Mitigation Measure HAZ-2** requires that proof of disposal of batteries and electronics at authorized facilities be provided to the City prior to issuance of a demolition permit. The

ESA also recommended collaboration with PG&E to remove an on-site transformer and collaboration with the County and Fire Departments to remove the on-site generator and 2,500 gallon diesel tank. **Mitigation Measure HAZ-3** requires that evidence of removal of the transformer, generator, and tank and clearance from PG&E and the Fire Department be provided to the City prior to issuance of a demolition permit.

Prior to the commencement of site demolition, grading, and preparation, a Stormwater Pollution Prevention Plan (SWPPP) that includes Best Management Practices (BMPs) will be prepared and implemented during all construction activities. This includes good housekeeping of construction equipment, stockpiles and active construction areas, ensures that spill and leak prevention procedures are established, and that clean up kit and materials are readily available for use onsite during all construction activities. Compliance with all existing Federal, State, and local safety regulations governing the transportation, use, handling, storage, and disposal of potentially hazardous materials ensure that impacts due to temporary construction will be less than significant.

The proposed residential development may generate or use hazardous waste, in accordance with typical residential usage. Compliance with required regulations governing hazardous materials will ensure that potential hazards to the public or the environment through the routine transport, use, or disposal of hazardous materials at project operation will be less than significant with the proposed mitigations.

5.9(c) (Emit or Handle Hazardous Materials Within ¼ Mile of School) No Impact: The San Ramon Valley Unified School District (SRVUSD) provides public K-12 educational services to the City. From the project site, the nearest schools are Twin Creeks Elementary School at 1.2 miles, Iron Horse Middle School at 2.9 miles, and California High School at 4.2 miles. The subject property does not contain, nor is adjacent to, any schools.

During demolition and construction materials which may be hazardous will be removed from the site and transported to appropriate disposal facilities. The project will be subject to a Haul Route Permit from the Planning Services Division of San Ramon which will ensure that during construction the hauling of materials will have no impacts on local schools.

The proposed project is not be located within a quarter mile of any schools and therefore there is no impact to nearby schools due to hazardous materials emissions of handing during operation.

5.9(d) (Existing Hazardous Material Sites) Less than Significant Impact: The California Environmental Protection Agency (CAL-EPA) annually updates the California Hazardous Waste and Substances Site List (also known as the Cortese List"). The Department of Toxic Substances Control (DTSC) compiles a record of sites to be included on the list, which is then submitted to the CAL-EPA. As part of the Phase I ESA, ENGEO conducted a regulatory agency records review and a regulatory database records review. Below are the results of those reviews:

- Contra Costa County Department of Environmental Health (CCCDEH) records that lead batteries, sulfuric acid (inside the batteries), and diesel fuel are located at the site. Records show that a Spill Prevention, Control, and Countermeasures Plan was developed but never implemented for the site and that the fuel tank for the generator had not undergone routine integrity testing.
- The subject property is not identified on the HAZNET database.

- No information indicating any release of hazardous materials from the subject property was found on the California State Water Resources Control Board EnviroStor website.
- No information indicating any release of hazardous materials from the subject property was found on the Department of Toxic Substances Control GeoTracker website.

The Phase I ESA did not detect any indication of spills, leaks, or contaminated soils on the project site. A records search did not find documentation of past spills, leaks, or other hazards on the site or on adjacent sites. Therefore, the project will have less than significant impacts due to existing hazardous materials onsite or in the vicinity.

5.9(e) (Public Airport Land Use Plans, Private Airport Land Use Plans) No Impact: The City of San Ramon does not contain any airports or private airstrips and does not overlap with any airport influence areas. The closest airport to the City of San Ramon is the Livermore Municipal Airport, located about 4 miles southeast of the City. Therefore, the project is not located within the boundaries of an airport land use plan or located in direct proximity to a private airstrip. As such, no impacts associated with airport-related hazards would occur.

5.9(f) (Impair Emergency Response Plan) Less Than Significant Impact: The project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Site plans include an access driveway to accommodate emergency vehicles and provide connectivity to the existing circulation and street system. The access driveway entrance to the public street will not interfere with implementation of the City of San Ramon's Emergency Operations Plan. The proposed project will retain sufficient emergency vehicle access throughout all phases of construction and at operation. The San Ramon Valley Fire Protection District has reviewed the project and has found the emergency access adequate. Therefore, during operation impacts of the proposed project on emergency response plans will be less than significant.

During construction some street closures may occasionally be necessary during delivery of large equipment or materials or during demolition, grading, and construction of the street-side infrastructure. Demolition of the existing sidewalk and driveway and construction of the new sidewalks, driveway, and flow-through stormwater bioretention cell on the street will be subject to temporary encroachment permits and a Haul Route permit from the City of San Ramon. These impacts will be temporary and will be subject to requirements of the City to ensure appropriate access by emergency vehicles is maintained to the site and to the surrounding neighborhoods. Therefore, during construction, impacts from the proposed project on emergency response plans will be less than significant.

5.9(g) (Wildland Fire Hazards) Less Than Significant Impact: Wildland fires are of concern particularly in expansive areas of native vegetation of brush, woodland, grassland. The project site is located within the City limits and surrounded by roadways and residential land uses. The project site is categorized as a Non-VHFHZ by CAL FIRE and surrounded by land designated as Non-VHFHZ on all sides. The project site is located nearly ¾ of a mile from an open space area containing grasses and trees that is designated as "High Fire Hazard Severity Zone" by CAL FIRE.

A fire buffer has been detailed on Sheet L-7 of the project plans which involves management of the open space area and removal and abatement of fire fuels within 100 feet of the rear of the proposed development footprint. General Plan policy 9.5-I-1 requires site design features and fire-retardant building materials to reduce risk of fire. New structures onsite would be built according to the latest California Building Code, which contains fire prevention standards for building materials, systems,

and assemblies used in the exterior design and construction. The project would not exacerbate the risk of wildland fire hazards and with the implementation of the fire buffer and vegetation management plan, would reduce the ability of wildfire to spread.

The San Ramon Valley Fire Protection District (SRVFPD), which is responsible for protecting life, property, and the environment from fire, implements an Exterior Hazard Abatement program. This program is designed to reduce or prevent the spread of wildfire from one property to another and serves as a safeguard. Each year, property owners in the wildland urban interface area are notified of the requirement for exterior hazard abatement to address any overgrowth of grasses, weeds, shrubbery or trees.

Additionally, the SRVFPD responds to calls including structure, wildland, and other fires. The nearest fire station is SRVFPD Fire Station 38 at 1600 Bollinger Canyon Road, approximately 900 feet to the south of the project site. The fire station in the vicinity would be able to provide a timely response. Therefore, impacts related to the exposure of people or structures to a significant risk of loss, injury or death involving wildland fires will be less than significant.

Mitigation Measures:

HAZ-1: Prior to issuance of any demolition or grading permit, the applicant shall submit a report detailing the results of a comprehensive asbestos survey and, if asbestos containing materials (ACM) are identified onsite, plans for safe removal. If ACM are verified, the applicant shall prepare an Operations and Maintenance (O&M) Safety Plan and receive approval of the O&M Plan from the SRVFPD. The purpose of the O&M Plan is to establish protocol for the removal and disposal of ACM and shall also address the potential for accidental discovery of hazards and hazardous materials during construction activities including lead-based paints and groundwater contamination. Said plans shall be implemented during demolition and construction activities including the following:

a) Use appropriate site control measures such as wet methods to minimize airborne dust generation.
b) Identify construction worker protection plan for handing ACM.
c) Characterize material export and proper disposal requirements.
d) Notification requirements to the Bay Area Air Quality Management District in accordance with the Asbestos Demolition and Renovation Program requirements.

HAZ-2: Prior to issuance of any demolition or grading permit, the applicant shall submit documentation to the City demonstrating that proper removal and disposal of on-site batteries and electronics at authorized facilities.

HAZ-3: Prior to issuance of any demolition or grading permit, the applicant shall submit documentation to the City from PG&E, the County, and the SRVFPD detailing the proper removal and disposal of on-site transformer, generator, and 2,500 gallon diesel tank at authorized facilities.

5.10. HYDROLOGY AND WATER QUALITY

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	☐	☒	☐	☐
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern on the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	☐	☐	☒	☐
i) result in substantial erosion or siltation on- or off-site;	☐	☐	☒	☐
ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or offsite;	☐	☐	☒	☐
iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	☐	☐	☒	☐
iv) impede or redirect flood flows?	☐	☐	☒	☐
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	☐	☐	☐	☒
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	☐	☐	☐	☒

Sources: City of San Ramon General Plan 2035; General Plan EIR; Trumark Townhomes Plan Set (Architectural, Civil, and Landscape Plans) dated September 28, 2018; Geotechnical Feasibility Report, prepared by ENGEO, August 18, 2021; Phase 1 Environmental Site Assessment, prepared by ENGEO, dated August 30, 2021; FEMA Flood Maps, https://msc.fema.gov, accessed August 25, 2022.

Hydrology and Water Quality Setting:

The San Ramon Planning Area is drained by the Alameda Creek and Walnut Creek watersheds. The project site drains to Bollinger Creek which joins San Ramon Creek southeast of the project site and is ultimately a tributary of the Alameda Creek watershed. The City is located in the Livermore Valley groundwater basin, Livermore Valley groundwater sub-basin (California Department of Water Resources (DWR), 2021). This groundwater basin drains an area of 109 square miles, and the quality of groundwater within this sub-basin is generally good to excellent (DWR, 2006).

Federal and State Regulations

The Federal Emergency Management Agency's (FEMA's) flood hazard mapping program provides important guidance for the City in planning for flooding events and regulating development within identified flood hazard areas. FEMA's National Flood Insurance Program is intended to encourage State and local governments to adopt responsible floodplain management programs and flood measures. As part of the program, the FEMA defines floodplain and floodway boundaries that are shown on the Flood Insurance Rate Maps (FIRMs).

The Clean Water Act (CWA) is the major federal legislation governing water quality in the United States and is implemented and enforced by the US Environmental Protection Agency (USEPA). The objective of the CWA is "to restore and maintain the chemical, physical, and biological integrity of the Nation's waters." Under section 402 (p) of the CWA, the USEPA established the National Pollution Discharge Elimination System (NPDES) permitting program to address water pollution by regulating point source and non-point source pollutants that might enter the waters of the US.

Local NPDES permit programs are administered by the San Francisco Regional Water Quality Control Board (RWQCB) which issued a joint permit to Contra Costa Cities and the County. The City of San Ramon Stormwater Program is comprised of the Countywide Program and the San Ramon Stormwater Management Plan. The RWQCB issues the NPDES permit based on the components of these plans that include local measures to reduce the quantity of stormwater that enters the storm drain and ultimately the creeks and to reduce the pollutants within the stormwater. Dischargers whose projects disturb one or more acres of soil, or whose projects disturb less than one acre, but are part of a larger common plan of development that in total disturbs one or more acres, are required to obtain coverage under the NPDES General Permit (No. CAS000002) for Discharges of Storm Water Discharges Associated with Construction and Land Disturbance Activities Order 2009-0009-DWQ (as amended by 2010-0014-DWQ and 2012-0006-DWQ) from the State Water Resources Control Board.[8]

Construction activity subject to this permit includes clearing, grading and disturbances to the ground such as stockpiling, or excavation. The NPDES General Permit requires the development of a Storm Water Pollution Prevention Plan (SWPPP) by a certified Qualified SWPPP Developer. The SWPPP includes specifications for Best Management Practices (BMPs) to be implemented during construction activities to control potential discharge of pollutants from the construction area. Additionally, the

[8] State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed August 25, 2022.

SWPPP describes measures to prevent pollutants in runoff after construction is complete and develops a plan for inspection and maintenance of the project facilities.

The County of Contra Costa sets forth Low Impact Development (LID) Design Guides in Chapter Four of the CCCWP's Stormwater C.3 Guidebook. Development projects in Contra Costa County that create or replace 10,000 square feet or more of impervious area are subject to the County's Stormwater Program requirements in order to comply with the C.3 requirements in the California Regional Water Quality Control Boards' Municipal Regional Permit. Contra Costa County LID strategies include draining impervious surfaces to landscaped areas, the use of bio-retention[9] and other retention features to capture runoff and encourage infiltration onsite, thereby decentralizing storm water treatment and integrating it into the overall site design.

San Ramon General Plan and Zoning

The San Ramon General Plan includes policies identifying standards for water conservation, landscaping, water recycling, and other water-related standards for new construction. Title B, Division B6, Chapter 12 of the San Ramon Municipal Code provides regulations and requirements to prevent, control, and reduce stormwater pollution in new development and redevelopment that are applicable to the project. In accordance with the City's NPDES permit, every application for a development permit must provide a stormwater control plan that meets the criteria in the most recent version of the Contra Costa Clean Water Program C.3. Guidebook. Stormwater management facilities are required to be constructed in such a manner as to reduce the chances of failure and minimize maintenance. Stormwater facilities must be maintained annually at the cost of the owner.

Existing Site Conditions

The northern portion of the project site exhibits a relatively flat developed terrace that ranges from 640 to 630 feet above mean sea level in elevation. The southern portion of the project site is a steep, wooded slope that runs down to Bollinger Creek towards Crow Canyon Road, from 630 to 550 feet in elevation. The developed portion of the site includes a 51,000 square foot commercial office building, parking lots, and pedestrian paths which contribute stormwater runoff from impervious surfaces. Stormwater that falls on the developed portion of the site sheetflows across impervious surfaces to stormwater drains that outflow to the southern portion of the site. Stormwater discharged to the southern portion of the site ultimately drains to Bollinger Creek.

The project site is located in FEMA Zone X (unshaded), as delineated on maps 06013C0463F. Zone X is the area determined to be outside the 500-year flood. These areas are considered to have a minimal flood hazard. The lower undeveloped portion of the site is covered in a Letter of Map Revision (LOMR) 10-09-3220P, effective January 27, 2011. Bollinger Creek is designated as Zone A by FEMA, which means that it has a 1 percent annual chance of flooding.

Hydrology and Water Quality Impact Discussion:

5.10(a) (Violations of Water Quality Standards) Less Than Significant Impact with Mitigation: Construction activities have the potential to result in runoff that contains sediment and other

[9] Bio-retention areas function as a soil and plant-based filtration and infiltration feature that removes pollutants through natural physical, biological, and chemical treatment processes.

pollutants that could degrade water quality if not properly controlled. Sources of potential pollution associated with construction include fuel, grease, oil and other fluids, concrete material, sediment, and litter. These pollutants have the potential to result in impacts due to chemical contamination from the release of construction equipment and materials that could pose a hazard to the environment or degrade water quality if not properly managed, which would be considered a potentially significant impact.

The proposed project will disturb mor than one acre during construction activities. When more than one acre is disturbed, controls must be in place to prevent the runoff of storm water during construction, the project shall adhere to the requirements outlined in the "NPDES General Permit (No. CAS000002) for Discharges of Storm Water Discharges Associated with Construction and Land Disturbance Activities," including the preparation and implementation of a SWPPP and compliance with the RWQCB Order No. R2-2015-0049, Waste Discharge Requirements. Erosion control requirements are stipulated in the NPDES Permit issued by the RWQCB. These requirements include the preparation and implementation of a SWPPP that contains BMPs. The purpose of the SWPPP is to identify potential sediment sources and other pollutants and prescribe BMPs to ensure that potential adverse erosion, siltation, and contamination impacts would not occur during construction activities.

Mitigation Measure HYDRO-1 requires that the project implement a SWPPP with BMPs including but not limited to fiber roll protection at all drains, the use of gravel at access driveways during construction, designated washout areas, and the development and implementation of a hazardous materials spill prevention plan. These and other BMPs are designed to protect water quality from potential contaminants in stormwater runoff emanating from construction sites. With implementation of Mitigation Measure HYDRO-1, the project's potential to result in a violation of water quality standards during construction would be reduced to levels below significance.

Based on geotechnical investigations (Appendices C and C-2), groundwater in the vicinity of the subject property may be encountered at 11 to 18 feet bgs. As such, ground disturbance and trenching for utilities has the potential to encounter groundwater and may require dewatering during construction activities. The discharge of construction dewatering could result in increased sediment loads to the storm drain system, which could similarly impact water quality if not properly controlled. **Mitigation Measure HYDRO-2** below requires that the project comply with waste discharge requirement specified by the RWQCB including the reuse of dewaters onsite, allowing settlement of sediment to occur prior to release, and other BMPs. Direct discharge from dewatering shall be precluded from directly entering Bollinger Creek. With implementation of Mitigation Measure HYDRO-2 below the project's potential to result in a violation of water quality standards due to dewatering associated with construction would be reduced to levels below significance.

At operation, stormwater runoff could degrade water quality via non-point contaminants such as oils, grease, and exhaust that settles onsite. Permanent stormwater BMPs have been designed in accordance with the CCCWP's Low Impact Development (LID) Design Guidelines and Provision C.3 of the RWQCB Municipal Regional Stormwater NPDES Permit ("MS4"), NPDES Permit No. CAS612008.

The project includes new storm drainage infrastructure to accommodate stormwater from impervious surfaces such as roofs and paved surfaces. Onsite improvements will capture storm water runoff via a 12-inch storm drain under the private loop road and alley and convey it to a cistern system also under the private loop road. The in-ground cistern will impound water and convey it to a bioretention basin adjacent to the central paseo for treatment.

