

Appendix A: Initial Study-Notice of Preparation and Comment Letters

**NOTICE OF PREPARATION
ENVIRONMENTAL IMPACT REPORT**

DATE: March 2007

TO: Responsible and Trustee Agents
Interested Organizations and Individuals

FROM: City of San Ramon
Planning/Community Development Department

SUBJECT: NOTICE OF PREPARATION OF A DRAFT SUBSEQUENT ENVIRONMENTAL
IMPACT REPORT (SEIR) - SAN RAMON CITY CENTER PROJECT

Lead Agency
CITY OF SAN RAMON
Planning/Community Development Department
2226 Camino Ramon
San Ramon, CA 94583
Contact: Phil Wong, Director
925.973.2560
E-mail: planning@sanramon.ca.gov

Consulting Firm Preparing the Draft SEIR
Michael Brandman Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583
Contact: Jason M. Brandman, Vice President
925.830.2733
Email: jbrandman@brandman.com

Project Location. The San Ramon City Center Project is located in the City of San Ramon in Contra Costa, California (see Exhibits 1 and 2). As shown on Exhibit 3, the Project site is comprised of four parcels, which encompass 39.09 acres. Parcels 3A and Bishop Ranch 2, consisting of 11.29 acres and 14.57 acres, respectively (totaling 25.86 acres), are to the north of Bollinger Canyon Road. Parcel BR2 is the developed Bishop Ranch 2 property at the northwest corner of Bollinger Canyon Road and Camino Ramon, which will be removed. Parcel 1A, consisting of 9.66 acres, is at the southeast corner of Bollinger Canyon Road and the existing Bishop Ranch 1 entrance. Parcel 1B, now a parking lot consisting of 3.57 acres, is at the southwest corner of Bollinger Canyon Road and the existing Bishop Ranch 1 entrance. The site is within the Bishop Ranch Business Park and adjacent to the Iron Horse Trail.

Project Sponsors' Names and Addresses

City of San Ramon
Planning/Community Development Department
2226 Camino Ramon
San Ramon, CA 94583

Sunset Development Company
P.O Box 640
San Ramon, CA 94583

General Plan Designation. Mixed Use

Zoning. City Center Mixed Use

Description of the Proposed Project. The City of San Ramon and Sunset Development Company, as co-applicants, are proposing approximately 2,168,000 square feet (sq ft) as part of the San Ramon City

Center Project (herein referred to as the Project or proposed Project). The Project will be a new transit-oriented, mixed-use development for the City of San Ramon within the Bishop Ranch Business Park. Located at the crossroads of Camino Ramon and Bollinger Canyon Road, San Ramon City Center sits at the entrance to Bishop Ranch Business Park and is centrally located in the City, adjacent to Central Park and its community center. San Ramon City Center is an infill project that is pedestrian friendly, mixed use, and transit oriented. The major components are residential, a lifestyle retail center including an arts cinema, restaurants, a premium “boutique” hotel, three Bishop Ranch Class A office buildings, a new City Hall with Council Chamber and a library for San Ramon, and a transit hub. The Project reflects the City’s desire for a downtown center in conformance with San Ramon’s General Plan, Zoning Ordinance, and Economic Development Strategic Plan.

The following components are currently planned for the Site:

- **Class A Office:** Will include a net of 158,897 square feet, as 194,652 square feet of the existing Bishop Ranch 2 will be torn down and 328,220 square feet of Office was previously entitled in the Second Amendment to the Chevron Park Annexation and Development Agreement, dated May 28, 2002.
- **Hotel:** A premium “boutique” hotel with 169 rooms, totaling 139,867 sq ft.
- **Retail/Cinema:** A lifestyle retail center that will include an art-screen cinema, gourmet restaurants, and destination retail attractions, occupying 635,042 sq ft.
- **Residential:** The proposed Project will include 488 residential dwelling units, each approximately 1,095 sq ft, totaling 550,669 sq ft.
- **Professional Office/Retail Flex:** 50,142 sq ft. of small Professional Office, which may be converted to Retail, is proposed.
- **City Hall:** The Project would include a new City Hall with Council Chamber, library, and transit hub, totaling 110,490 sq ft.
- **Parking:** Nine parking structures containing 6,657 spaces and an additional future shared reserve parking structure of 539 spaces are proposed for the Project. To replace the existing Bishop Ranch 1 parking structure once it is torn down, a tenth parking structure consisting of 1,300 spaces will be developed on the Bishop Ranch 1 site.