The project's preliminary stormwater control plan is included in the project plan set on Sheet TM-7 and divides the project area into three drainage management areas (DMA). DMA 1 includes most of the residences, circulation, and landscaping elements and contains 92,903 square feet of impervious surfaces that drain to and are treated by a 2,201 square foot bioretention basin, and 97,930 square feet of pervious or self-treating landscaping areas that will contribute little or no stormwater runoff.

The bioretention basin will have an impervious liner preventing subsurface infiltration and a perforated subdrain that will convey any excess stormwater to the open space area (DMA 2) which ultimately drains downslope to Bollinger Creek. DMA 2 comprises the southern undeveloped portion of the project and is designated as a self-treating area. DMA 3 comprises 13,989 square feet of concrete and asphalt pavement on Deerwood Drive where stormwater sheetflows across the Deerwood Drive and is captured by the street curb and conveyed through the gutters. This stormwater flows to two 4-foot by 8-foot flow-through planters located in the Deerwood Drive that provide 64 total square feet of treatment area that removes solids and suspended pollutants. The planters also slow stormwater before it drains into a 12-inch stormdrain pipe that travels through the existing municipal storm drain easement along the western property boundary of the site. The municipal stormdrain discharges to the storm drain easement area on the sloped open space portion of the site before ultimately draining to Bollinger Creek.

Based on the above, compliance with stormwater standards and with implementation of HYDRO-1 and HYDRO-2, the project's potential to result in a violation of water quality standards would be reduced to levels below significance.

5.10(b) (Groundwater Supply and Recharge) Less Than Significant Impact: The East Bay Municipal Utility District (EBMUD) is the water supplier within the City of San Ramon. Approximately 90 percent of the water used by EBMUD comes from the Mokelumne River watershed located in the Sierra Nevada Range. According to the San Ramon General Plan and the EBMUD Urban Water Management Plan,[10] the City has adequate water supply resources to accommodate development without depleting, degrading or altering groundwater supplies or interfering substantially with groundwater recharge.

Development of the project will not result in the lowering of the aquifer or the local groundwater table. The project's water demands are in the range of water demands evaluated in the San Ramon General Plan, which found that sufficient water supplies are available to meet existing and planned future development within the area. Groundwater reserves will not be impacted by the proposed development. Therefore, the project will have a less than significant impact to groundwater supplies and recharge.

5.10(c. i-iv) (Drainage Pattern, Erosion, Runoff and Storm Drain Capacity) Less Than Significant Impact: Stormwater follows the existing gradient of the project site and is directed to municipal storm drains and the open space at the rear of the property where it infiltrates into the ground and ultimately towards Bollinger Creek. The site is currently developed with impervious surfaces which the proposed development would replace with new impervious surfaces and stormwater infrastructure. No streams or rivers cross the project site, but Bollinger Creek is adjacent to the rear

[10] East Bay Municipal Utility District, Urban Water Management Plan, 2020.

of the property. No changes to the course of any streams or rivers would be affected by the proposed project resulting in less than significant impacts.

As shown on the Preliminary Stormwater Control Plan, the project would introduce approximately 106,892 square feet of impervious surfaces. The general direction and pattern of drainage following construction will match pre-development conditions. While the proposed project would introduce new impervious surfaces onsite, the project will also introduce LID standards and new storm drainage infrastructure onsite to capture, convey and manage additional discharge resulting from new impervious surfaces introduced. Onsite improvements will capture and filter storm water runoff through bioretention basins and modulate its flow prior to discharge. The steep slope at the rear of the development will be stabilized by a retaining wall that includes drainage. By stabilizing the existing slope, the project will reduce risks of erosion of that slope. Therefore, the project will not result in a drainage pattern that causes substantial erosion or siltation on- or off-site nor will it result in flooding on- or off-site. Impacts to the drainage pattern, storm drain system and runoff as a result of the proposed project would be less than significant.

Offsite improvements include the construction of gutters and flow-through planters on the project's street frontage at Deerwood Drive. The flow-through planters will filter and modulate the flow of stormwater that falls on approximately 13,898 square feet of public streets and provide 64 square feet of treatment area before the stormwater flows to the existing storm drain infrastructure. The San Ramon Engineering Services Division regulates storm drain facilities to ensure they are capable of accommodating the 25-year storm event and that runoff from new development projects do not increase the 100-year peak flows in the City's flood control channels. The City's Engineering Services Division has reviewed the project. The project does not require the City to expand existing facilities, nor does it warrant construction of new storm drain facilities. Therefore, impacts to the storm drain system would be less than significant.

Based on FEMA's FIRM Panel 06013C0463F, the project site is located in Zone X (unshaded), an area determined to be outside the 500-year flood. These areas are considered to be minimal flood hazard areas. A Letter of Map Revision (LOMR) 10-09-3220P, effective January 27, 2011, extends from approximately the southern edge of the existing paved parking lot and encompasses the lower undeveloped portion of the site. Bollinger Creek is designated as Zone A by FEMA, which means that it has a 1 percent annual chance of flooding. As such, the proposed residential development would not place housing within a FEMA 100-year flood hazard area and would not place residences or structures in a location with a significant risk due to flooding, as identified by FEMA. In addition, the proposed project would not place structures within a FEMA 100-year flood hazard area and impede or redirect flood flows. Therefore, impacts related to flood hazards would be less than significant.

5.10(d) (Flood Hazard, Tsunami, Seiche) No Impact: There are no levees or dams in the immediate project vicinity, nor are any such facilities located upstream of the project area that would pose a potential threat of flood associated with failure. Likewise, the project site is not located near any large bodies of water that would be susceptible to a seiche. San Ramon is over 29 miles from the Pacific Ocean, precluding the possibility of tsunami inundations from waves. According to the Phase 1 Environmental Site Assessment (**Appendix D**), there is no evidence of soil or groundwater contaminants present onsite, nor any reason to believe that they were introduced to the site by a prior use, and therefore there is no risk of release of pollution into runoff should the site be inundated. Based on the above, the proposed project would not be exposed to hazards associated with any of the above catastrophes and therefore there would be no impacts from project implementation.

5.10(e) (Conflict with Water Quality Control Plan) No Impact: The proposed project would not conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. The City of San Ramon has not adopted a water quality control plan or sustainable groundwater plan, and there are no other such plans that cover the project site. The Zone 7 Water Agency is in the process of preparing a draft Groundwater Sustainability Plan that would cover the project site, however the draft has not yet been released. Therefore, the proposed project would not conflict with any existing water quality control plans or sustainable groundwater management plans and there are no impacts.

Mitigation Measures:

HYDRO-1: In accordance with the National Pollution Discharge Elimination System regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, temporary erosion control including fiber rolls, staked straw bales, geofabric, and sandbags, and identification for use and cleanup of hazardous materials. Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction a monitoring report shall be conducted weekly during dry conditions and three times a day during storms that produce more than 1/2" of precipitation.

HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges shall require a one-time special discharge permit from the Central Costa County Sanitary District and shall operate in compliance with the District's NPDES Discharge Permit CA0037648, adopted June 8, 2022 (Order No R2-2022-0020).[11] Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the California Regional Water Quality Control Board San Francisco Bay Region Order No. R2-2015-0049, Municipal Regional NPDES Permit No. CAS612008, and the Contra Costa Clean Water Program and Implementing Standards for Erosion and Sediment Control. In the event that groundwater is discharged to the storm drain system, the applicant shall submit permit registration documents for the SWPPP including characterization of the discharge specific BMPs.

[11] San Francisco Bay Regional Water Quality Control Board, Central Contra Costa Sanitary District Wastewater Treatment Plant Waste Discharge Permit, June 2022, https://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/2022/R2-2022-0020.pdf, Accessed September 8, 2022.

5.11. LAND USE AND PLANNING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Physically divide an established community?	☐	☐	☐	☒
b) Cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035 and General Plan EIR; San Roman Municipal Code; San Ramon Climate Action Plan; and San Ramon Bicycle Master Plan, April 2018.

Land Use and Planning Setting:

The City of San Ramon encompasses 18.73 square miles and includes a variety of land uses such as residential, office, commercial and public land uses. The City is situated on both sides of I-680, in the southeastern portion of Contra Costa County. The City of San Ramon is largely developed with limited vacant land remaining.

The San Ramon General Plan identifies two basic philosophies to accommodate future growth: 1) annex land within the Urban Growth Boundary (UGB) as necessary to accommodate future housing needs, and 2) focus new growth inward through the intensification of land use density via infill projects within existing urban areas.

The project site is located within the limits of the City of San Ramon, within the Crow Canyon Planning Subarea. The project site is occupied by an existing office building and currently has a land use designation of Office (O) and zoning designation of Administrative Office (OA). Surrounding land uses to the north, east, and west include Multiple Family High Density Residential and to the south across Crow Canyon Road include areas designated as Office and Public and Semi-Public. The project site is bounded to the north and east by areas zoned Medium Density Residential (RM) and to the west by Medium-High Density Residential (RMH).

To accommodate the proposed development, the project proposes a General Plan Map Amendment to change the land use designation to Multiple Family High Density Residential (MFHD) and a Zoning Map Amendment to change the zoning designation to High Density Residential (RH) and Open Space 2 (OS-2). The General Plan 2035 calls for Multiple Family High Density Residential Use to provide a density range of 14.0 to 30.0 dwelling units per acre. The RH zoning designation implements the Multiple Family High Density Residential General Plan land use designation and is applied to areas of the city appropriate for townhouses or apartments at a density of 22 to 30 units per net acre. The project proposes 61 residential units on 2.09 net acres, resulting in a net density of 29.19 units per acre. The OS-2 zoning designation is applied to areas of the city where privately owned land is suitable

for passive recreational uses or where lands subject to flooding, landslide or other hazards should remain in open space.

San Ramon General Plan

The proposed project is subject to land use goals and policies outlined in the San Ramon General Plan. The following policies from the General Plan are particularly applicable to the subject project:

- **Implementing Policy 4.6-I-9:** Require residential development to employ creative site design and architectural quality that blends with the characteristics of each specific location and its surroundings, while incorporating 360-degree design principles.
- **Implementing Policy 4.6-I-10:** Provide a wide range of housing opportunities for current and future residents.
- **Implementing Policy 4.6-I-12:** Ensure that all residential development provide adequate parking.
- **Implementing Policy 4.8-I-2:** Ensure that the design, location, and size of new development blends with the environment and a site's natural features.

The creek to the south of the project site is identified in General Plan Figure 8-3 (Resource Management) and is subject to the creek setback standards pursuant to Division D5, Chapter 1, Section D5-4 of the Zoning Ordinance.

San Ramon Zoning Ordinance

The subject property is zoned Administrative Office (OA) and the specific development standards are limited to a Floor Area Ratio (FAR) of 0.45. The project site is approximately 191,664 square feet and the existing development is 51,000 square feet for an existing FAR of 0.27.

The proposed zoning for the project site is High Density Residential (RH) which has a density limit of 22 to 30 dwelling units per acre, maximum height of 35 feet, 15 foot front setback, 6 foot side setback, 16 feet aggregate side, and 10 foot rear setback. The proposed density is approximately 29 units per net acre. The height of the proposed buildings is approximately 32 feet, 9 inches measured from the midpoint of the roof, from peak to the top of plate. Proposed setbacks are 17 feet at front, 10.5 feet on the side, 21 feet aggregate on the side, and greater than 10 feet at the rear.

Division D3, Chapter 2, Section D3-20 of the Zoning Ordinance requires that RH zoned sites be 15 percent landscaping by area and greater than 22 percent is proposed by the project. Division D3, Chapter 3, Section D3-28 requires in Table 3-8 that multifamily units with two and three bedroom units must have 2 parking spaces per unit for residents with at least one of those spaces being within a garage or carport, and one guest parking space for every four units. The proposed project provides 2 parking spaces per unit in private attached garages and 1 guest parking space per four residential units.

Division D5, Chapter 1, Section D5-4 of the Zoning Ordinance states that no habitable structure shall be located within 100 feet of the centerline of a creek or stream channel identified in General Plan Figure 8-3. Improvements within the setback areas shall be limited to open space and recreation amenities and access roads incidental to achieving effective circulation patterns. The proposed project complies with creek setbacks and land use restrictions.

Land Use and Planning Impact Discussion:

5.11(a) (Divide An Established Community) No Impact: Division of an established community typically occurs when a new physical feature, in the form of an interstate or railroad, physically transects an area, thereby removing mobility and access within an established community. The division of an established community can also occur through the removal of an existing road or pathway, which would reduce or remove access between a community and outlying areas.

The project proposes development on an underutilized parcel that is bounded by Deerwood Drive to the north and Crow Canyon Road to the south with existing residential uses located to the west, east and north of the site across Deerwood Drive. While the proposed project would modify access to the site with one two-way driveway to the site instead of two driveways as existing, it would not introduce or remove/relocate any public road or pathway, nor would it introduce a new roadway that could change access or mobility in the project vicinity. Existing improvements along the Deerwood Drive frontage in the street right of way will be maintained.

As such, there are no aspects of the project that would substantially reduce mobility, access or otherwise preclude continuity of the established neighborhood. Therefore, the project would have no impact due to the physical division of an established community.

5.11(b) (Land Use Plan, Policy, Regulation Conflict) Less Than Significant Impact: As indicated above, the project proposes a General Plan map amendment to change the land use designation of the project site to Multiple Family High Density Residential (MFHD) from Office (O) and a Zoning Map Amendment to change the zoning to High Density Residential (RH) and Open Space 2 (OS-2) from Administrative Office (OA) zoning.

The project site is located within an urbanized portion of San Ramon and the proposed project would be consistent with the General Plan in that it would implement infill development, envisioned by the San Ramon General Plan as one of the approaches for accommodating new growth. The proposed project would also be required to comply with various policies of the San Ramon General Plan 2035 and standards included in the San Ramon Zoning Ordinance applicable to the proposed land use changes. It would be within the density range permitted by the MFHD land use designation and RH zoning, as described in Project Description section of this document. The project would result in the development of 61 townhomes at different affordability levels and would, thus, be consistent with the General Plan Guiding Policy 11.5-G-1 which calls for the provision a diversity of housing types and affordability levels within San Ramon to meet the needs of community residents and Implementing Policy 4.6-I-10 as described above.

Additionally, the project would be consistent with Implementing Policy 4.6-I-12 described above in that it would provide a total of 133 parking spaces inclusive of two spaces per residence in associated garages and 16 guest spaces (one accessible space set up for electric vehicle use is provided which counts as two parking spaces for local code requirements, pursuant to AB 1100) that fulfill the required number of parking space (122 spaces) per parking standards in the City of San Ramon Zoning Ordinance (Division D-3, Table 3-8). The project would be consistent with Implementing Policy 4.8-I-2 as described above in that it would preserve the open space in the southern portion of the site, which includes coast live oak woodland and limited amount of riparian woodland associated with Bollinger Creek with flows south of the project site. Furthermore, the project's review through the City's Architectural Review process ensures that the project meets Implementing Policy 4.6-I-9 as described above. On August 11, the City's Architectural Review Board reviewed the project architecture and design subsequent to modifications made to the project design and architecture based on input

received on initial concept and design. Upon their review on August 11, the Architectural Review Board forwarded a recommendation of support for the project to the Planning Commission.

The project would also conform to the applicable development standards (e.g., setbacks, parking, landscaping, etc. in Division D2-9 of the Zoning Ordinance, as shown below.

TABLE 7: PROJECT DEVELOPMENT STANDARDS

CITY STANDARD (RH)	PROPOSED PROJECT
Minimum lot size-10,000 sf	113,692 sf (2.09 acres net) Condominium Map
Minimum Setbacks: Front: 15' Side: 6' Aggregate Side: 16' Rear: 10'	Proposed Setbacks: Front: 17' Side: 10.5 Aggregate Side: 21' Rear: > 10'
Maximum Height: 35'	32' 9" proposed
Minimum Landscaping: 15%	>22% proposed
Parking: Garage spaces 2 per unit: 122 spaces Guest Parking- 1 per 4 units: 16 spaces	Proposed Parking: Garage parking: 122 spaces Guest Parking: 16 spaces (pursuant to AB 1100)
Retaining Wall: 4 feet with offset of wall tiers	Proposed: +/-15 feet (allowable with Density Bonus Waiver)

The project would also be required to comply with the applicable standards in Division D-3, Site Planning and Project Design Standards, and applicable provisions of Division D-5 pertaining to required setback from a creek channel, and tree removal and preservation.

The project is requesting a waiver in accordance with the State Density Bonus Law to allow construction of a 15 foot retaining wall which exceeds the City's height limit of 48 inches for retaining walls.

Based on the above discussion, the project would not conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect and impacts related to this area will be less than significant.

Mitigation Measures: None Required.

5.12. MINERAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

Sources: City of San Ramon General Plan 2035 and General Plan EIR; Geotechnical Feasibility Report, prepared by ENGEO, August 18,2021; Limited Field Exploration and Retaining Wall Recommendations, ENGEO, October 21,2021.

Mineral Resources Setting:

The California Surface Mining and Reclamation Act of 1975 (SMARA) identifies mineral resources within California and requires the classification of mineral resources based on their relative value for extraction. According to the Division of Mine Reclamation, California Department of Conservation there are no mineral resources in or around the project site.[12] According to the San Ramon General Plan 2035, there are no minerals of local importance within the City.

Mineral Resources Impact Discussion:

5.12(a-b) (Mineral Resources or Resource Plans) No Impact: There are no known mineral resources within the project site vicinity. The San Ramon General Plan does not identify any minerals of local importance proximate to the site. Soil studies that informed the Geotechnical Feasibility Report and Limited Field Exploration, prepared by ENGEO did not reveal the presence of any valuable mineral resources onsite. The project site has not been delineated as a locally important resource recovery site. Development within the project site will not result in the loss of availability of a known mineral resource. Therefore, the proposed project will have no impacts due to the loss of or availability of mineral resources.

Mitigation Measures: None Required.

[12] California Department of Conservation, Dublin Quadrangle, Special Report 146 Plate 2.9, 1983.

5.13. NOISE

Would the project result in:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b) Generation of excessive groundborne vibration or groundborne noise levels?	☐	☐	☒	☐
c) For a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

Sources: City of San Ramon General Plan 2035; General Plan EIR; Exterior Noise and Exterior Façade Acoustical Analysis, prepared by Veneklasen Associates, August 24, 2022; Construction Noise and Vibration Logistics Plan, prepared by Veneklasen Associates, August 26, 2022; and Project Operations Noise, prepared by Veneklasen Associates, August 26, 2022.

Noise Setting:

Noise is generally defined as unwanted sound. It is characterized by various parameters that include the rate of oscillation of sound waves (frequency), the speed of propagation, and the pressure level or energy content (amplitude). The sound pressure level is the most common descriptor used to characterize the loudness of an ambient (existing) sound level. The decibel (dB) scale is used to quantify sound intensity but given that the human ear is not equally sensitive to all frequencies in the entire spectrum, noise measurements are weighted more heavily for frequencies to which humans are sensitive in a process called "A-weighting," written as "dBA" and referred to as "A-weighted decibels". In general, human sound perception is such that a change in sound level of 1 dB cannot typically be perceived by the human ear, a change of 3 dB is just noticeable, a change of 5 dB is clearly noticeable, and a change of 10 dB is perceived as doubling the sound level.

The primary noise sources within the San Ramon City limits include vehicular traffic along I-680 and arterial roadways, construction activities, and mechanical equipment.

Operation of heavy construction equipment, particularly pile driving and other impact devices such as pavement breakers create seismic waves that radiate along the surface of the earth. These surface waves can be felt as ground vibration. Vibration from operation of this equipment can result in effects ranging from annoyance of people to damage of structures. Varying geology and distance will result

in different vibration levels containing different frequencies and displacements. In all cases, vibration amplitudes will decrease with increasing distance.

Perceptible ground-borne vibration is generally limited to areas within a few hundred feet of construction activities. As seismic waves travel outward from a vibration source, they excite the particles of rock and soil through which they pass and cause them to oscillate. The rate or velocity (in inches per second) at which these particles move is the commonly accepted descriptor of the vibration amplitude, referred to as the peak particle velocity (PPV).

The Noise Element of the City of San Ramon General Plan includes several goals and policies aimed at minimizing noise from new development. Those particularly relevant to the project include (but are not limited to) the following:

- **Implementing Policy 10.1-I-4:** Alternatives to sound walls such as building orientation and landscaped buffers shall be considered during the design process. If deemed appropriate, sound walls shall be well-designed and appropriately sited.
- **Implementing Policy 10.1-I-5:** New development shall minimize their noise impacts on adjacent properties through appropriate means, including, but not limited to, the following actions:
    - Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment,
    - Increase setbacks for noise sources from adjacent dwellings,
    - Retain or install fences, walls, and landscaping that serve as noise buffers,
    - Use soundproofing materials and other building practices or materials,
    - Encourage the use of commute alternatives,
    - Control hours of operation, including deliveries and trash pickup, to minimize noise impacts, and
    - Buffer noise along highways and arterial roadways through natural noise buffers and if necessary, install sound walls when compatible with neighborhood aesthetics and character.
- **Implementing Policy 10.1-I-8:** Require new noise sources to use best available and practical control technology to minimize noise from all sources.
- **Implementing Policy 10.1-I-14:** Construction activities are exempt from the standards set forth in (Land Use Compatibility Guidelines) but must implement all practical noise attenuation measures and practices to limit adverse impacts on nearby land uses. Noise attenuation measures and practices include limits on hours of operation, use of mufflers or engine shrouds, identification of truck haul routes, installation of temporary fencing or barriers, and locating staging areas as far as practicable from sensitive receptors.
- **Implementing Policy 10.1-I-17:** For purposes of city analyses of noise impacts, and for determining appropriate noise mitigation, a significant increase in ambient noise levels is assumed if the project causes ambient noise levels to exceed the following:
    - The ambient noise level is less than 60 dB Ldn and the project increases noise levels by 5 dB or more.
    - The ambient noise level is 60-65 dB Ldn and the project increases noise levels by 3 dB or more.
    - The ambient noise level is greater than 65 dB Ldn and the project increases noise levels by 1.5 dB or more.

The City's General Plan sets forth land use compatibility standards for noise level depending on specific land use. For residential uses the community noise exposure level (CNEL) is considered generally acceptable up to 60 CNEL, conditionally acceptable up to 70 CNEL, normally unacceptable up to 75 CNEL and clearly unacceptable above 75 CNEL.

Title B, Division B6, Chapter 5, Article 2 of the City's Noise Ordinance has noise regulations for machinery, air conditioning equipment, and construction activities. According to Section B6-100 of the City's Noise Ordinance, noise generating construction activities in residential land use areas are limited to the hours of 7:30 a.m. to 7:00 p.m. on weekdays and 9:00 a.m. to 6:00 p.m. on weekends and holidays. B-97 requires mechanical devices to be appropriately muffled.

Acoustical Study

Veneklasen Associates prepared an Exterior Noise and Exterior Façade Acoustical Analysis dated August 24, 2022, (**Appendix E**). An ambient noise survey was performed from September 22 through September 24, 2021, at several locations at the project site permitter, as shown in Figure 1 of **Appendix E**. Short-term measurements of 30 minutes duration were made at locations S1 through S5 on September 22, 2021. These were augmented with a long-term measurement, which continuously measured the noise and logged the results in 60-minute intervals at location L1 for 48 hours from 12:00 PM on September 22 through 12:00 PM on September 24. Veneklasen Associates determined that the primary source of noise affecting the project site is traffic on Deerwood Drive and Crow Canyon Road and that the average ambient exterior noise level onsite would be less than 60 dBA for all proposed residential units.

Veneklasen Associates prepared a Construction Noise and Vibration Logistics Plan for the project on August 26, 2022 (**Appendix E-1**). The plan details sound and vibration of equipment that will be used in the construction of the project in Table 3 and Table 4. The City of San Ramon has not identified quantifiable noise limits, as such Federal Transit Administration (FTA) thresholds are relied upon as detailed below.

Table 8: FTA Construction Equipment Noise Criteria for Long-Term Projects[13]

Land Use	Day Leq (8 hr)	Night Leq (8 hr)
Residential	80 dBA	70 dBA

Nearby sensitive receptors were identified, and sound reduction measures were recommended for implementation on the construction site including a 6-foot-high noise barrier which is expected to reduce construction noise by 10 dBA. For the types of equipment anticipated to be in use during construction, the noise barrier will be sufficient to maintain the noise level under the maximum thresholds allowed by the FTA.

Veneklasen Associates prepared a Project Operations Noise letter for the project dated August 26, 2022 (**Appendix E-2**). The letter addresses the noise output of the operational mechanical equipment for the project which includes HVAC units and other miscellaneous noise-producing equipment that has yet to be selected. The letter anticipates that the townhomes are expected to have similar

[13] FTA Transit Noise and Vibration Impact Assessment Guidance Manual, September 2018.

mechanical equipment to neighboring residential uses and will be installed and located in a manner typical for a project of this size and type and will be analyzed when equipment is selected and located.

The following discussion is informed by the documents described above.

Noise Impact Discussion:

5.13(a) (Noise Standards) Less Than Significant with Mitigation: Traffic is the primary noise generator in the vicinity of the project site. The ambient noise environment is also influenced by existing uses onsite (office building), road noise from Bollinger Canyon Road and Crow Canyon Road, and existing residential uses in the project vicinity. Short term noise levels on the project site range from 49 to 58 Leq dBA which is considered generally acceptable by the General Plan land use compatibility standards for noise level, and long term noise measurements range from 60 to 71 dBA, which is conditionally acceptable. The nearest sensitive receptors are adjacent to the site and consist of residences to the east, west, and north.

Construction

Construction activities associated with the proposed project would occur in close proximity to surrounding residences. The FTA daytime maximum is 80 dBA, and the nighttime maximum is 70 dBA. Construction equipment including backhoes, small excavators, pavers, cranes, jackhammer, water trucks and cement trucks, and a sonic pile driver will be in use onsite temporarily. This type of construction equipment generates noise levels between 75 and 88 dBA. Without construction noise attenuation, the proposed project has the potential to exceed the FTA noise criteria, which would expose existing sensitive receptors in the project site vicinity to elevated noise level and result in potentially significant impacts. In order to reduce construction noise level to below FTA Noise thresholds, **Mitigation Measure NOI-1,** which requires the placement of a 6-foot tall temporary noise barrier around the construction site on the east, north, and western sides shall be implemented. Measure NOI-1 would effectively reduce sound from construction equipment operating onsite by 10 dBA, which ensure that construction noise levels fall below the FTA daytime maximum of 80 dBA.

To further reduce noise generated by construction activities, **Mitigation Measure NOI-2** shall be imposed, which requires that a project specific noise reduction program be implemented. Further, no construction activities are permitted during the nighttime hours or after 7 pm on weeknights and 6 pm on weekends. With mitigation measures NOI-1 and NOI-2 potential impacts due to an exceedance of the construction noise standard would be reduced to less than significant level.

Operation

The proposed project will intensify uses onsite, which will result in a corresponding increase in noise levels emanating from the project site. In accordance with General Plan policies 10.1-I-4 and 10.1-I-5, the project has proposed screening vegetation along the eastern and western property boundaries. The placement of Buildings 1 and 2 will shield the north property line at Deerwood Drive from noise generated onsite. The outdoor play area is proposed to be located between Buildings 3 and 6 at the central paseo area. Noise from the play area will be damped at the property lines due to its location within the central portion of the site, new residential buildings that serve as noise barriers, and vegetative screening along the periphery.

Neighbors to the west of the site include the Bollinger Crest Apartments. The western property line is adjacent to the existing office building parking lot and drive isles and would be replaced by the Building 2 and Building 7, the private loop road, and parking spaces. Noise conditions at the west property line at operation of the proposed project would be relatively similar to existing conditions.

Neighbors along the east property line are separated from the project by an existing wooden fence. Existing neighbors to the east are adjacent to the existing office building parking lot and drive isles which would be replaced by the project site access, primary driveway, and guest parking. Noise conditions at the east property line at operation of the proposed project would be relatively similar to existing conditions.

At operation outdoor noise emanating from onsite uses would not conflict with sensitive receptors at the south property line as the open space area provides a buffer zone and there are no sensitive receptors between the site and Crow Canyon Road. Noise levels from outdoor activities associated with the proposed development would remain within the normally acceptable noise compatibility range of the surrounding residential developments. Therefore, at operation noise impacts to offsite sensitive receptors from daily activities of new residents including use of the outdoor areas and parking would be less than significant.

Exterior mechanical equipment such as HVAC units have not yet been selected and sited for the project, but they will be subject to General Plan policies 10.1-I-5 and 10.1-I-8 which require that sound attenuation be applied to exterior mechanical equipment and best available and practical noise control technology be used to reduce sound. Mechanical equipment has the potential to generate excessive noise levels if not properly placed or shielded, which could result in a significant impact. To ensure that HVAC and mechanical equipment does not exceed ambient noise standards, **Mitigation Measure NOI-3** shall be implemented which requires that outdoor mechanical equipment achieve a noise level of approximately 55 dBA (daytime) and 45 dBA (nighttime) at the nearest property line, which is at least 5 dBA below the current (2021) ambient conditions. With measures NOI-3 the proposed project would be consistent with the existing ambient noise environment onsite and in the project vicinity. Therefore, with implementation of measure NOI-3, potential impacts to offsite sensitive receptors would be reduced to less than significant.

New Sensitive Receptors Onsite

The State of California Building Code (Section 1206, "Sound Transmission") and the City of San Ramon General Plan set limits on that interior Day-Night Average Sound Level (DNL) for residential land uses. Interior residential DNL are not to exceed 45 DNL in any habitable room. The Exterior Noise and Exterior Façade Acoustical Analysis assumed a wall assembly consisting of an exterior wall with 3 coats of stucco over sheathing on wood studs with a single layer of gypsum boards on the interior and batt insulation. Given the measured exterior noise environment and the assumed wall assembly described, Veneklasen Associates recommends windows with a minimum Sound Transmission Class (STC) rating of 30 in order to achieve consistent interior acoustical quality. This recommendation has been incorporated a project condition of approval. No recommendation for STC rated doors was made. As such, the proposed project would be consistent with the State of California Building Code and the City of San Ramon General Plan interior noise limits for residential construction. Therefore, there would no conflicts due to elevated ambient noise level experienced by new residents.

5.13(b) (Groundborne Vibration and Noise) Less Than Significant Impact: Construction activities associated with the proposed project would occur in close proximity to surrounding residences.

However, the proposed project's construction activities would not generate excessive groundborne vibration or noise. Construction equipment including backhoes, small excavators, pavers, cranes, jackhammer, water trucks and cement trucks, and a sonic pile driver will be in use onsite temporarily.

This type of construction equipment generates vibration levels around 0.2 inches per second (in/sec), PPV. Caltrans' significance criteria for groundborne vibration is 0.5 in/sec PPV. Although construction activities may result in temporarily perceptible groundborne vibration, the periods of perceptible vibration would be brief, limited to the immediate construction area, and would not approach significance levels (0.5 in/sec PPV). Furthermore, with implementation of Mitigation Measures NOI-1 and NOI-2, noise and ground vibration would be reduced as vibration creating equipment such as sonic pile drivers, excavators, and drum rollers would not be operated near the project site boundary and not simultaneously. Therefore, the project would not expose people or structures to excessive ground borne vibration and impacts from groundborne vibration and noise would be less than significant.

5.13(c) (Airport Noise) No Impact: The City of San Ramon does not contain any airports or private airstrips and does not overlap with any airport influence areas. The closest airport to the City of San Ramon is the Livermore Municipal Airport, located about 4 miles southeast of the City. The project is therefore not located within the boundaries of an airport land use plan or located in direct proximity to a private airstrip. As such, no impacts associated with airport-related noise levels will occur from construction or operation of the subject project.

Mitigation Measures:

NOI-1: Prior to the issuance of demolition and grading permits, the project applicant/construction contractors shall erect noise barriers to attenuate construction noise emanating from the project site and reduce noise level experienced by existing neighboring residential receptors immediately to the east and west of the site and between the front of the property and the street at Deerwood Drive. Fixed noise barriers shall be constructed of any solid material with a surface density no less than 2 lb. per square foot or a system approved by the acoustical engineer, with a minimum height of 6 feet.

Materials meeting this requirement include 3/4-inch-thick outdoor plywood, 16-gauge steel sheet, and any masonry units or temporary sound blankets. Support frames shall be constructed in sections which allow overlapping between barrier panels when attached. Gaps between barrier units and between the bottom edge of barrier panels at the ground shall be covered or sealed with a material having 2 pounds per square foot weight. Noise barriers shall be capable of achieving a minimal Sound Transmission Class (STC) rating of 23. Use of equivalent noise barrier systems shall be reviewed and approved by the acoustical engineer. Barriers shall be erected and in place prior to the start of construction activities and remain in place through completion of exterior work.

NOI-2: The project applicant/construction contractors shall implement a site-specific construction noise reduction program, subject to the Planning and Building Services Divisions review and approval. The noise reduction program may include, but shall not be limited to, the following:

1. Construction activities and delivery of materials or equipment to the site and truck traffic to and from the site is restricted for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:30 a.m. and 7:00

p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays. No construction shall be permitted on holidays.

2. Quiet construction equipment shall be utilized whenever possible. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). All construction equipment powered by internal combustion engines shall be properly muffled and maintained.

3. Whenever possible, construction or equipment activity generating relatively high levels of noise and vibration should not occur at the same time and should be spaced as far apart in time as possible from one another. In general, the loudest activities shall be reserved for the middle of the day (noon). If activities must occur simultaneously, they shall be performed as far away from one-another as possible within the construction zone.

    - Where drilling for any retaining wall occurs, it shall be done at least at 80 feet from the nearest receptor building and while avoiding any other work with other heavy machinery during that time.

    - Excavators and rollers shall work at least 20 feet from project site boundary and not simultaneously.

4. Stationary and portable construction equipment shall be located at positions where the noise impact to nearby noise/vibration-sensitive receptors (NVSR) is minimal. At times where the equipment cannot be positioned at a minimal noise impacting location, noise mitigation devices may need to be implemented (e.g., noise barriers, noise blankets as described above).