The proposed Project will also require discretionary permits/ministerial approvals. Specifically the following approvals and permits are being requested:

1. Development Plan and Development Plan Amendment (Amendment to City DP-00-300-001)
2. Conditional Use Permits for Hotel and Cinema (Theater)
3. Minor Use Permits
4. Architectural Review
5. Minor Subdivision
6. Lot Line Adjustment

7. Demolition Permit

Development Agreement Amendments:

1. Development Agreement Amendment (Fifth Amendment to City/Sunset Annexation and Development Agreement)
2. Development Agreement Amendment (Third Amendment to City/Chevron [Sunset Assumption] Annexation and Development Agreement).

Surrounding Land Uses and Setting. The San Ramon City Center Project site is surrounded by a variety of office/professional, commercial, and recreational (e.g., park) uses. Immediately surrounding the Project site to the north is Bishop Drive, to the south is Bishop Ranch 1, to the east are the Iron Horse Trail and San Ramon Central Park, and to the west are Sunset Drive and the Shops at Bishop Ranch retail center. Land uses within the Project area but not directly adjacent to the Project site include the City of San Ramon Community Center, the Chevron office complex, the AT&T office complex, and various other office structures.

Other Public Agencies Whose Approval is Required. No other public agency is required to approve the San Ramon City Center Project SEIR. However, development under the Project may require approval of State, federal, and responsible trustee agencies that may rely on this SEIR for decisions in their area of expertise.

ENVIRONMENTAL FACTORS POTENTIALLY AFFECTED

The environmental factors checked below would be potentially affected by this Project, as discussed within the checklist on the following pages.

<input checked="" type="checkbox"/> Aesthetics	<input type="checkbox"/> Agriculture Resources	<input checked="" type="checkbox"/> Air Quality
<input checked="" type="checkbox"/> Biological Resources	<input checked="" type="checkbox"/> Cultural Resources	<input checked="" type="checkbox"/> Geology/Soils
<input checked="" type="checkbox"/> Hazards/Hazardous Materials	<input checked="" type="checkbox"/> Hydrology/Water Quality	<input checked="" type="checkbox"/> Land Use/Planning
<input type="checkbox"/> Mineral Resources	<input checked="" type="checkbox"/> Noise	<input checked="" type="checkbox"/> Population/Housing
<input checked="" type="checkbox"/> Public Services	<input checked="" type="checkbox"/> Recreation	<input checked="" type="checkbox"/> Transportation/Traffic
<input checked="" type="checkbox"/> Utilities/Service Systems		

DETERMINATION

On the basis of this initial evaluation:

- I find that the proposed Project COULD NOT have a significant effect on the environment, and 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.
- 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.

Signature

Date

Printed Name

Title

INITIAL STUDY/ENVIRONMENTAL CHECKLIST

The purpose of this Initial Study is to identify the potential environmental impacts associated with the implementation of the proposed. Pursuant to Section 15367 of the CEQA Guidelines, the City is the Lead Agency in the preparation of this Initial Study, and any additional environmental documentation required for the Project. The City has primary responsibility for approval or denial of the Project. The City of San Ramon has determined that analysis of the Project’s environmental effects is best provided through use of a Subsequent EIR (SEIR), tiering off of the previously certified EIRs prepared for the San Ramon 2020 General Plan and the 2003 San Ramon Civic Center project. An SEIR is permitted under CEQA when there is a change in the conditions analyzed in the original EIR (CEQA Guidelines Section 15162). The intended use of this document is to determine the level of environmental analysis required to adequately prepare the Project SEIR and to provide the basis for input from public agencies, organizations, and interested members of the public. The remainder of this section provides a brief description of the Project location and the characteristics of the Project. This section includes an environmental checklist that gives an overview of the potential impacts that may result from Project implementation. This section also elaborates on the information contained in the environmental checklist, providing justification for the responses provided in the environmental checklist.