5. All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines shall be prohibited.

6. Except as otherwise required by law, all vehicle horns shall remain silent, except in the case of an emergency.

7. The use of amplified public announcement systems, speakers, and similar equipment—except for a bull horn during emergency circumstances—shall not be utilized at the project. Radios, music playback equipment, musical instruments, or automobile or truck alarms shall not be utilized such that they are audible beyond the boundaries of the construction zone.

8. Provide a map of the haul truck routes to the Planning and Engineering Department for review and approval. The planned haul truck routes shall avoid residential and other sensitive receptor areas to the maximum extent feasible. Haul truck deliveries shall not take place between the hours of 7:30 a.m. to 7:00 p.m. Monday through Friday and during 9:00 a.m. to 6:00 p.m. on Saturdays and Sundays. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the project applicant shall prepare a noise mitigation plan denoting any construction traffic haul routes and include appropriate noise mitigation measures. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or

residential dwellings. Locate maintenance equipment, material stockpile, and parking areas, as far from noise/vibration sensitive receptors as feasible.

9. Prior to the issuance of building permit, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction noise. These measures shall include but are not limited to the following:

    - A sign posted on-site with permitted construction days and hours, who to notify in the event of a noise related problem and a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours);
    - The designation of an on-site construction complaint and enforcement manager for the project;
    - Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity;
    - A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.

NOI-3: The design, location and/or screening for HVAC or other mechanical equipment shall be selected and screened if necessary to achieve a noise level of approximately 55 dBA (daytime) and 45 dBA (nighttime) at the nearest property line.

5.14. POPULATION AND HOUSING

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

Sources: City of San Ramon General Plan 2035 and General Plan EIR; San Ramon Housing Element (2015-2023); and City of San Ramon Draft 2023-2031 Housing Element Draft, dated May 13, 2022.

Population and Housing Setting:

According to the 2020 US Census, the City of San Ramon had a population size of 84,605 people, up from 72,148 in 2010. The San Ramon General Plan 2035 anticipated that at buildout, the City would accommodate a population size of 96,179. The City of San Ramon 2023-2031 Housing Element Draft represents the most updated information available on the population trends of the city. The Housing Element update is part of a focused update to the General Plan incorporating growth projections which anticipate a City population of 101,791 by 2030. The City's regional housing needs allocation (RHNA) for the 2015 through 2023 cycle was 1,417 new residential units. For the Housing Element Update the RHNA allocation for the 2023 through 2031 cycle is 5,111 new residential units. The project site is identified as a housing opportunity site in the Draft Housing Element Update.

The population of San Ramon is composed of 11.2 percent of people over 65 years of age, 27.8 percent of people under 18 years of age and 61 percent of people between 18 and 65. Children under 5 make up 5.3 percent of the population. The number of people between the ages of 25 and 44 has declined steadily since 2000.

Population and Housing Impact Discussion:

5.14(a) (Substantial Growth) Less Than Significant Impact: A project will normally have a significant environmental effect if it will displace a large number of people or induce substantial growth or concentration of population. The proposed project involves the construction 61 attached townhouse homes with three bedrooms or three bedrooms and a den that will be large enough to accommodate families with children. The project has the potential to permanently increase the population of the City. No new jobs are anticipated to be created by the construction of the residential project.

In 2019 there were 25,535 households in San Ramon of which 12,586 were families with children (49 percent) and 7,598 were families without children (29 percent). The Draft Housing Element Update identifies an average household size of 2.95 persons as of 2021. Accordingly, the 61 housing units proposed by the project has the potential to accommodate approximately 180 residents, which is well within the population growth anticipated by the City's General Plan, current and Draft Housing Element, and ABAG projections. Existing roads, pedestrian access, utilities, and emergency services in the area are sufficient to meet the needs of the new development without investment of public funds. Therefore, the project would have a less than significant impact due to substantial growth inducement.

5.14(b) (Substantial Housing or Person Displacement) No Impact: The project is not expected to displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere. No housing is present on the project site; it is currently occupied by a vacant office building. Therefore, no people are being displaced by the construction of the proposed project requiring construction of replacement housing and there is no impact.

Mitigation Measures: None Required.

5.15. PUBLIC SERVICES

Would the Project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
a) Fire protection?	☐	☐	☒	☐
b) Police protection?	☐	☐	☒	☐
c) Schools?	☐	☐	☒	☐
d) Parks?	☐	☐	☒	☐
e) Other public facilities?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035 and EIR; San Ramon Valley Fire Protection District; San Ramon Police Services; and San Ramon Valley Unified School District; and San Ramon Park and Community Services.

Public Services Setting:

The City of San Ramon public services are provided through a combination of local departments and regional districts and agencies. Fire protection and emergency medical services are provided by the San Ramon Valley Fire Protection District (SRVFPD). The SRVFPD is an autonomous Special District that operates ten fire stations including 5 within the City of San Ramon, a 911 dispatch center, an administrative office building, a tactical training site and various ancillary facilities including an essential services warehouse, a communications annex building, and several radio towers. The SRVFPD is staffed with approximately 185 personnel and is supplemented with a Volunteer Firefighter Program that augments the district in its emergency operations. The District maintains ladder trucks, fire engines, rescue medic/ambulances, search and rescue units, hazmat units, communication units and command vehicles as part of its fleet. The District operates pursuant to an Annual Operating Budget that is updated yearly and details programmatic operations, as well as the Standards of Cover document that describes how fire suppression resources are distributed to the communities served.

The San Ramon Police Department (SRPD) provides police protection services to the City of San Ramon. The Department covers a service area of 18.5 square miles and maintains a staff of 70 sworn officers that is supplemented with 19 civilian employees and 40 volunteers. The SRPD strives to maintain a ratio of one officer to 1,000 residents.

The San Ramon Valley Unified School District (SRVUSD) provides public K-12 educational services to the City. The General Plan projects that the SRVUSD will experience an increase in enrollment at buildout. In order to address these increases, the district collects school impact fees for all new development, which is used to accommodate new students including school construction and expansion. From the project site, the nearest schools are Twin Creeks Elementary School at 1.2 miles, Iron Horse Middle School at 2.9 miles, and California High School at 4.2 miles.

Public Services Impact Discussion:

5.15(a-b) (Fire & Police Protection) Less Than Significant Impact: As stated in **Section 5.14 Population and Housing**, the project site will not directly or indirectly induce substantial growth. However, the increase in residents on the project site will increase demands for fire and police services relative to existing conditions. An incremental increase in demand for fire and police services has been anticipated as part of the General Plan. Implementing policies are set forth therein to ensure that environmental impacts to fire and police protection services do not result from development review projects.

Implementing policies 7.6-I.1 and 7.6-I.2 require coordination and input from the Fire District during the development review process. The project was routed to the Fire District during development review process for consideration. The Fire District reviews development projects for fire apparatus access, water pressure, turning radii, curb striping, weed abatement, and fire control practices to ensure compliance as part of the permit review and issuance process. The Fire District applies necessary conditions of approval to ensure adequate fire protection services can be provided to the project. Additionally, the project site is located less than 1.5 miles from the nearest Fire Station (#38, located at 1600 Bollinger Canyon Road). As such, the proposed project does not conflict with response times, service ratios or otherwise affect the District's ability to provide Fire protection services. Therefore, the project will have less than significant impacts related to fire protection services.

The proposed project could result in an incremental increase in calls for service to the San Ramon Police Department (SRPD) for police protection. The General Plan Growth Management Performance Standards state that written verification from the SRPD would be required prior to individual project approval to ensure that a 3 to 5 minute response time for emergency calls and a 20-minute response time for all other calls be maintained. Implementing policy 7.7-I.1 requires that new development projects incorporate public safety design features through implementation of the Crime Prevention Through Environmental Design (CPTED) program. The project was routed to the Police Department during the development review process for consideration. The Police Department issued a response affirming that the response times to emergency and non-emergency calls will be maintained and that onsite lighting and visibility of open spaces was adequate to meet crime prevention objectives. Therefore, the project will have less than significant impacts related to police protection services.

Although additional fire and/or police service calls will occur as a result of the proposed project, including an increased frequency of service calls related to the residential townhomes, substantial new fire protection or police protection facilities will not be warranted to maintain adequate levels of service. Based on the above, impacts to fire and police protection services will be less than significant.

5.15(c-e) (Schools, Parks, Other Public Facilities) Less Than Significant Impact: As stated in Section 5.14 Population and Housing, the project will not directly or indirectly induce substantial growth. As such, the proposed project will not result in any substantial adverse physical impacts to existing schools, parks, or other public facilities. Additionally, the project will not generate an increase

in demands that would warrant the expansion or construction of new public facilities. Therefore, impacts related to schools, parks, or other public facilities would be less than significant.

Mitigation Measures: None Required.

5.16. RECREATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035; General Plan EIR; and San Ramon Park and Community Services.

Recreation Setting:

On June 22, 2020, the San Ramon City Council adopted the Parks, Trails, Open Space, and Recreation Master Plan. The City of San Ramon maintains 58 existing parks and open space areas totaling approximately 4,499 acres within or adjacent to the City's limits as well as four community centers, two aquatic facilities, two performing arts theatres, and two gymnasiums. Additional planned park sites within the City of San Ramon totals approximately 387 acres. General Plan Policy 6.5-I-1 establishes a citywide public parklands standard of 6.5 acres per 1,000 residents, at buildout of the General Plan. As anticipated by the General Plan, at buildout, the population in 2035 would be 96,174. In order to achieve the City's standard of 6.5 acres per 1,000 residents, 625.87 acres of parkland will be needed and 266 acres of additional parkland will need to be created. The General Plan 2035 proposes a total of 630.12 acres of parkland, which would achieve the established parkland ratio.

Local and regional parklands including Mill Creek Hollow Park, Crow Canyon Gardens, and Twin Creeks School Park are located in close proximity to the project site and provide nearby recreation opportunities. Mill Creek Hollow Park, which contains a park, playground, walking trails, and is ADA accessible, is located approximately 0.3 mile east of the project site. Crow Canyon Gardens, which is 7.4 acres and contains walking trails and a community garden, is located 0.5 mile southeast of the project site. Twin Creeks Elementary Park, which is equipped with sports fields and two playgrounds, is located approximately 1.2 miles southeast of the site. Outside of city limits, the area also provides access to numerous wilderness areas that provide recreational hiking and camping opportunities such as the Las Trampas Regional Wilderness 3.9 miles north on Bollinger Canyon Road, the Bishop Ranch Regional Preserve 2.1 miles south, and the Mount Diablo State Park, 8.8 miles northeast.

Recreation Impact Discussion:

5.16(a) (Deterioration of Parks) Less Than Significant Impact: The project includes the construction of 61 residential townhouse units and associated improvements. As stated in Section 5.14 Population and Housing, the project would add approximately 180 residents to San Ramon, which is well within the planned growth for the City. Implementation of the General Plan 2035 is anticipated to introduce 266 acres of parkland in San Ramon and achieve the ratio of 6.5 acres of parkland per resident at buildout. The project does not conflict with plans to build parks to meet the City's parkland ratio goal. As such, the proposed project would not significantly increase the demand for local neighborhood and regional parks, or other recreational facilities. Increased patronage to parks from project residents, employees, and students, would not result in substantial physical deterioration of facilities nor would deterioration be accelerated. Since the project is not expected to substantially increase the use of existing parks or other recreational facilities, impacts to these amenities will be less than significant.

5.16(b) (Additional Recreational Facilities) Less Than Significant Impact: The project will be required to pay park in lieu fees on a per residential unit basis. The fee collected will go towards the construction of community parks that will likely include passive and active recreational facilities. The environmental impacts associated with the future development of parklands will be reviewed at the time that new parklands are proposed for development. The project will provide landscaped pedestrian pathways, a viewing terrace, and a children's play area onsite. The project provides both passive and active opportunities for outdoor recreation onsite. No additional recreational facilities beyond what has been identified in the General Plan would be warranted to meet recreational demands generated by the proposed project. Therefore, impacts due to a need for additional recreational facilities will remain at levels below significance.

Mitigation Measures: None Required.

5.17. TRANSPORTATION AND CIRCULATION

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Conflict with a program plan, ordinance or policy addressing the circulation system, including transit, roadway, bicycle, and pedestrian facilities?	☐	☐	☒	☐
b) Would the project conflict or be inconsistent with CEQA Guidelines section 15064.3, subdivision (b)?	☐	☐	☒	☐
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☒	☒
d) Result in inadequate emergency access?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035; General Plan EIR; Trip Generation and Vehicle Miles Travelled Screening Assessment for the Deerwood Project, prepared by Fehr & Peers, May 11, 2022; Vehicle Miles Travelled (VMT) Analysis for the Deerwood Project, prepared by Fehr & Peers, July 8, 2022; Contra Costa Transportation Authority's Draft 2015 Congestion Management Program for Contra Costa, July 2015; and San Ramon Bicycle Master Plan, April 2018.

Transportation and Circulation Setting:

The existing circulation network within the City of San Ramon is comprised of interstates, arterials, collector streets, and local streets. The Interstate 680 (I-680) freeway and several of the City's arterial streets are designated as Routes of Regional Significance by the Contra Costa Transportation Authority (CCTA) and the Tri Valley Transportation Council. The City of San Ramon is bisected by I-680, which connects San Jose and I-280 in the south to I-80 in Solano County in the north. Within the vicinity of the project site, I-680 carries approximately 161,000 vehicles per day.

The San Ramon General Plan 2035 provides the following policies with regard to mobility:

- **Implementing Policy 5.1-I-1:** Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during 7 a.m. to 9 a.m. and during 4 p.m. to 6 p.m. peak periods.
- **Implementing Policy 5.1-I-2:** Require traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips or as requested by the City Traffic Engineer.

- **Implementing Policy 5.4-I-5:** Require traffic impact mitigation fees on new residential and commercial development to ensure that transportation improvements are constructed before the increased traffic causes conditions to deteriorate.

The CCTA developed a Congestion Management Program (CMP) that identifies programs, standards, and planned improvements designed to maintain an acceptable level of service, reductions in traffic in the interest of air quality improvements, and to alleviate traffic congestion. Programs and measures include incentives to increase alternative transportation options. The CMP was originally adopted in 1991 and has been updated biennially fifteen times. The 2019 update of the CMP is in effect and a draft update for 2021 has been published.

San Ramon Bicycle Master Plan

The City of San Ramon adopted the San Ramon Bicycle Master Plan, the first citywide plan devoted to bicycling, in April 2018. The purpose of the Bicycle Master Plan is to develop strategies to improve safety and access and to encourage bicycling throughout the city. It outlines goals, policies, physical improvements, educational programs, and funding/implementation strategies.

Existing Conditions

Roadway System

Roadways adjacent to the project site include: Deerwood Drive (two lane, east-west collector street connecting Bollinger Canyon Road and Deerwood Road); Bollinger Canyon Road (two lane, north-south collector street north of Crow Canyon Rd and 4-lane arterial south of Crow Canyon Road); Crow Canyon Road (six lane, east-west arterial connecting Bollinger Canyon Road to San Ramon Valley Boulevard and I-680).

Pedestrian Facilities

In the project vicinity, study intersections are unsignalized and controlled by stop signs, with the exception of the signalized intersection of Crow Canyon Road and Bollinger Canyon Road. The intersection of Deerwood Drive and Claremont Crest Way is controlled by a stop sign on Claremont Crest Way and there is no stop control on Deerwood Drive. This intersection is improved with a crosswalk that is equipped with accessible curb ramps, detectable warnings, and crosswalk striping. There are existing sidewalks on both sides of Deerwood Drive and a sidewalk on the eastern side of Bollinger Canyon Road. The intersection of San Ramon Valley Boulevard/Ellingson Way is a side-street stop-controlled intersection without crosswalks. Existing sidewalks are approximately 5 feet wide. There is adequate street lighting in the project vicinity.

Bicycle Facilities

Class II bike routes are equipped with dedicated lanes for bike travel that is separate from lanes for automobiles and are designated by striping and signage. Class III bike routes do not separate bikes and automobiles and signage indicates that the lanes of travel should be shared. Deerwood Drive is a Class III bike route where there is a designated bike lane that is shared with street parking space. Bollinger Canyon Road between Deerwood Drive and Crow Canyon Road is a Class II bicycle route and dedicated striped bicycle lanes are provided. South of the intersection with Crow Canyon Road, Bollinger Canyon Road is a Class III bicycle route and bicycle lanes are shared with street parking. To the east of the project site, Deerwood Road is a Class II bicycle route and provides access to the Class

II bicycle route on San Ramon Valley Boulevard. Crow Canyon Road does not have bicycle lanes and is not designated as part of the bicycle network in the vicinity of the project site.

Transit Facilities

County Connection provides bus service to various communities in Contra Costa County including the City of San Ramon. It operates local and school buses and is a paratransit service provider. Buses are generally equipped with front-loading racks that can hold up to two bicycles. There is a bus stop on eastbound Crow Canyon Road just east of the intersection with Bollinger Canyon Road that is served by the Broadmoor/Dublin/Pleasanton 636 bus and provides up to three PM trips stopping at Iron Horse Middle School, California High School, Pine Valley Middle, and the Dublin/Pleasanton BART station. There is another bus stop on southbound Bollinger Canyon Road just south of the intersection with Crow Canyon Road that is served by the 636 and the 35 line that provides weekday service to San Ramon Transit Center and the Dublin Pleasanton BART station every 30 minutes during peak hours and every 60 minutes during off-peak hours. These two bus stops are approximately 0.3 miles from the project site by foot and are served by sidewalks and controlled pedestrian crosswalks from the project site.

Vehicle Miles Travelled Assessments

A VMT Analysis was prepared by Fehr & Peers on August 31, 2022 (**Appendix F**) to analyze the VMT impacts of the project on the surrounding transportation system. The VMT analysis estimates VMT of the existing office building and considers the net VMT change relative to the proposed project. The Contra Costa Transportation Authority CCTA requires that VMT analysis be prepared using the Regional Travel Behavior Model (CCTA Model). For housing projects, home-based VMT per capita is used as the analysis metric. The assessment determined that the proposed project would generate 114 fewer daily trips and generate 1,896 fewer daily vehicle miles travelled relative to the existing office building.

Transportation and Circulation Impact Discussion:

5.17(a) (Conflict with Programs, Plans, Policies, Ordinances) Less Than Significant Impact: Construction activities would temporarily generate a negligible amount of additional traffic along roadways in the vicinity of the project site caused by construction workers and material deliveries. The increase in vehicle trips during construction is considered temporary and minimal, and local street capacity would not be significantly affected. Traffic impacts at operation are described below and are based on the VMT Analysis prepared by Fehr & Peers (**Appendix F**).

Project Trip Generation

Trip generation refers to the process of estimating how much vehicular traffic a project would add to the surrounding roadway system. Project trip generation estimates are typically prepared for a 24-hour weekday period as well as the one-hour weekday morning and evening commute peak periods, when traffic volumes on adjacent streets are typically the highest. The Institute of Transportation Engineers' (ITE) published trip generation rates in their Trip Generation Manual, 11th Edition. This manual is a national compilation of trip generation statistics for land uses of various sizes and types.

The trip generation analysis makes use of data compiled for the "Office" (ITE Code 710) and "Single Family Attached Housing" (ITE Code 215) land uses. Rates from this reference were used to assess the total number of trips associated with the existing office use and the proposed Project.

The existing office is expected to generate an estimated 553 daily trips with 78 during morning peak hours and 73 during evening peak hours. The proposed project is estimated to generate approximately 439 daily trips with 29 during morning peak hours and 35 during evening peak hours. As shown in the summary table below, the proposed project is estimated to generate fewer daily and fewer total peak hour trips than the existing office use.

TABLE 9: PROJECT TRIP GENERATION SUMMARY

ITE Code	Land Use	Project Size	Daily Trips	AM			PM		
				In	Out	Total	In	Out	Total
710	Office	51 ksf	553	68	10	78	12	61	73
215	Single Family Attached Housing	61 du	439	9	20	29	20	15	35
Net Trips			***-114***	*-60*	*11*	*-49*	*8*	*-46*	*-38*

Source: VMT Analysis, Fehr & Peers, August 31, 2022.
ksf = 1,000 square feet, du = dwelling units
du = dwelling units

Implementing Policy 5.1-1-2 of the General Plan requires that traffic impact studies be prepared for all proposed new development projected to generate 50 or more net new peak hour trips. As shown above, trip generation from operation of the proposed project would be below the threshold requiring a traffic impact study. Due to the relative reduction in trips generated from this site, the proposed project would not adversely impact roadway operations in the vicinity of the project site. Additionally, operation of the project would not conflict with the City's General Plan goals or with any of the City's transportation plans and policies designed to address roadway operations.

Pedestrian access to the site will be via a pedestrian pathway that connects to the sidewalk at the street frontage on Deerwood Drive and provides access through the site separated from vehicle circulation. There are bus stops within the vicinity of the project site on Crow Canyon Road and Bollinger Canyon Road, served by route 636 on weekday afternoons to local schools, and by route 35 which goes to the San Ramon Transit Center and the Dublin/Pleasanton BART station. Deerwood Drive is a Class III bike route and connects to Class II bike routes in the vicinity of the project site that provide access to commercial areas on San Ramon Valley Boulevard. The proposed project does not conflict with existing and planned pedestrian or bicycle facilities. Some new riders are expected to utilize existing transit facilities as a result of the proposed project, which can be accommodated by the existing transit capacity. The proposed project will not impede or degrade with existing or planned pedestrian, bicycle, or transit facilities. Proposed onsite pedestrian facilities will provide adequate onsite circulation of pedestrians.

The project will not conflict with an applicable plan, ordinance or policy or interfere with an applicable congestion management program. Therefore, the project would have less than significant impacts to traffic and circulation.

5.17(b) (Section 15064.3, subdivision (b)) Less Than Significant Impact: Section 15064.3 was added to the CEQA Guidelines in 2018 and describes specific considerations for evaluating a project's transportation impacts. Section 15064.3(b) establishes vehicle miles traveled (VMT) as the most appropriate measure of transportation impacts, shifting away from the use of LOS analysis that evaluates a project's impacts on traffic conditions at nearby roadways and intersections.

The City of San Ramon has not adopted CEQA thresholds for VMT therefore the project was assessed using the Contra Costa Transit Authority's five screening criteria, analysis by Fehr & Peers (**Appendix F**). The project is located within Traffic Analysis Zone (TAZ) 40093 which has a baseline VMT of 18.2 per resident. As summarized in the Table below, the VMT Analysis estimates that the existing office building produces approximately 5,386 VMT, resulting in a VMT per service population of 35.2. The proposed project is expected to generate approximately 3,490 total VMT, resulting in 23.3 VMT per service population.

TABLE 10: BASELINE VMT ANALYSIS SUMMARY

Scenario	Total VMT	Service Population	Total VMT per Service Population
2022 No Project (Existing Office Use)	5,386	153	35.2
2022 Plus Project (Residential Townhomes)	3,490	150	23.3
Net	***-1,896***	***-3***	***-11.9***

Source: VMT Analysis, Fehr & Peers, August 31, 2022.
Service population refers to the total number of employees and residents within the existing office and proposed residential Project.

The project will not increase total VMT, rather the project is expected to generate fewer total VMT relative to the existing operating conditions. Therefore, the project will not conflict with CEQA section 15064.3(b) and impacts would be less than significant.

5.17(c) (Design Feature Hazard, Incompatible Uses) Less Than Significant Impact: During construction of the proposed project, onsite activities will involve staging areas and active construction zones. Staging and construction work zones will be located in a manner that minimizes conflict with adjacent rights-of-way. There will be a temporary increase of construction vehicles traveling to and from the project site on a short term basis. Temporary construction activities would not impede emergency access and road closures are not anticipated as part of the proposed development.

At operation, access to the project site would be provided by a two-way entry and exit driveway off of Deerwood Drive connecting to a circular private loop road and alley that provide internal circulation to the development. The proposed project would not substantially alter the existing circulation system in the vicinity of the project site and would not result in a traffic safety hazard.

The project proposes a multi-family residential use adjacent to other multi-family residential uses and does not introduce incompatible uses to the vicinity. Therefore, the project will have a less than significant impact due to a design feature hazard or incompatible uses.

5.17(d) (Inadequate Emergency Access) Less Than Significant Impact: Access to the project site would be provided by an entry and exit driveway off of Deerwood Drive. Internal site circulation is provided by a 22 foot wide private loop road and dead-end alley. The drive aisles can accommodate two-way traffic for regular vehicles and one-way travel for large vehicles, will allow for the turning of fire apparatus vehicles, and will be engineered to support the weight of fire apparatus vehicles.

The San Ramon Valley Fire Protection District (SRVFPD) reviewed the project for issues Related to emergency vehicle access and found that the proposed circulation is satisfactory and can accommodate fire apparatus vehicles. Therefore, the project will not provide inadequate emergency access and project impacts to emergency access have a less than significant impact.

Mitigation Measures: None Required.

5.18. TRIBAL CULTURAL RESOURCES

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
i. Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
ii. A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☒	☐	☐

Sources: City of San Ramon General Plan 2035 and EIR.

Tribal Cultural Resources Setting:

According to Public Resources Code (PRC) Section 21074, a resource is a tribal cultural resource if it is either:

3) Sites, features, places, cultural landscapes, sacred places, and objects with cultural value to a California Native American tribe that are either of the following:

a. Included or determined to be eligible for inclusion in the California Register of Historical Resources; or
b. Included in a local register of historical resources as defined in PRC Section 5020.1(k).

4) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in PRC Section 5024.1(c). In applying the criteria set forth in PRC Section 5024.1(c), the lead agency shall consider the significance of the resource to a California Native American tribe.

5) A cultural landscape that meets the criteria of PRC Section 21074(a) to the extent that the landscape is geographically defined in terms of the size and scope of the landscape.

6) A historical resource described in PRC Section 21084.1, a unique archaeological resource as defined in PRC Section 21083.2(g), or a "non-unique archaeological resource" as defined in PRC Section 21083.2(h), if it conforms with the criteria of PRC Section 21074(a).

In accordance with PRC Section 21080.3.1(d), the City of San Ramon provided written formal notification to the tribes below on August 3, 2022, which included a brief description of the proposed Project and its location, the City of San Ramon contact information, and a notification that the Tribes have 30 days to request consultation. Notified tribal organizations include:

- Amah Mutsun Tribal Band of Mission San Juan Bautista
- Chicken Ranch Rancheria of Me-Wuk Indians
- Guidiville Indian Rancheria
- Indian Canyon Mutsun Band of Costanoan
- Muwekma Ohlone Indian Tribe of the SF Bay Area
- Nashville Enterprise Miwok-Maidu-Nishinam Tribe
- North Valley Yokuts Tribe
- The Confederated Villages of Lisjan
- The Ohlone Indian Tribe
- Tule River Indian Tribe
- Wilton Rancheria
- Wuksache Indian Tribe/Eshom Valley Band

The City of San Ramon received a response from representatives of The Confederated Villages of Lisjan Nation on August 18, 2022, requesting to enter into consultation and to be provided with the results of the Sacred Lands file search at the Native American Heritage Commission (NAHC). The City provided the response from NAHC on October 4, 2022, indicating no records showing the presence of a Native American Sacred Site within or in the immediate vicinity to The Confederated Villages of Lisjan Nation. The Confederated Villages of Lisjan Nation confirmed receipt of the NAHC records and requested that a tribal cultural monitor be present during initial site grading activities. This request has been added as Mitigation Measure TCUL-1 and satisfies City consultation with The Confederated Villages of Lisjan.

The City of San Ramon received a response from representatives of the Wilton Rancheria on August 19, 2022, requesting to enter into consultation. The Wilton Rancheria was provided with additional information on the project including the NAHC Sacred Lands file search results and requested to be contacted in the event that Tribal Cultural Resources are uncovered on the project site during grading and excavation. City consultation with the Wilton Rancheria Tribe was satisfied in September 2022

and involved correspondence as part of the ongoing Housing Element Update, which includes the subject project site.

No other Tribes requested consultation.

Tribal Cultural Resources Impact Discussion:

5.18(a.i) (Listed or Eligible for Listing) No Impact: As stated above, a search of the NAHC Sacred Lands file was conducted. The City received a response on October 4, 2022, indicating no records showing the presence of a Native American Sacred Site within or in the immediate vicinity of the project site were found. Therefore, the project would have no impact on a tribal cultural resource that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k).

5.18(a.ii) (Significant Tribal Cultural Resources) Less Than Significant Impact with Mitigation: No tribal cultural resources have been identified onsite and there are no known concerns associated with the proposed project impacting tribal cultural resources. The Wilton Rancheria Tribe and The Confederated Villages of Lisjan Nation responded to the notification letters sent on August 3, 2022, and requested consultation. The Wilton Rancheria requested to be contacted in the event that any discoveries of cultural resources are made onsite during grading and construction. The Confederated Villages of Lisjan Nation requested that a tribal cultural monitor be present during initial site grading, as required in Mitigation Measure TCUL-1. Consultation with both Tribes was satisfied in October of 2022 and the requirement for monitoring is imposed through **Mitigation Measure TCUL-1**.

Although no Tribal Cultural resources are expected to be discovered on this previously graded and developed site, there remains to be a potential that tribal cultural resources may be identified during site development. Mitigation TCUL-1 as well as measures set forth under the Cultural Resources discussion above, provides protection of cultural resources, including Tribal Cultural Resources, in the event of accidental discovery. Therefore, the proposed project would have less than significant impacts on Tribal Cultural Resources.

Mitigation Measures: See CUL-1 and CUL-2.

TCUL-1: In order to mitigate potential adverse impacts to Native American human remains discovered during initial site grading, tribal cultural monitors will be utilized to monitor work done in areas of Tribal concern as determined through tribal consultation as part of a preconstruction meeting.

If Native American human remains are discovered during construction, work shall be halted within 100 feet of the discovery until the material or features have been inspected and evaluated by tribal cultural monitors and a qualified archaeologist meeting the Standards of the Secretary of the Interior. The City and/or its contractors shall immediately contact the Contra Costa County coroner to evaluate the remains, and follow the procedures and protocols set forth in CEQA Guidelines for Determining the Significance of and Impacts to Cultural Resource, Archaeological Historic and Tribal Cultural Resources.

If the County coroner determines that the remains are Native American, the City and/or its contractors shall contact the Native American Heritage Commission, in accordance with HSC Section 7050.5(c) and PRC Section 5097.98. Per PRC Section 5097.98, the City shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological

standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the City and/or its contractor has discussed and conferred, as prescribed in PRC Section 5097.98 and the CEQA Guidelines for Determining the Significance of and Impacts to Cultural Resource, Archaeological Historic and Tribal Cultural Resources, with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.

5.19. UTILITIES AND SERVICE SYSTEMS

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Require or result in the relocation or construction of new or expanded water, wastewater treatment or storm water drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects?	☐	☐	☒	☐
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry, and multiple dry years?	☐	☐	☒	☐
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	☐	☐	☒	☐
e) Comply with federal, state, and local management and reduction statutes and regulations related to solid waste?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035 and General Plan EIR Trumark Townhomes Plan Set (Architectural, Civil, and Landscape Plans) dated September 28, 2018; Housing Element Update January 31, 2015 – January 31, 2023; East Bay Municipal Utility District's 2020 Urban Water Management Plan; and Contra Costa County Sanitation District.

Utilities and Service Systems Setting:

The City of San Ramon and Contra Costa County collect Capital Facilities Fees and Impact Fees associated with wastewater, storm drains, and other utilities and service systems. One-time impact fees are charged to offset the cost of improving or expanding facilities to accommodate new private development. Fees are used to fund the construction and/or expansion of capital improvement projects to accommodate buildout of the General Plan.

The project site is currently served by all public utilities. The project will result in an intensification of use relative to the existing condition, which will increase demands for water, wastewater, storm drains, and disposal of solid waste. The increased demand for services does not require substantial infrastructure improvements or enhancements in order to adequately serve the project site. The facilities onsite and in the project vicinity are of adequate capacity to accommodate increased demands generated by the proposed project.

Water Supply Services

The East Bay Municipal Utility District (EBMUD) provides water service to a portion of San Ramon, including the project site. EBMUD has water rights for up to 325 million gallon per day from the Mokelumne River watershed. Ninety percent of EBMUD's water is sourced from the Mokelumne River watershed, and the remaining 10 percent is provided by runoff collected in EBMUD's five reservoirs.

EBMUD has a service area population over approximately 1.4 million and anticipates the service population to grow to over 1.7 million by 2040. With over 4,000 miles of distribution pipelines and a storage capacity of approximately 697,480 acre feet. The current total system storage as of August 25, 2022, is at 68 percent due to widespread drought conditions.[14]

EBMUD is required to prepare an Urban Water Management Plan (UWMP) on a 5-year basis, pursuant to the Urban Water Management Plan Act. EBMUD's Water Supply Management Program (2020) outlines a plan to meet the water needs of the district through 2050 and includes a growth element that requires written verification that water will be available for each project.

The EMBUD's 2020 UWMP updated the San Ramon General Plan 2035 by extending the term of water analysis through the year 2050. The UWMP water analysis developed water supply and demand management programs based on population, consumptive trends, local community policies, and projects future water demands by incorporating existing and planned conservation and water recycling programs.

EBMUD has developed a Water Shortage Contingency Plan within the 2020 UWMP, which contains a section on drought management. EBMUD's Drought Management Plan guidelines have been revised significantly since the 2010 UWMP. The new guidelines incorporate new EBMUD measures such as a staged system of drought rates, new ordinances and penalties, and a supersaver recognition program. The Drought Management Plan guidelines also reflect EBMUD's experiences in 2014 and 2015 operating the Freeport facilities and taking Central Valley Project and transfer water for the first time. EBMUD also updated the guidelines in response to state drought actions in 2015 and 2016. The Drought Management Plan program includes four drought states and implements water use reduction measures according to severity of the drought.

EBMUD also provides recycled water at no charge to trucks for construction and other non-potable purposes through their Recycled Water Truck Program. Recycled water from EBMUD's main wastewater treatment pump station near the intersection of Dougherty Road and North Monarch

[14] Water Supply Engineering Daily Report, prepared by East Bay Municipal Utility District, https://www.ebmud.com/water/about-your-water/water-supply, accessed August 26, 2022.

Road will provide water to the project site via truck for purposes including, but not limited to, dust control, soil compaction, and power washing.