I. AESTHETICS		Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:	Potentially Significant Impact			
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	■
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	■	<input type="checkbox"/>
d) Create a new source of substantial light or glare, which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	■	<input type="checkbox"/>	<input type="checkbox"/>

The Project site is relatively flat and is built-up and urban in nature. The General Plan and General Plan EIR do not identify any scenic resources that meet any commonly accepted criteria for a scenic vista. Additionally, the Project would not affect offsite views or scenic vistas. Therefore, development of this site would not affect a scenic vista. These issues will not be addressed further in the SEIR. However, the proposed Project will alter the visual character of the Project area. The introduction of urban uses would result in an increase in light and glare. In addition, Project implementation has the potential to increase nighttime illumination in the Project area, which may impact nighttime views from surrounding hillside residents. Aesthetic impacts will be assessed in terms of visibility of the Project, alteration of the visual setting, sensitivity of viewpoints, and long-term implications in relation to the City of San Ramon 2020 General Plan and Zoning Ordinance. The SEIR will address the potential aesthetic impacts of the

proposed Project, and—as applicable—mitigation measures will be recommended to reduce significant impacts.

II. AGRICULTURAL RESOURCES In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Department of Conservation (CDC) as an optional model to use in assessing impacts on agriculture and farmland. Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment, which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site does not contain Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. Land uses surrounding the Project site are urban in nature. Project implementation will result in an extension of the existing urban land uses. Thus, impacts on the loss of agricultural resources and the conversion of Farmland would not occur. Therefore, no further analysis is required in the SEIR.

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

III. AIR QUALITY Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
c) 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)?	■	□	□	□
d) Result in significant construction-related air quality impacts?	□	■	□	□
e) Expose sensitive receptors to substantial pollutant concentrations?	□	■	□	□
f) Create objectionable odors affecting a substantial number of people?	□	□	■	□

The Bay Area Air Quality Management District (BAAQMD), in cooperation with the Metropolitan Transportation Commission (MTC) and the Association of Bay Area Governments (ABAG), has prepared the 2005 Bay Area Ozone Strategy and the 2000 Clean Air Plan (air quality plans) for the San Francisco Bay Air Basin (Air Basin). These plans set forth a comprehensive program that will lead the Air Basin into compliance with all federal and State air quality standards. Accordingly, conformance with the air quality plans for development projects is determined by demonstrating compliance with local land use plans and/or population projections. A consistency cumulative impact determination will be prepared for the proposed Project and evaluated in accordance with BAAQMD and CEQA Guidelines, and is included in the SEIR to ensure that the Project is consistent with the goals of the BAAQMD air quality plans. However, additional information is required to confirm this finding; therefore, these effects will be further evaluated in the SEIR.

In the short-term, the proposed Project will result in construction-related air quality impacts. Activities such as earthmoving, excavation, grading operations, construction vehicle traffic, and wind blowing over-exposed earth will generate fugitive particulate matter emissions and exhaust emissions that may affect local and regional air quality. In the long term, vehicle emissions are the primary source of air pollution. The change of traffic patterns or the addition of traffic has the potential to affect local and regional air emissions. The SEIR will provide an air quality assessment to address the Project's short-term emissions from construction activities and long-term emissions from daily vehicle trips to and from the site, in addition to stationary emissions from power and gas consumption and machinery and equipment onsite. The SEIR will also estimate Project-generated emissions of greenhouse gases, evaluate the Project's incremental contribution to global warming impacts, and discuss the Project's compliance with recent

State legislation of global warming (AB-1493 and AB-32). Project design features and mitigation measures will be identified, as necessary

Sensitive populations, such as children, senior citizens, and chronically ill persons, are more susceptible to the effects of air pollution than is the general population. Long-term vehicular emission from operation of the proposed Project could result in carbon monoxide hot spots that pose a health risk to sensitive receptors. This impact is expected to be less than significant with mitigation. However, additional information is required to confirm this finding; therefore, these effects will be evaluated further in the SEIR.

To ensure control of objectionable odors, all uses in the proposed Project would be required to comply with federal, State, and County health and environmental standards. This impact is expected to be less than significant; however, additional information is required to confirm this finding. These effects will be evaluated further in the SEIR.