Through the San Ramon Valley Recycled Water Project, EBMUD has already installed infrastructure to provide recycled water to portions of eastern San Ramon. When complete, the project will include up to 75 miles of transition and distribution pipelines.

In the vicinity of the project site there is an existing 8-inch water trunk main located beneath Deerwood Drive. Water service laterals extend to the project site providing potable water services to onsite uses. As part of the proposed development, new domestic and fire service water lines will be installed within the project site and will connect to the existing water main in Deerwood Drive.

Wastewater

The Central Contra Costa Sanitary District (CCCSD) treats wastewater generated by the northern and central portions of the City of San Ramon. The wastewater treatment system is comprised of approximately 1,500 miles of gravity sewer pipes, 18 pump stations, 22.8 miles of force mains, and roughly 35,000 manholes. Wastewater from San Ramon is diverted north to CCCSD's wastewater treatment plant in Martinez by way of the San Ramon Interceptor. Treatment capacity is at approximately 54 mgd (average dry weather flow) with actual average treatment at approximately 35.6 mgd. The treatment plant uses ultraviolet disinfection and has other secondary treatment capabilities. Approximately 600 million gallons per year of the effluent is treated to a tertiary level and reintroduced as recycled water, while the rest is released into Suisun Bay.

Stormwater

In the surrounding area of the project site, storm drains convey runoff from impervious surfaces such as streets, sidewalks, and buildings to gutters that release to storm drains and Bollinger Creek and ultimately to Alameda Creek and the San Francisco Bay. Storm water facilities within City limits are owned and maintained by the City of San Ramon. Stormwater runoff is untreated and carries with it any contaminants such as solvents, oils, fuels and sediment, as well as other debris that are picked up along the way by flowing water.

The General Plan lists maintenance activities, detention for increases of runoff, and placing structures above the 100-year flood plain among the top priorities in areas of new development. Policies relevant to the Project include the following:

- **Implementing Policy 9.4-I-2:** Require new development to prepare hydrologic studies to assess storm runoff impacts on the local and subregional storm drainage systems and/or creek corridors. New development shall implement all applicable and feasible recommendations from the studies.
- **Implementing Policy 9.4-I-3:** Require new development to provide a funding mechanism for ongoing maintenance of drainage facilities and other stormwater control measures. Maintenance may be by the City under contract, or by a private entity.
- **Implementing Policy 9.4-I-7:** All new developments shall not increase runoff to the 100-year peak flow in the City's flood control channels or to local creeks and shall be substantially equal to pre-development conditions. All new storm water systems shall be in compliance with the requirements of the City's Stormwater Municipal Regional Permit issued by the San Francisco Regional Water Quality Control Board.

- **Implementing Policy 9.4-I-8:** New development shall be required to locate buildings above the 100-year floodplain and outside the special flood hazard area to minimize potential flood damages.

Solid Waste

The California Department of Resources Recycling and Recovery, known as CalRecycle, is a department within the California Environmental Protection Agency. CalRecycle measures disposal rates for jurisdictions on a per capita basis and regulates counties and cities to increase material diversion from landfills in order to meet California's solid waste diversion goals set out in AB 341. California has a population of approximately 39.7 million residents and a per resident disposal rate of 6.7 pounds per day and a recycling rate of 37%. CalRecycle reports that the City of San Ramon produced an average of 2.75 pounds per person per day from 2010 to 2021, which is lower than the state average.

Title B, Division B6, Chapter 1 of the City's Municipal Code regulates solid waste and recycling within the city and requires that all properties must subscribe to solid waste, organic materials, and recyclable materials services. The City of San Ramon contracts with Alameda County Industries (ACI) Waste Management under an exclusive franchise agreement for solid waste collection services. These services include collection of all solid waste (commercial, industrial, and residential) and collection of residential recyclables and organics. ACI collects solid waste generated in the City and delivers it to the Vasco Road Sanitary Landfill outside of Livermore. Recyclable and organic, compostable materials are sent to the Davis Street Resource Recovery Complex and Transfer Station in San Leandro. The materials are then recycled, composted or sent to the Vasco Road Sanitary Landfill. Commercial recycling services are provided by private companies that have been granted permits by the City of San Ramon and are available to all San Ramon businesses on a competitive basis. As of October 31, 2016, the remaining capacity of the Vasco Road Sanitary Landfill was 7.3 million cubic yards, and the daily-accepted throughput was 2,518 tons per day.[15]

Utilities and Service Systems Impact Discussion:

5.19(a) (New Utilities Requirements) Less Than Significant Impact: The project would not require or result in the relocation or construction of new or expanded water, wastewater treatment, or storm water drainage, electric power, natural gas, or telecommunications facilities.

The project would not necessitate the expansion or construction of wastewater treatment facilities. The estimated wastewater generation of the proposed project falls within the capacity of the existing sanitary sewer lines and CCCSD's wastewater treatment plant. The project does not propose any industrial uses that would generate wastewater requiring special treatment nor would it contain constituents exceeding applicable standards. The expected wastewater generated by the project is consistent with the service needs anticipated by the San Ramon General Plan 2035 and will not require the expansion of treatment facilities or the construction of new facilities. Applicable City Wastewater Capacity fees will be collected in order to fund planned improvements. Therefore, the project would not exceed wastewater treatment requirements and impacts would be less than significant.

[15] CalRecycle, Facility/Site Summary Details, Vasco Road Sanitary Landfill (01-AA-0010), http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0010/Detail/, accessed August 25, 2022.

Wastewater will be accommodated via the installation of proposed sanitary sewer lines within the project site that will connect to an existing 8-inch public sanitary sewer line within Shadowhill Circle which Central Contra Costa Sanitary District confirms is adequate to accommodate the additional wastewater from the development. The proposed project's wastewater flows will be conveyed to CCCSD's wastewater treatment plant in Martinez, which has sufficient operating capacity to handle the additional flows generated by the project. There would be no new construction or expansion of public wastewater facilities as part of the proposed project. Therefore, the project would have a less than significant impact to wastewater treatment capacities.

The project's water demands can be met by EBMUD's existing water main located under Deerwood Drive. The existing water service connection will be abandoned, and a new water service connection will be installed providing pressurized water main for both domestic use and fire hydrants. No new construction or expansion of public water treatment, supply, or conveyance facilities would be necessary to serve the proposed project. Applicable City Water Capacity fees will be collected in order to fund planned improvements to San Ramon water utilities. Therefore, the project would have a less than significant impact to water supply, treatment, or conveyance.

Construction of the proposed project will not substantially increase the amount of impervious surfaces on the project site. The project site is already developed with an office building, parking lots, and landscaping and largely impervious. The proposed impervious surfaces onsite include the proposed building footprints and associated drive aisles and parking areas. The project has been designed with the integration of Low Impact Design (LID) measures. Proposed LID measures include bio-retention planters and other landscaped areas that will capture runoff during precipitation events and provide for the continuous treatment and filtration of stormwater runoff. The project also includes new storm drainage infrastructure along the project street frontage along Deerwood Drive including new gutters and flow through planters. The gutters will capture stormwater from the surface of Deerwood Drive and direct it to 64 square feet of flow-through planters where suspended pollutants will be filtered out and flows moderated before entering the storm drain inlet. Stormwater from the surface of Deerwood Drive and impervious surfaces of the project will ultimately drain to the open space area at the rear of the property where it will infiltrate into the soil. The proposed project is not expected to significantly increase runoff relative to the existing condition since the project site will be improved with LID measures and an onsite bioretention system that conveys runoff to existing storm drain system with sufficient capacity. The project does not necessitate new or expanded stormwater facilities or infrastructure and impacts will be less than significant.

Construction of the proposed project will not increase the demand for natural gas. The proposed development is planned to be all-electric and no natural gas utility connection is proposed. The project does not necessitate new or expanded natural gas facilities or infrastructure and there will be no impacts.

Construction of the proposed project will not substantially increase the demand for electrical power beyond existing supply. There are three power plants serving San Ramon. There is approximately one power plant per 25,016 people, and one power plant per 6 square miles. The proposed project is planned to be all-electric and will draw all of its power resources from the electrical grid serviced by PG&E. The project will also incorporate rooftop photovoltaics, LED lighting, and other energy efficiency measures as required by CalGreen Tier 1 such as Energy Star rated appliances. There is one electric vehicle charging station among the sixteen guest parking spaces and each of the 61 residential garages will be pre-wired for electric vehicle chargers and the electrical service connection will be sized

to accommodate the demand of electric vehicle charging. The expected energy demand generated by the project is consistent with the service needs anticipated by the San Ramon General Plan 2035 and will not require the expansion of electrical generation facilities or the construction of new facilities. The project does not necessitate new or expanded electrical facilities or infrastructure and impacts will be less than significant.

Construction of the proposed project will not substantially increase the demand for telecommunications service beyond existing services. The existing telecommunications facilities in the area are sufficient to meet the prosed demand from private residences. The project does not necessitate new or expanded telecommunications facilities or infrastructure and impacts will be less than significant.

5.19(b) (Sufficient Water Supplies) Less Than Significant Impact: This project will not create a new water demand that exceeds available water supplies. As noted, EBMUD updated their Urban Water Management Plan (UWMP) in 2020 and outlines how EBMUD will meet water needs for its service area through 2050. The 2020 UWMP projected that by 2035 (expected General Plan buildout year) the gross water demand would be 264 mgd. It further estimated that implementation of water demand reduction programs would achieve a water savings of 58 mgd. The net demand projected for EBMUD's water service area is 194 mgd at buildout of the San Ramon General Plan. These demand figures are within the available EBMUD supply capacity.

The San Ramon General Plan 2035 also contains a number of implementing policies that promote water conservation and establishes performance standards for infrastructure and requiring mitigation fees for new development to ensure adequate water supply availability for new projects.

Furthermore, new development projects within the City are subject to General Plan policies 8.6-I-1 through 8.6-I-4, which stipulate indoor and outdoor conservation measures, measures necessary to accommodate non-potable water services, and adherence to the State Model Water Efficient Landscape Ordinance (MWELO). The existing water supplies, facilities and infrastructure are sufficient to meet the demands of the project without the need for substantial expansion or new construction. Therefore, impacts to water supplies as a result of the project will be less than significant.

5.19(c) (Wastewater Treatment Capacity) Less Than Significant Impact: The addition of 61 residential townhomes is well within the flow capacity analyzed as part of the General Plan. The proposed project will not generate wastewater that exceeds the capacity of CCCSD's wastewater treatment plant when added to existing and projected commitments in the service area. As previously discussed, collection and treatment capacity is sufficiently below maximum capacity to serve development within the service area in addition to the wastewater that will be generated by the proposed project. Therefore, the project will have less than significant impacts related to the adequacy or capacity of wastewater treatment facilities.

5.19(d) (Landfill Capacity) Less Than Significant Impact: During construction, the project would generate solid waste from removal of existing improvements and site features including concrete, asphalt, vegetation, and trees. Construction activities will also generate solid waste associated with construction materials. Consistent with the 2019 Cal Green Mandatory Measures, the applicant will be required to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste and prepare a Construction Waste Management Plan that documents the diversion of materials

as required by CalGreen.[16] Accordingly, impacts associated with construction waste will be less than significant.

At operation, the project would generate solid waste. Although the waste stream generated by the project is expected to increase during construction and operation, relative to existing conditions onsite, it is not expected to exceed landfill capacity and will not conflict with federal, state, or local statutes and regulations related to solid waste because the project will implement a Construction Management Plan during construction and the project will be served by waste haulers that provide and enforce recycling and organics separation. Therefore, implementation of the project will result in less than significant impacts to the local landfill's permitted capacity for solid waste disposal, as well as federal, state, and local statutes and regulations.

5.19(e) (Waste Reduction Statutes) Less than Significant Impact: During construction, the project would generate solid waste from removal of existing improvements and site features including concrete, asphalt, vegetation, and trees. Construction activities will also generate solid waste associated with construction materials. Consistent with the 2019 Cal Green Mandatory Measures, the applicant will be required to recycle or salvage at least 65 percent of nonhazardous construction and demolition waste and prepare a Construction Waste Management Plan that documents the diversion of materials as required by CalGreen. Consistent with SB 1383, the project will be required to divert all organic materials that cannot be recycled to municipal composting facilities in order to achieve the state's methane reduction goals. Accordingly, impacts associated with construction waste on waste reduction statues will be less than significant.

During operation, the project would continue to generate solid waste, recyclables, and organic waste. Current service providers offer waste management services that divert recyclables and organic waste to qualified recycling and composting facilities in accordance with AB 341 and SB 1383, the project will be served by waste hauling servicers that provide discreet solid waste, recyclable, and organic waste hauling to waste diversion facilities. No industrial or hazardous waste is anticipated to be generated by a residential development that would require special hauling, handling, and disposal. Accordingly, impacts associated with operational waste on waste reduction statutes will be less than significant.

Mitigation Measures: None Required.

16 California Green Building Standards Code (2019), Effective January 1, 2020.

5.20. WILDFIRE

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
If located in or near state responsibility areas or lands classified as very high fire hazard severity zones, would the project:				
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	☐	☐	☒	☐
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	☐	☐	☒	☐
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	☐	☐	☒	☐

Sources: City of San Ramon General Plan 2035 and EIR; Trumark Townhomes Plan Set (Architectural, Civil, and Landscape Plans) dated September 28, 2018; San Ramon Fire Evacuation Plan, 2019; and ABAG Hazard Viewer, accessed August 14, 2022.

Wildfire Setting:

San Ramon is susceptible to wildland fires due to the surrounding grassland, oak woodland, and hillside topography, abundant fuel load, and climatic conditions, particularly along the western and eastern edges of the City. The areas that are most susceptible to fire hazards are located to the northwest of the intersection of Crow Canyon Road and Bollinger Canyon Road, all areas west of Bollinger Canyon Road on the western side of the city, northeast of the intersection of Camino Tassajara and Blackhawk Road, all areas adjacent to Camino Tassajara east of Hansen Lane, and the entire Tassajara Valley; these areas are designated as Moderate to Very High Fire Hazard Severity Zones within the State Responsibility Area by CAL FIRE. "Very High Fire Hazard Severity Zones" (VHFHZ) are located to the northeast of the City off of Blackhawk Road but these are within the limits of the City of Danville.

In 2020, the SCU Complex Fire burned approximately 396,000 acres to the east of the city. In 2013, the Morgan Fire burned 3,100 acres to the northeast of the city. While no major wildfires have caused losses within the city of San Ramon, wildfires are common in the surrounding hills. During wildfire events, residents can be exposed to direct effects such as the loss of structures and to the secondary effects of the wildfire, such as smoke and air pollution. Smoke generated by wildfire consists of visible and invisible emissions that contain particulate matter (soot, tar, water vapor, and minerals) and gases (carbon monoxide, carbon dioxide, nitrogen oxides). Public health impacts associated with wildfire include difficulty in breathing, odor, and reduction in visibility.

San Ramon Valley Fire Protection District

The San Ramon Valley Fire Protection District (SRVFPD) provides fire protection services to the incorporated and unincorporated portions of San Ramon. By Ordinance No. 36, the SRVFPD adopted the 2019 edition of the California Fire Code and the 2018 edition of the International Fire Code. Review and approval of new development must be obtained from the Fire Marshall during building permit review. The SRVFPD has published a San Ramon Fire Evacuation Plan which details evacuation routes and safe refuge sites. Both Bollinger Canyon Road and Crow Canyon Road are evacuation routes. The nearest fire station is SRVFPD Fire Station 38 at 1600 Bollinger Canyon Road, approximately 900 feet to the south of the project site.

San Ramon General Plan

The General Plan requires that site design, building materials, advance planning, and sprinklers be considered as preventative measures against fire losses and are among the top priorities in areas of new development. As discussed in section 5.9 Hazards/Hazardous Materials, the project site is adjacent to roadways and developed land uses. The project site is categorized as a Non-VHFHZ by CAL FIRE and is immediately adjacent on all sides by land designated as Non-VHFHZ. The project site is located approximately 400 feet east and south of the nearest lands designated as a "High Fire Hazard Severity Zone." The area to the west on the other side of the Bollinger Crest Apartments and Bollinger Canyon Road is an area designated as "High" and is characterized by grassland and woodland along Bollinger Creek. The area to the north, adjacent to Faria Preserve Parkway, is also designated as "High Fire Hazard Severity Zone" and is characterized by ruderal grassland and recent grading for the Twin Oaks development. These areas are designated as State Responsibility Areas. To the east and south of the site is urban development.

Wildfire Impact Discussion:

5.20(a) (Impair Emergency Plans) Less Than Significant Impact: The project site is categorized as a Non-VHFHZ by CAL FIRE and is located approximately 400 feet east of land designated as "High Fire Hazard Severity Zone." There are no lands designated as having a "Very High Fire Hazard Severity Zone" within four miles of the project site or within city limits. The proposed residential development will have one driveway connecting to Deerwood Drive which is a collector street that connects to major arterial roads that are large enough to accommodate added vehicles under evacuation conditions. The internal private loop road of the residential development is wide enough to accommodate vehicles travelling in both directions as well as larger vehicles such as fire apparatus. The construction of the new sidewalks and stormwater bioretention cells at the street will not impede emergency vehicles travelling on Deerwood Drive. Therefore, the proposed project is not expected to substantially impair an adopted emergency response plan or emergency evacuation plan and impacts would be less than significant.

5.20(b-d) (Wildfire Risk Exacerbation, Infrastructure Contributing to Wildfire Risk, Exposure to Wildfire-Related Risks) Less Than Significant Impact: The project site is gently sloped in the area of development and backed by a steep wooded slope down to Bollinger Creek and located approximately 400 feet from a State Responsibility Area (SRA) designated as a High Fire Hazard Severity Zone. A fire buffer zone is proposed by the project which involves management of the open space area and removal and abatement of fire fuels within 100 feet of the rear of the development.

New structures onsite would be built according to the latest California Building Code, which contains fire prevention standards for building materials, systems, and assemblies used in the exterior design and construction. The project is flanked to either side by residential developments that share the same condition of adjacency to the wooded areas proximate to Bollinger Creek. The project would locate residents near a wooded slope which may pose some risk of wildfire spread but would not exacerbate wildfire risk, since open space land will be managed for fuel loads and new buildings will be constructed in accordance with latest Fire Code Standards. Execution of the provisions of the fire buffer plan are part of the ongoing management responsibilities of the HOA. There are no factors, such as steep slopes, prevailing winds, or the installation/maintenance of new infrastructure, that would exacerbate fire risk or expose project occupants to the uncontrolled spread of a wildfire, pollutant concentrations from a wildfire, post-fire slope instability, or post-fire flooding. Therefore, impacts would be less than significant.

Mitigation Measures: None required.

5.21. MANDATORY FINDINGS OF SIGNIFICANCE (CAL. PUB. RES. CODE §15065)

A focused or full environmental impact report for a project may be required where the project has a significant effect on the environment in any of the following conditions:

Would the project:	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☐	☐	☒	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☐	☐	☒	☐
c) Does the project have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☒	☐

Mandatory Findings Discussion:

5.21(a) (Degrade the Environment): Less Than Significant Impact: The project is located within the City of San Ramon's UGB and is consistent with the General Plan Land Use designation for the site, including its goals, policies and programs of the City. With implementation of mitigation measures set forth above under Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Hazards/Hazardous Materials, Hydrology and Water Quality, Noise, and Tribal Cultural Resources, the project's potential environmental impacts would be reduced to levels below significance. As such, the project will not degrade the quality of the environment, reduce habitat, or adversely affect cultural resources. The project is not in conflict with the San Ramon Climate Action Plan and as such will aid in the achievement of both short and long-term environmental goals. Project construction will be temporary, and the project will not create ongoing substantial adverse effects on human beings but

will provide needed housing on an underutilized site. Therefore, the project will have less than significant impacts due to degradation of the environment.

5.21(b) (Cumulatively Affect the Environment) Less Than Significant Impact: The CEQA Guidelines defines cumulative impacts as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts. The individual effects may be changes resulting from a single project or several projects together. The cumulative impact from several projects is the change in the environment which results from the incremental impact of the proposed project when added to other closely related past, present, and reasonably foreseeable probable future projects. Cumulative impacts can result from individually minor but collectively significant projects taking place over a period of time" (Guidelines, Section 15355(a)(b)).

The proposed project requires an amendment to the City's General Plan Land Use map and Zoning Map but is within the development potential anticipated by the General Plan EIR. The project will not promote further development beyond what is called for by the City's General Plan or the accompanying EIR, nor what is required by the City's Regional Housing Needs Allocation (RHNA) as determined by the Association of Bay Area Governments (ABAG).

The General Plan EIR identified significant and unavoidable impacts due to air quality (for inconsistencies with the 2010 Clean Air Plan), criteria pollutants (for cumulatively considerable net increase of pollutants for which the area is in non-attainment) and growth inducement (for exceeding ABAGs 2030 projections). A statement of overriding consideration was adopted for the significant and unavoidable impacts identified due to buildout of the City's General Plan.

The project is consistent with the surrounding land uses and implements the intent of the UGB through the development of an underutilized parcel in an existing urbanized area. Public utilities and service providers have sufficient capacity to fully serve to the proposed project and maintain adequate levels of service to existing and planned future users.

Potential environmental impacts associated with the proposed project will remain at, or be mitigated to, less than significant levels. The City of San Ramon has not approved other projects in this area that would accumulate incremental impacts into a cumulatively considerable impact when viewed all together. The project does not increase the severity of any of the cumulatively considerable impacts from the levels identified and analyzed in the General Plan EIR. There are no other components of the project that would result in cumulative impacts not previously considered in the General Plan EIR. Therefore, the project's cumulative impacts will be less than significant.

5.21(c) (Substantial Adverse Effect on Humans) Less Than Significant Impact: The project has the potential to result in adverse impacts to air quality, biological resources, cultural resources, geology and soils, hazards and hazardous materials, hydrology, tribal cultural resources, and water quality, and noise that has the potential to either directly or indirectly affect human beings. With mitigation measures set forth above, the project will have less than significant environmental effects that would directly or indirectly impact human beings onsite or in the project vicinity. Therefore, the project will have less than significant impacts due to substantial adverse environmental effects causing adverse effects on human beings, directly or indirectly.

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6. REFERENCE DOCUMENTS

The following resources were prepared in order to further identify project specific parameters. Copies of these technical documents are incorporated herein by reference and are available for review during normal business hours at the City of San Ramon, Planning Services Division 7000 Bollinger Canyon Road, San Ramon, California 94583.

6.1. TECHNICAL APPENDICES

A. 2481 Deerwood Drive Air Quality and Greenhouse Gas Emissions Assessment, prepared by Illingworth & Rodkin Inc., September 23, 2022,

B. 2481 Deerwood Drive Biological Constraints Analysis, prepared by Live Oak Associates, Inc., September 28, 2021.

B-1. Rare Plant Survey Results for the Property Located at 2481 Deerwood Drive, prepared by Live Oak Associates, Inc., June 10, 2022.

B-2. Tree Survey, Arborist Report 2481 Deerwood Drive, prepared by Live Oak Associates, Inc., October 3, 2021.

C. Geotechnical Feasibility Report, prepared by ENGEO, August 18, 2021.

C-1. Limited Field Exploration and Retaining Wall Recommendations, prepared by ENGEO, October 21, 2021.

D. Phase 1 Environmental Site Assessment for 2481 Deerwood Drive, prepared by ENGEO, August 30, 2021.

E. Exterior Noise and Exterior Façade Acoustical Analysis, prepared by Veneklasen Associates, August 24, 2022.

E-1. Construction Noise and Vibration Logistics Plan, prepared by Veneklasen Associates, August 26, 2022.

E-2. Project Operations Noise, prepared by Veneklasen Associates, August 26, 2022.

F. Vehicle Miles Travelled (VMT) Analysis for the Deerwood Project, prepared by Fehr & Peers, July 8, 2022.

6.2. OTHER DOCUMENTS REFERENCED

1. Trumark Townhomes Plan Set (Architectural, Civil, and Landscape Plans) dated September 28, 2018.
2. City of San Ramon General Plan 2035.
3. City of San Ramon General Plan EIR.
4. San Ramon Bicycle Master Plan, April 2018.
5. San Ramon Climate Action Plan, 2011.

6. *2008 Energy Action Plan Update*, prepared by the California Energy Commission, http://www.energy.ca.gov/2008publications/CEC-100-2008-001/CEC-100-2008-001.PDF, accessed September, 2022.
7. *2011 Energy Efficiency Strategic Plan*, prepared by the California Energy Commission, http://www.energy.ca.gov/ab758/documents/CAEnergyEfficiencyStrategicPlan_Jan2011.pdf, accessed September, 2022.
8. *BAAQMD 2017 Bay Area Clean Air Plan*, prepared by the Bay Area Air Quality Management District, April 2017.
9. California Department of Conservation Farmland Mapping and Monitoring Program, accessed August 2022.
10. *California Environmental Quality Act Air Quality Guidelines*, prepared by the Bay Area Air Quality Management District, May 2017.
11. *California Scenic Highway Mapping System,* http://www.dot.ca.gov/hq/LandArch/16_livability/scenic_highways/index.htm, accessed August 2022.
12. Draft 2015 Congestion Management Program for Contra Costa, prepared by Contra Costa Transportation Authority, July 2015.
13. *CalRecycle, Facility/Site Summary Details, Vasco Road Sanitary Landfill (01-AA-0010), http://www.calrecycle.ca.gov/SWFacilities/Directory/01-AA-0010/Detail/,* accessed August 25, 2022.
14. FEMA Flood Maps, https://msc.fema.gov, accessed August 25, 2022.
15. State Water Resources Control Board, Construction General Permit Order 2009-0009-DWQ, http://www.waterboards.ca.gov/water_issues/programs/stormwater/construction.shtml, Accessed August 25, 2022.
16. San Francisco Bay Regional Water Quality Control Board, Central Contra Costa Sanitary District Wastewater Treatment Plant Waste Discharge Permit, June 2022, https://www.waterboards.ca.gov/sanfranciscobay/board_decisions/adopted_orders/2022/R2-2022-0020.pdf, Accessed September 8, 2022.
17. ABAG Hazard Viewer, https://abag.ca.gov/our-work/resilience/data-research/hazard-viewer, accessed 9/6/2022.
18. *Paleobiology Database,* https://paleobiodb.org/#/, accessed August 2022.
19. *Urban Water Management Plan,* prepared by East Bay Municipal Utility District, 2020.
20. Water Supply Engineering Daily Report, prepared by East Bay Municipal Utility District, https://www.ebmud.com/water/about-your-water/water-supply, accessed August 26, 2022.

7. MITIGATION MONITORING AND REPORTING PROGRAM

City of San Ramon, California

Planning/Community Development Department

Planning Division

7000 Bollinger Canyon Road, San Ramon, CA 94583

Project Name: **Trumark Townhomes**

File Number: **GPA 2022-0002, RZ 2022-0001, DP 2022-0005, AR 2022-0033, MJ 2022-0004, ENVR 2022-0002, TRP 2022-0006**

Address/Location: **2481 Deerwood Drive, City of San Ramon, CA**

MITIGATION MONITORING AND REPORTING PROGRAM

The Mitigation Monitoring and Reporting Program (MMRP) has been prepared in conformance with Section 21081.6 of the California Environmental Quality Act (CEQA) and 15097 of the CEQA Guidelines, which requires a MMRP as part of the Mitigated Negative Declaration (MND) process. The results of the environmental analysis, including findings related to the proposed mitigation measures, are documented in the Final MND and Project Staff Reports.

CEQA requires that agencies adopting MNDs take the necessary steps to ensure that mitigation measures are appropriately implemented during all stages of the project including construction, throughout the project buildout, and during operation. Therefore, the purpose of this MMRP is to document execution of required mitigations, identify the appropriate entity responsible for mitigation monitoring and reporting, document and establish frequency/duration of monitoring and reporting, and ultimately to ensure compliance.

Implementation

The responsibilities of implementation include review and approval by City staff including the Engineering, Planning, and Building divisions. Responsibilities include the following:

1. The applicant shall obtain all required surveys and studies and provide a copy to the City prior to issuance of grading permits or approvals of improvements plans.
2. The applicant shall incorporate all applicable code provisions and required mitigation measures and conditions into the design and improvement plans and specifications for the project.
3. The applicant shall notify all employees, contractors, subcontractor, and agents involved in the project implementation of mitigation measures and conditions applicable to the project and shall ensure compliance with such measures and conditions.
4. The applicant shall provide for the cost of monitoring of any condition or mitigation measure that involves on-going operations on the site or long-range improvements.

5. The applicant shall designate a project manager with authority to implement all mitigation measures and conditions of approval and provide name, address, and phone numbers to the City prior to issuance of any grading permits and signed by the contractor responsible for construction.
6. Mitigation measures required during construction shall be listed as conditions on the building or grading permits and signed by the contractor responsible for construction.
7. All mitigation measures shall be incorporated as conditions of project approval.
8. The applicant shall arrange a pre-construction conference with the construction contractor, City staff and responsible agencies to review the mitigation measures and conditions of approval prior to the issuance of grading and building permits.

Monitoring and Reporting

The responsibilities of monitoring and reporting include the engineering, planning, and building divisions, as well as the fire department. Responsibilities include the following:

1. The Building, Planning, and Engineering Divisions and Fire Department shall review the improvement and construction plans for conformance with the approved project description and all applicable codes, conditions, mitigation measures, and permit requirements prior to approval of a site design review, improvement plans, grading plans, or building permits.
2. The Planning Division shall ensure that the applicant has obtained applicable required permits from all responsible agencies and that the plans and specifications conform to the permit requirements prior to the issuance of grading or building permits.
3. Prior to acceptance of improvements or issuance of a Certificate of Occupancy, all improvements shall be subject to inspection by City staff for compliance with the project description, permit conditions, and approved development or improvement plans.
4. City inspectors shall ensure that construction activities occur in a manner that is consistent with the approved plans and conditions of approval.

MMRP Checklist

The following table lists each of the mitigation measures adopted by the City in connection with project approval, the timeframe to which the measure applies, the person/agency/permit responsible for implementing the measure, and the status of compliance with the mitigation measure.

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
Air Quality				
AQ-1: Latest BAAQMD recommended Best Management Practices (BMPs) to control for fugitive dust and exhaust during all construction activities shall be incorporated into all demolition and construction plans to require implementation of the following: 1) All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. 2) All haul trucks transporting soil, sand, or other loose material shall be covered. 3) All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. 4) All vehicle speeds on unpaved roads shall be limited to 15 mph. 5) All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. 6) Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points. 7) All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a	Incorporation into project design and construction documents; monitoring during scheduled inspections.	City of San Ramon The City's Public Works Inspector will perform visual inspections during demolition and grading to assure that these are executed.	Prior to issuance of demolitions, grading, and building permits and during project construction.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
certified mechanic and determined to be running in proper working condition prior to operation. 8) Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.				
AQ-2: To reduce potential impacts to air quality during construction, the project shall use equipment that has low diesel particulate matter exhaust emissions by executing one of the following: 1) Diesel-powered off-road equipment larger than 25 horsepower operating on-site for more than two days continuously shall meet U.S. EPA Tier 4 particulate matter emissions standards for particulate matter (PM_{10} and $PM_{2.5}$), if feasible, otherwise, a. If use of Tier 4 equipment is not available, alternatively use equipment that meets U.S. EPA emissions standards for Tier 3 engines and include particulate matter emissions control equivalent to CARB Level 3 verifiable diesel emission control devices that altogether achieve a 75 percent reduction in particulate matter exhaust in comparison to uncontrolled equipment; alternatively (or in combination). b. Use electrical or non-diesel fueled equipment. 2) Alternatively, the applicant may develop another construction operations plan demonstrating that the	Proof of standards compliance; monitoring during scheduled inspections.	City of San Ramon and Contractor	Prior to issuance of demolition, grading, and building permits.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
construction equipment used on-site would achieve a reduction in construction diesel particulate matter emissions by 75 percent or greater. The construction operations plan would be subject to review by an air quality expert and approval by the City prior to construction. Elements of the plan could include a combination of some of the following measures: a. Implementation of No.1 above to use Tier 4 or alternatively fueled equipment. b. Installation of electric power lines during early construction phases to avoid the use of diesel generators and compressors, c. Use of electrically-powered equipment, d. Forklifts and aerial lifts used for exterior and interior building construction shall be electric or propane/natural gas powered, e. Change in construction build-out plans to lengthen phases, and, f. Implementation of different building techniques that result in less diesel equipment usage.				
Biological Resources				
BIO-1: To avoid and minimize potential impacts to nesting birds including passerines and raptors, the following measures shall be implemented: 1) Grading or removal of potentially occupied habitat should be conducted outside the nesting season, which occurs between approximately February 1 and August 31. 2) If grading between August 31 and February 1 is infeasible and groundbreaking must occur within the nesting	Incorporate provisions into landscaping and construction plans; on-site observations and inspections.	City of San Ramon, Contractor, Project Biologist, and/ or CDFW	Prior to issuance of demolition, grading, and building permits.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
season, a pre-construction nesting bird survey (migratory species, passerines, and raptors) of the potentially occupied habitat (trees, shrubs, grassland) shall be performed by a qualified biologist within 7 days of groundbreaking. If no nesting birds are observed no further action is required and grading shall occur within one week of the survey to prevent "take" of individual birds that could begin nesting after the survey. 3) If active bird nests (either passerine and/or raptor) are observed during the pre-construction survey, a disturbance-free buffer zone shall be established around the occupied habitat until the young have fledged, as determined by a qualified biologist. 4) The radius of the required buffer zone can vary depending on the species, (i.e., 75-100 feet for passerines and 200-500 feet for raptors), with the dimensions of any required buffer zones to be determined by a qualified biologist in consultation with CDFW. 5) To delineate the buffer zone around the occupied habitat, construction fencing shall be placed at the specified radius from the nest within which no machinery or workers shall intrude. 6) Biological monitoring of active nests shall be conducted by a qualified biologist to ensure that nests are not disturbed and that buffers are appropriate adjusted by a qualified biologist as needed to avoid disturbance. 7) No construction or earth-moving activity shall occur within any established nest protection buffer prior to September 1 unless it is determined by a qualified ornithologist/biologist that the young have fledged (that is, left the nest) and have attained sufficient flight skills to				