IV. BIOLOGICAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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 Game or U.S. Fish and Wildlife Service?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, or regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

IV. BIOLOGICAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The project site is highly disturbed and is not likely to support any special status plant or wildlife species. A biological resources assessment, which includes a general biological survey and field reconnaissance and is consistent with the requirements of the City, CEQA, the USFWS, the CDFG, and other pertinent reviewing agencies will be prepared for the proposed project. Based on the findings of the California Natural Diversity Database, burrowing owls have been identified within the vicinity of the project area. The biological resource assessment will confirm the existing conditions and the potential for sensitive biological resources onsite. Mitigation measures will be established and implemented following the completion of the biological resource assessment. This issue will be further evaluated in the SEIR.

Previous biological studies indicate that the project site does not contain any sensitive natural communities, riparian habitat, or federally protected wetlands. The Biological Resources Assessment will include a habitat assessment that will determine if these findings are still valid. Therefore, these issues will be further evaluated in the SEIR.

The project site does not contain any features typically associated with wildlife movement corridors (e.g., riparian corridors, arroyos, ridgelines). Moreover, the project site is surrounded on all sides by urban development. While wildlife movement is not expected to be adversely affected by the proposed project, the biological resources assessment will be necessary to confirm this finding. Therefore, this issue will be further evaluated in the SEIR.

Division C4 Chapter III of the San Ramon City Code regulates tree preservation. The proposed project would result in the removal of trees that would fall under the jurisdiction of the City Code. While the project would comply with the applicable requirements and not result in any significant impacts, further evaluation in the SEIR will be required.

The project site is not within the boundaries of an adopted habitat conservation plan, natural community conservation plan, or other approved habitat conservation plan. Therefore, this issue will not require further evaluation in the SEIR.

V. CULTURAL RESOURCES	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The Project site has been previously disturbed and located in a built-up urban area containing numerous existing structures. However, there is always the possibility that unknown archaeological resources exist below the ground surface. Therefore, a record search will be requested from the Northwest Information Center in Rohnert Park to determine if any cultural resource sites have been previously recorded within or adjacent to the Project. In addition, a record search will be requested from the University of California, Berkeley, Museum of Paleontology, to determine the likelihood of paleontological resources within the Project area.

Project implementation will be in accordance with Public Resources Code § 5097.98 and Health and Safety Code 7050.5, in the event that human remains are discovered on the Project site. Additionally, as required by the CEQA Guidelines §15064.5(e), if evidence of prehistoric or historic resources or human remains is discovered during the course of excavation for a development Project, all activities in the immediate vicinity of the discovery must cease until a qualified archaeologist has been given the opportunity to examine the resources or remains. The results of the record searches and any additional pertinent information will be reviewed and included in the SEIR.

VI. GEOLOGY AND SOILS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Like most of northern California, the Project site is in a seismically active area, and it is likely that the Project will experience significant ground shaking during its lifetime. According to the City's General Plan, the site is located in an area that is likely to experience strong shaking from earthquake activity. A geotechnical report will be prepared for the proposed Project and summarized in the SEIR. As part of the recommendations expected to be provided in the geologic report, the proposed structures would be constructed in accordance with the California Building Standards Code's seismic design requirements. These requirements contain specific design standards for structures that reduce exposure risks to seismic hazards. Through compliance with seismic design requirements, the potential for ground shaking would

not be expected to significant. However, this issue will require will require further evaluation in the SEIR.

The project site does not contain any known earthquake faults, including faults mapped on an Alquist-Priolo Fault Zoning Map. The geologic conditions of the project site indicate that the potential for seismic-related ground failure is extremely low. The project site contains flat relief and is not near any slopes of 10 percent or more that could be susceptible to earthquake-induced landslides. Therefore, these issues do not require further evaluation in the SEIR.

Short-term construction activities would be required to comply with applicable erosion control requirements of the National Pollution Discharge Elimination System. While not expected to be significant, this will require further evaluation in the SEIR.

While there are no known unstable geologic units or soils on the project site, the geotechnical report will determine if this finding is still valid. Therefore, this impact will be further evaluated in the SEIR.

The project site is located in an area that may contain expansive soils. The geotechnical report will provide recommendations for proper remediation of these conditions, if they do indeed existing on the project site. While not expected to be significant, this impact will be further evaluated in the SEIR.

The project would be served by sanitary sewer and would not require the installation of septic or alternative wastewater disposal systems. Therefore, this issue does not require further evaluation in the SEIR.

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VII. HAZARDS AND HAZARDOUS MATERIALS Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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 or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The potential exists that hazardous materials associated with the operation of construction equipment and use of building materials in the development of the Project could be transported, used, or stored onsite on a short-term basis. Additionally, hazardous materials associated with cleaning products, heating and ventilation systems, and automobiles could also be transported and used onsite during long-term operation of the Project. However, compliance with all applicable federal, State, and local regulations for the proper usage, storage, transport, and disposal of hazardous materials and wastes would be required, which would reduce the potential for exposure to the public or environment to a less than significant level.

Uses proposed at the Project site are not anticipated to result in the creation of health hazards. Moreover, the uses proposed under the Project are not expected to use, generate, or dispose of hazardous materials in large quantities. Since additional information is required to confirm this finding, these effects will be further evaluated in the SEIR.

Iron Horse Middle School and the portion of Central Park used for physical education activities by the school are within a quarter-mile of the Project site. While it is not anticipated that the uses of the

proposed Project would expose the school, or its students, faculty, or staff, to hazardous emissions or materials, additional information is required to confirm this finding and, therefore, these effects will be further evaluated in the SEIR.

A Phase I environmental site assessment (ESA) will be conducted for the proposed Project to investigate the likelihood or potential presence of hazardous materials contamination at the Project site. The ESA will conform to the most recent American Society for Testing and Materials (ASTM) Standard Practice for Environmental Site Assessments: Phase I ESA Process, Designation E 1527-00. As part of the Phase I ESA, a review of environmental databases at the federal, State, regional, and local levels for the known hazardous materials sites will be conducted for the Project site and surrounding areas. This information, including all relevant findings, will be summarized in the SEIR and included in its entirety as an appendix.

The Project site is not located in an airport land use plan, within two miles of a public airport, or within the vicinity of a private airstrip. Therefore, no impacts would occur and these effects will not be evaluated further in the SEIR.

The proposed Project would be required to comply with the California Fire Code as contained in the California Building Standards Code, which are state-recognized compilations of proposed rules, regulations, and standards. In addition, the Project site is not within or adjacent to a wildland fire risk area and, therefore, would not expose people to significant risks involving wildfires. Impacts in both these instances would be less than significant. These impacts will not be evaluated further in the SEIR.

VII. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Violate any water quality standards or waste discharge requirements?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner, which would result in substantial erosion or siltation on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

VII. HYDROLOGY AND WATER QUALITY Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner that would result in flooding on- or off-site?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures that would impede or redirect flood flows?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Development of the proposed Project would be subject to State and regional water quality standards. Any development on the Project site would be required to implement Best Management Practices (BMPs) in order to comply with the National Pollutant Discharge Elimination System (NPDES). Additionally, the Project would be required to comply with the guidelines established by the Storm Water Pollution Prevention Plan (SWPPP). No impacts are anticipated, therefore, further analysis in the SEIR is not required.

The proposed Project would be served by the East Bay Municipal Utilities District (East Bay MUD) potable water system. No wells would be drilled as part of the proposed Project. The Project is consistent with the growth assumptions established under the City of San Ramon General Plan, and it is anticipated that the water supply system will be adequate to serve the proposed Project. No impacts are expected to occur; therefore, further analysis in the SEIR is not required.

There are no creeks, streams, rivers, or other water bodies on the Project site. A small drainage is located on the east side of the Iron Horse Trail. The proposed Project would result in a decrease in ground absorption onsite, while increasing the quantity of surface water and possible changes to the existing drainage patterns. However, these onsite changes would not adversely affect the current drainage patterns in the areas surrounding the Project site. The proposed Project would include stormwater-related drainage improvements designed in accordance with applicable standards to ensure that stormwater flows from the Project site would not inundate the City’s system and create a flood hazard. In addition, a General Permit for Storm Water Discharge from the San Francisco Bay Area Regional Water Quality Control Board (RWQCB) would be required. The provisions of this permit require that a SWPPP be prepared and implemented. The SWPPP sets forth structural and non-structural BMPs that would ensure that erosion is properly controlled during construction activities. Impacts are expected to be less than significant. However, additional information is required to confirm this finding; therefore, these effects will be further evaluated in the SEIR.