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
avoid project construction zones, or that the nesting cycle is otherwise completed.				
BIO-2: To avoid impacts to special status bats, a qualified biologist shall conduct a bat survey no more than 15 days prior to ground disturbance or demolition of on-site buildings. Pre-construction surveys should include a daytime inspection of the inside of all building looking for active roosting bats or bat signs, followed up by an evening fly-out survey. If no evidence of bats and/or evidence of bats sign are detected during the pre-construction surveys, no additional surveys are required. If special-status bat species are found roosting on the Project site, the biologist shall determine if there are young present (i.e., the biologist should determine if there are maternal roosts). If young are found roosting in any tree that will be impacted by the Project, such impacts shall be avoided until the young are flying and feeding on their own. A non-disturbance buffer installed with orange construction fencing will be established around the maternity site. The size of the buffer zone will be determined by a qualified bat biologist at the time of the surveys. If adults are found roosting in a tree on the project site but no maternal sites are found, then the adult bats can be flushed, or a one-way eviction door can be placed over the tree cavity for a 48-hour period prior to the tree removal. If bats or evidence of bats are detected during the pre-construction surveys, the applicant shall notify the City and the California Department of Fish and Wildlife (CDFW) regarding proposed bat eviction protocols and request review and acceptance by the CDFW.	Incorporate timing provisions into project construction plans; submittal of pre-construction survey results; on-site observations and inspections. If grading occurs during the nesting season, provide a report documenting the pre-construction survey.	Contractor, Project Biologist, and City of San Ramon	Not more than 15 days prior to site-disturbing activities.	
BIO-3: A qualified biologist with a minimum of five years' experience shall conduct a pre-construction survey for California red-legged frog no more than five days prior to commencement	Incorporate timing provisions into project	Contractor, Project Biologist, and	Prior to issuance of demolition	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
of ground disturbing activities and provide recommendations for installation of exclusion fencing, as warranted. Results of the survey and recommendations for construction personnel training, monitoring during construction activity, and installation of exclusion fencing shall be submitted to the City of San Ramon. At the recommendation of a qualified biologists and based on factors including the migration window for red-legged frog, rainfall, and inundation, exclusion fencing shall be installed. If warranted, the qualified biologist shall supervise installation of exclusion fencing, periodically inspect fencing to ensure it is properly maintained during construction activities and ensure that all exclusionary fencing materials are fully removed upon completion of construction activities.	construction plans; submittal of pre-construction survey results; on-site observations and inspections.	City of San Ramon	and grading permits.	
BIO-4: Prior to the start of construction, a qualified biologist shall conduct a preconstruction survey of the site to identify presence of any occupied San Francisco dusky-footed woodrat nests. If found, the biologist shall notify the City and the CDFW. The biologist shall work with the CDFW to develop appropriate avoidance and protection measures including but not limited to a construction exclusion buffer to be established, maintained, and monitored during construction. Should avoidance be infeasible, a CDFW-approved relocation plan shall be developed for review and approval by the CDFW.	Incorporate provisions into project construction plans; on-site observations and inspections.	Contractor, Project Biologist, and City of San Ramon	Prior to issuance of demolition and grading permits.	
BIO-5: In order to mitigate the removal of the nineteen (19) protected coast live oak trees, the applicant shall demonstrate compliance with the City's Tree Preservation and Protection Ordinance including required ratios for replacement trees and/or in lieu fees. The City may instead, at its discretion, require	Incorporation into project design and construction documents; monitoring	Contractor, Project Arborist, and City of San Ramon	Prior to issuance of tree removal permits.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
implementation of a revegetation plan according to Section D-5-10 (C) or in-lieu fees according to Section D-5-10 (D).	during scheduled inspections.			
Cultural Resources				
CUL-1: To ensure the Project does not result in impacts to buried archaeological resources onsite, if present, the following shall be implemented: 1) **Training.** Prior to commencement of ground-disturbing activities, a professional archaeologist shall conduct a preconstruction training for construction personnel. The training shall familiarize individuals with the potential to encounter prehistoric artifacts or historic-era archaeological deposits, the types of archaeological material that could be encountered within the Project Area, and the requirement for a monitor to be present during initial ground-disturbing activities. 2) **Monitoring.** During initial ground disturbing activities on native soils, a Secretary of the Interior-qualified archeologist shall be onsite to monitor activities. The monitor shall have the authority to temporarily halt work to inspect areas as needed for potential cultural materials or deposits. Daily monitoring logs shall be completed by the monitor. 3) **Post-review Discoveries.** In the event that cultural resources are exposed during construction, all earth work occurring within 100 feet of the find shall be immediately stopped until a Secretary of Interior-qualified Archaeologist inspects the material(s), assess historical significance. The monitoring archaeologist shall consult	Provide the City a copy of a contract with a qualified archeologist. Incorporate provisions into project construction plans; on-site observations and inspections.	Contractor, Project Archeologist and City of San Ramon	Prior to ground disturbing activities and issuance of a grading permit.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
with Tribes, may consult with other stakeholders, and as needed provide recommendations for the treatment of the discovery. 4) **Archaeological Monitoring Report.** Within 60 days following completion of construction work, an archeological monitoring report shall be submitted to the City. The report shall include the results of the monitoring program (even if negative), a summary of any findings or evaluation/data recovery efforts, and supporting documentation (e.g., daily monitoring logs).				
CUL-2: In the event that human remains are encountered within the Project Area during Project-related, ground-disturbing activities, all work must stop, and the County Coroner immediately notified of the discovery. If the County coroner determined that remains are, or are believed to be Native American, then the Native American Heritage Commission must be contacted by the Coroner so that a "Most Likely Descendant" (MLD) can be designated to provide further recommendations regarding treatment of the remains. A Secretary of Interior-qualified Archaeologist should also evaluate the historical significance of the discovery, the potential for additional human remains to be present, and to provide further recommendations for treatment of the resource in accordance with the MLD recommendations. Federal regulations require that Native American human remains, funerary objects, and object of cultural patrimony are handed consistent with the requirement of the Native American Graves Protection and Repatriation Act.	Site inspections; submittal of any treatment recommendation documentation.	Contractor, Project Archeologist, County Coroner, MLD, and City of San Ramon	In the event that resources are encountered.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
Geology / Soils				
GEO-1: In the event that paleontological resources, including individual fossils or assemblages of fossils, are encountered during construction activities all ground disturbing activities shall halt and a qualified paleontologist shall be procured to evaluate the discovery and make treatment recommendations.	Incorporate into project design and construction documents.	Project Geologist, and City of San Ramon	Prior to the issuance of grading permit.	
Hazards/Hazardous Materials				
HAZ-1: Prior to issuance of any demolition or grading permit, the applicant shall submit a report detailing the results of a comprehensive asbestos survey and, if asbestos containing materials (ACM) are identified onsite, plans for safe removal. If ACM are verified, the applicant shall prepare an Operations and Maintenance (O&M) Safety Plan and receive approval of the O&M Plan from the SRVFPD. The purpose of the O&M Plan is to establish protocol for the removal and disposal of ACM and shall also address the potential for accidental discovery of hazards and hazardous materials during construction activities including lead-based paints and groundwater contamination. Said plans shall be implemented during demolition and construction activities including the following: a) Use appropriate site control measures such as wet methods to minimize airborne dust generation. b) Identify construction worker protection plan for handing ACM. c) Characterize material export and proper disposal requirements. d) Notification requirements to the Bay Area Air Quality Management District in accordance with the Asbestos Demolition and Renovation Program requirements.	Incorporation into project design and construction documents; monitoring during scheduled inspections.	Contractor and City of San Ramon The City's Public Works Inspector will perform visual inspections during demolition and grading to assure that these are executed.	Prior to demolition, grading, and building permits and during project construction.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
HAZ-2: Prior to issuance of any demolition or grading permit, the applicant shall submit documentation to the City demonstrating that proper removal and disposal of on-site batteries and electronics at authorized facilities.	Incorporation into project design and construction documents; monitoring during scheduled inspections.	Contractor, City of San Ramon	Prior to demolition and grading permits.	
HAZ-3: Prior to issuance of any demolition or grading permit, the applicant shall submit documentation to the City from PG&E, the County, and the SRVFPD detailing the proper removal and disposal of on-site transformer, generator, and 2,500 gallon diesel tank at authorized facilities.	Incorporation into project design and construction documents; monitoring during scheduled inspections.	Contractor, City of San Ramon	Prior to demolition and grading permits.	
Hydrology / Water Quality				
HYDRO-1: In accordance with the National Pollution Discharge Elimination System regulation, the applicant shall prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) prior to construction. The SWPPP shall address erosion and sediment controls, proper storage of fuels, temporary erosion control including fiber rolls, staked straw bales, geofabric, and sandbags, and identification for use and cleanup of hazardous materials. Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. A Notice of Intent, fees, and other required documentation shall be filed with the Regional Water Quality Control Board. During construction a monitoring report shall be conducted weekly during dry conditions and three	Approval of SWPPP; on-site inspection.	City of San Ramon; and Contractor	Prior to the issuance of grading permits and ongoing throughout construction.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
times a day during storms that produce more than 1/2" of precipitation.				
HYDRO-2: Should construction dewatering be required, the applicant shall either reuse the water on-site for dust control, compaction, or irrigation, retain the water on-site in a grassy or porous area to allow infiltration/evaporation, or obtain a permit to discharge construction water to a sanitary sewer or storm drain. Discharges shall require a one-time special discharge permit from the Central Costa County Sanitary District and shall operate in compliance with the District's NPDES Discharge Permit CA0037648, adopted June 8, 2022 (Order No R2-2022-0020). Measures may include characterizing the discharge and ensuring filtering methods and monitoring to verify that the discharge is compliant with the local wastewater discharge requirements. Discharges to a storm drain shall be conducted in a manner that complies with the California Regional Water Quality Control Board San Francisco Bay Region Order No. R2-2015-0049, Municipal Regional NPDES Permit No. CAS612008, and the Contra Costa Clean Water Program and Implementing Standards for Erosion and Sediment Control. In the event that groundwater is discharged to the storm drain system, the applicant shall submit permit registration documents for the SWPPP including characterization of the discharge specific BMPs.	Attainment of water discharge permit; on-site inspection.	City of San Ramon; Central Costa County Sanitary District; and Contractor	Prior to the issuance of grading permits.	
Noise				
NOI-1: Prior to the issuance of demolition and grading permits, the project applicant/construction contractors shall erect noise barriers to attenuate construction noise emanating from the project site and reduce noise level experienced by existing neighboring residential receptors immediately to the east and	Incorporate into project design and construction documents.	Contractor and City of San Ramon	Prior to the issuance of demolition	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
west of the site and between the front of the property and the street at Deerwood Drive. Fixed noise barriers shall be constructed of any solid material with a surface density no less than 2 lb. per square foot or a system approved by the acoustical engineer, with a minimum height of 6 feet. Materials meeting this requirement include 3/4-inch thick wood, 3/4-inch outdoor plywood, 16-gauge steel sheet, and any masonry units or temporary sound blankets. Support frames shall be constructed in sections which allow overlapping between barrier panels when attached. Gaps between barrier units and between the bottom edge of barrier panels at the ground shall be covered or sealed with a material having 2 pounds per square foot weight. Noise barriers shall be capable of achieving a minimal Sound Transmission Class (STC) rating of 23. Use of equivalent noise barrier systems shall be reviewed and approved by the acoustical engineer. Barriers shall be erected and in place prior to the start of construction activities and remain in place through completion of exterior work.			and grading permits.	
NOI-2: The project applicant/construction contractors shall implement a site-specific construction noise reduction program, subject to the Planning and Building Services Divisions review and approval. The noise reduction program may include, but shall not be limited to, the following: 1) Construction activities and delivery of materials or equipment to the site and truck traffic to and from the site is restricted for all phases of construction, including servicing of construction equipment shall only be permitted during the hours of 7:30 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays. No construction shall be permitted on holidays.	Incorporate into project design and construction documents; on-site observations and inspections.	City of San Ramon; and Contractor	Prior to the issuance of demolition and grading permits.	

MITIGATION MEASURES	IMPLEMENTATION	RESPONSIBLE PARTY	TIMING	DATE OF COMPLETION
2) Quiet construction equipment shall be utilized whenever possible. Equipment and trucks used for project construction shall utilize the best available noise control techniques (e.g., improved mufflers, equipment redesign, use of intake silencers, ducts, engine enclosures and acoustically attenuating shields or shrouds, wherever feasible). All construction equipment powered by internal combustion engines shall be properly muffled and maintained. 3) Whenever possible, construction or equipment activity generating relatively high levels of noise and vibration should not occur at the same time and should be spaced as far apart in time as possible from one another. In general, the loudest activities shall be reserved for the middle of the day (noon). If activities must occur simultaneously, they shall be performed as far away from one-another as possible within the construction zone. o Where drilling for any retaining wall occurs, it shall be done at least at 80 feet from the nearest receptor building and while avoiding any other work with other heavy machinery during that time. o Excavators and rollers shall work at least 20 feet from project site boundary and not simultaneously. 4) Stationary and portable construction equipment shall be located at positions where the noise impact to nearby noise/vibration-sensitive receptors (NVSR) is minimal. At times where the equipment cannot be positioned at a minimal noise impacting location, noise mitigation devices may need to be implemented (e.g., noise barriers, noise blankets as described above).				

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5) All equipment and vehicles shall be turned off when not in use. Unnecessary idling of internal combustion engines shall be prohibited. 6) Except as otherwise required by law, all vehicle horns shall remain silent, except in the case of an emergency. 7) The use of amplified public announcement systems, speakers, and similar equipment—except for a bull horn during emergency circumstances—shall not be utilized at the project. Radios, music playback equipment, musical instruments, or automobile or truck alarms shall not be utilized such that they are audible beyond the boundaries of the construction zone. 8) Provide a map of the haul truck routes to the Planning and Engineering Department for review and approval. The planned haul truck routes shall avoid residential and other sensitive receptor areas to the maximum extent feasible. Haul truck deliveries shall not take place between the hours of 7:30 a.m. to 7:00 p.m. Monday through Friday and during 9:00 a.m. to 6:00 p.m. on Saturdays and Sundays. Additionally, if heavy trucks used for hauling would exceed 100 daily trips (counting both to and from the construction site), then the project applicant shall prepare a noise mitigation plan denoting any construction traffic haul routes and include appropriate noise mitigation measures. To the extent feasible, the plan shall denote haul routes that do not pass sensitive land uses or residential dwellings. Locate maintenance equipment, material stockpile, and parking areas, as far from noise/vibration sensitive receptors as feasible. 9) Prior to the issuance of building permit, the project applicant shall submit to the Building Services Division a list of measures to respond to and track complaints pertaining to construction				

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noise. These measures shall include but are not limited to the following: ○ A sign posted on-site with permitted construction days and hours, who to notify in the event of a noise related problem and a listing of both the City and construction contractor's telephone numbers (during regular construction hours and off-hours); ○ The designation of an on-site construction complaint and enforcement manager for the project; ○ Notification of neighbors and occupants within 300 feet of the project construction area at least 30 days in advance of extreme noise generating activities about the estimated duration of the activity; ○ A preconstruction meeting shall be held with the job inspectors and the general contractor/on-site project manager to confirm that noise measures and practices (including construction hours, neighborhood notification, posted signs, etc.) are completed.				
NOI-3: The design, location and/or screening for HVAC or other mechanical equipment shall be selected and screened if necessary to achieve a noise level of approximately 55 dBA (daytime) and 45 dBA (nighttime) at the nearest property line.	Incorporate into project design and construction documents.	City of San Ramon, Project's Acoustical Engineer, and Contractor	Prior to the issuance of building permit and occupancy certification.	
Tribal Cultural Resources				
TCUL-1: In order to mitigate potential adverse impacts to Native American human remains should any be discovered during initial site grading, tribal cultural monitors will be utilized to monitor	Site inspections; submittal of any treatment	Contractor, Project Archeologist, County	In the event that resources are encountered.	

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work done in areas of Tribal concern as determined through tribal consultation as part of a preconstruction meeting. If Native American human remains are discovered during construction, work shall be halted within 100 feet of the discovery until the material or features have been inspected and evaluated by tribal cultural monitors and a qualified archaeologist meeting the Standards of the Secretary of the Interior. The City and/or its contractors shall immediately contact the Contra Costa County coroner to evaluate the remains, and follow the procedures and protocols set forth in CEQA Guidelines for Determining the Significance of and Impacts to Cultural Resource, Archaeological Historic and Tribal Cultural Resources. If the County coroner determines that the remains are Native American, the City and/or its contractors shall contact the Native American Heritage Commission, in accordance with HSC Section 7050.5(c) and PRC Section 5097.98. Per PRC Section 5097.98, the City shall ensure that the immediate vicinity, according to generally accepted cultural or archaeological standards or practices, where the Native American human remains are located is not damaged or disturbed by further development activity until the City and/or its contractor has discussed and conferred, as prescribed in PRC Section 5097.98 and the CEQA Guidelines for Determining the Significance of and Impacts to Cultural Resource, Archaeological Historic and Tribal Cultural Resources, with the most likely descendants regarding their recommendations, if applicable, taking into account the possibility of multiple human remains.	recommendation documentation.	Coroner, Tribal Cultural Monitor, and City of San Ramon		