The Project site is not located within a 100-year flood zone, nor is it near a levee or dam. The proposed Project will not experience inundation from seiche, tsunami, or mudflow. No impacts are expected to occur; therefore, further analysis in the SEIR is not required.

Hydrology, flooding, and water quality will be further addressed in a hydrology study report that conforms to applicable water quality regulations, including the RWQCB NPDES program (i.e., C.3 requirements), the Contra Costa County Flood Control and Water Conservation District requirements, and the General Plan policies regarding flooding and water quality. Relevant findings will be summarized in the SEIR and included in its entirety as an appendix. As applicable, mitigation measures will be recommended.

IX. LAND USE AND PLANNING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Physically divide an established community	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion of land use and planning in the SEIR will utilize and be based upon analysis provided in Section 4.1 of the previously approved San Ramon 2020 General Plan EIR and Section 4.1 of the previously approved City Civic Center Project EIR.

The proposed Project would not physically divide an established community, since it would not displace existing housing. Therefore, there would be no impact, and this effect will not be evaluated further in the SEIR. The Project site is designated as Mixed Use in the City of San Ramon General Plan and specifically City Center/Mixed Use in the Zoning Ordinance and thereby is in conformance. Proposed land uses are consistent with the Mixed Use and City Center/Mixed Use land use designations. However, intensification of development within the Project area may result in conflicts with surrounding existing and proposed land uses and neighborhoods. In addition, Project implementation will alter community character, including views, street patterns, building types (e.g., mass and scale). The City’s General Plan establishes requirements for compatible development including buffering, screening controls, and performance standards. Impacts are expected to be less than significant. However, additional information is required to confirm this finding; therefore, these effects will be further evaluated in the SEIR. As applicable, mitigation measures will be recommended.

The Project site does not occur within an area established in a Habitat Conservation Plan or a Natural Community Conservation Plan. Therefore, there would not be any conflicts with these types of plans, and these effects are not evaluated further in the SEIR.

X. MINERAL RESOURCES Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
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?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The California Division of Mines and Geology has not identified any known mineral resources on the Project site or within the surrounding area. The Project will not result in the loss of a known mineral resource that would be of state, regional, or local value and therefore, no significant mineral resource impacts are expected to occur. No further analysis is required in the SEIR.

XI. NOISE Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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 or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Project construction and operation would result in both short-term (temporary) and long-term (permanent) increases in noise levels. Short-term noise impacts would occur during grading and construction activities. Long-term noise impacts would be associated with noise from vehicular traffic including residents, employees, visitors, truck deliveries, tenants, and noise from the operation of stationary mechanical equipment. The noise created could potentially exceed the thresholds established by the City of San Ramon and may adversely affect nearby sensitive receptors. While building code requirements and typical development standards such as building setbacks, walls, landscaping, and building insulation may prevent substantial increases in the ambient noise levels of adjacent areas, it is unclear whether anticipated increases in noise levels from the Project would exceed established noise thresholds. This is considered a potentially significant impact. Potential short-term and long-term noise impacts, as well as potentially adverse impacts on sensitive receptors, will be further evaluated in the SEIR.

Minimal, temporary groundborne vibrations and groundborne noise may be created during construction and site development during a short period of time. Impacts are expected to be less than significant with mitigation. However, additional information is required to confirm this finding; therefore, these effects will be further evaluated in the SEIR.

The proposed Project is not within the vicinity of a private airstrip, an airport land use plan, or within two miles of a public airport. No impacts are expected to occur; therefore, further analysis in the SEIR is not required.

A noise assessment report will be prepared that provides analysis of short-term and long-term noise levels. This analysis will evaluate noise levels using the City of San Ramon’s Noise Element land use compatibility guidelines and ordinances. The report findings will be summarized in the SEIR and presented in its entirety as an appendix. As applicable, mitigation measures will be recommended.

XII. POPULATION AND HOUSING Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Induce substantial 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)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Lands surrounding the Project site are highly developed with various land uses including office space, parkland/recreation, and commercial. The proposed Project is considered an infill project. The employment generated by the proposed Project could affect the City of San Ramon’s job-housing ratio. The SEIR will evaluate Project projections for consistency with census data and forecasts developed by the California Department of Finance and the Association of Bay Area Governments. The findings of this evaluation and measures to mitigate significant impacts will be included, as appropriate, in the SEIR.

The proposed Project will not result in displacing existing housing or populations. Therefore, no population and housing displacement impacts are expected to occur with implementation of the proposed Project. Further analysis in the SEIR is not required.

XIII. PUBLIC SERVICES Would the project result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Police protection?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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:				
c) Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) Parks?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion of public services in the SEIR will utilize and be based upon analysis provided in Section 4.6 of the previously approved San Ramon 2020 General Plan EIR and Section 4.8 of the previously approved City Civic Center Project EIR.

The proposed Project would introduce new populations into the area, which would create a demand for additional fire, police, schools, and parks. More specifically, subsequent to the development of the site, an incremental increase in potential fire hazards and emergency response situations would occur. The increased demand for emergency services would have the potential to adversely affect fire protection services. Similarly, as traffic increases in the area, it is likely there will be an increase in traffic related accidents and emergencies, which will require the response of the police and/or the fire department. Additionally, an increase in development may result in an incremental increase in theft, burglaries, and other such crimes that require police services. The Project would also include additional housing; therefore, there would be additional school-age children generated as a result of these residential uses onsite. Moreover, persons could relocate to this area of the City for job-related opportunities on the

Project site that may result in an additional increase in the number of school-age children. Similarly, this additional housing would increase the need for park uses. The Project would also install street lighting that may be included in the City’s Lighting and Landscape District. These issues will be further addressed in the SEIR and, as applicable, mitigation measures will be recommended.

XIV. RECREATION Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The proposed Project does not involve the construction or expansion of recreational facilities. However, the Project would result in facilitating access/connectivity to the Iron Horse Trail from residential uses proposed directly adjacent to this existing facility. Additionally, because of its proximity from the overall site, the Iron Horse Trail will not only likely be utilized by new residents, but also by retail center shoppers, hotel guests, office workers from Bishop Ranch, visitors to the new City Hall, and library users associated with the Project. Therefore, recreation impacts may occur from development of the proposed Project. Moreover, the City of San Ramon maintains a standard of 6.5 acres of public parks per 1,000 residents. In order to meet this requirement, developers make contributions to the City’s park system through the Parkland Dedication Ordinance. The Parkland Dedication Ordinance would apply, due to the residential component of the Project. Recreational issues will be further addressed in the SEIR and, as applicable, mitigation measures will be recommended.

XV. TRANSPORTATION/TRAFFIC Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Cause an increase in traffic, which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that result in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The discussion of transportation/traffic in the SEIR will utilize and be based upon analysis provided in Section 4.2 of the previously approved San Ramon 2020 General Plan EIR and Section 4.2 of the previously approved City Civic Center Project EIR.

Project-related traffic could significantly impact, either cumulatively or individually, the level of service established by the City of San Ramon or the Contra Costa Transportation Authority. Project implementation may conflict or hinder the ability to achieve the objectives of the Tri-Valley Transportation Plan. A detailed traffic/parking study is being prepared and will undergo an independent peer review to ensure the analysis is adequate in its assessment of the Project-generated traffic on the local circulation system, parking lot facilities, driveways, loading areas, bike paths, and pedestrian walkways on and surrounding the site. Appropriate Project design features or mitigation measures will be recommended, as necessary. Moreover, the Project would be subject to design review by the fire and police departments to assure that adequate emergency access is provided by the proposed access points.

Because of its distance from public airports or private airstrips, the Project would not affect air traffic patterns. This issue will not be further evaluated in the SEIR. The proposed Project would also not conflict with adopted policies, plans, or programs supporting alternative transportation. Rather, one of the proposed Project’s objectives is to encourage pedestrian activity and traffic reduction throughout San Ramon. Therefore, there would be no impact to alternative transportation and this effect will not be evaluated further in the SEIR.

XVI. UTILITIES AND SERVICE SYSTEMS				
Would the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project’s solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

The discussion of utilities and service systems in the SEIR will utilize and be based upon analysis provided in Section 4.6 of the previously approved San Ramon 2020 General Plan EIR and Section 4.8 of the previously approved City Civic Center Project EIR.

An intensification of land uses onsite will result in increasing the demand placed upon utility and service systems. Implementation of the proposed Project would increase onsite population and thereby increase

the demand for water, in addition to the amount of wastewater, solid waste, and stormwater generated at the Project site. Because of the size of the proposed Project, a Water Supply Assessment (WSA) will be required to determine the available water supply for the Project. East Bay MUD will prepare the WSA as outlined in SB 610 and recent CEQA case law and will address water resource issues that pertain to the proposed Project. The assessment report will be incorporated into the SEIR and applicable mitigation measures will be recommended. Implementation of the Project would require the installation of new or upgraded onsite water, wastewater, and stormwater drainage facilities. The proposed Project may also require extensions and connections to existing infrastructure offsite, and these facilities may need to be upgraded to accommodate flows from the proposed Project. The size of the proposed project would require a review of landfill capacity. In addition, the proposed project would be required to submit a Recycling Plan to the City outlining how waste diversion would be accomplished during construction and operations of the project. The Project would not generate hazardous wastes or materials that require special handling. . The SEIR will examine the Project-related impacts upon utility and service systems. As applicable, mitigation measures will be recommended.

XVII. URBAN DECAY Would the economic changes associated with the proposed project result in physical changes to the environment that would result in:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) A substantial degradation to the existing character or quality of its surroundings?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Implementation of the proposed Project would add approximately 700,000 sq ft of additional retail space to an existing market area, which could result in closing of existing retail businesses that could occur because of this increased amount of retail space. The direct effects of store closings are economic and social in nature and generally result in the loss of revenue and jobs, which are not considered a direct physical impact to the environment. However, store closings and long-term vacancies could result in indirect physical impacts to the environment, because buildings and stores could be vacant and in some cases abandoned altogether, which could lead to a variety of conditions associated with urban decay. These adverse visual conditions could be any of the following: deferred maintenance leading to building deterioration, graffiti, boarded windows and doors, broken sidewalks, dead landscaping, illegal dumping of refuse, and illegal parking of commercial vehicles.

An assessment will be prepared that provides analysis of the Project’s potential to create conditions associated with urban decay. The report findings will be summarized in the SEIR. As applicable, mitigation measures will be recommended.

XVIII. MANDATORY FINDINGS OF SIGNIFICANCE Does the project:	Potentially Significant Impact	Less Than Significant With Mitigation Incorporated	Less Than Significant Impact	No Impact
a) 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?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) 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).	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have environmental effects, which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

The Project site is in a built-up urban area and does not contain significant biological resources or cultural resources. A biological resources assessment will be prepared to confirm that potential impacts on sensitive (e.g., threatened or endangered) plant or animal species would be less than significant. The SEIR will also conduct a cultural resources assessment to evaluate impacts on archaeological, paleontological, and historic resources. It is expected that all potential impacts to biological and cultural resources can be reduced to a level of less than significant after mitigation. Therefore, the proposed Project is not expected to degrade the quality of the environment—including substantially impacting habitat for populations of fish, wildlife, or plant communities—nor to have an effect on rare or endangered plant or animal species, or significant historic, paleontological, or prehistoric resources.

The proposed Project and other reasonably foreseeable projects in the City of San Ramon could result in impacts that are cumulatively considerable. The SEIR will evaluate the possibility of any potentially significant cumulative impacts of planned projects in the vicinity of the proposed Project. These issues will be addressed further in the SEIR.

The proposed Project could potentially result in environmental effects that have adverse impacts on human beings, either directly or indirectly. Potential impacts associated with air quality, noise, traffic, etc., could affect human populations. These potentially significant impacts will be further evaluated in the SEIR.



"Small Town Atmosphere
Outstanding Quality of Life"

April 3, 2007

Debbie Chamberlain, Planning Manager
Planning Department, Planning Services Division
City of San Ramon
2226 Camino Ramon
San Ramon, CA 94583

RECEIVED
APR 6 - 2007
CITY OF SAN RAMON
PLANNING SERVICES

RE: Response to Request for Comments - City Center Mixed Use Project

Dear Mrs. Chamberlain:

The Town of Danville is in receipt of the Request for Comments - City Center Mixed Use Project transmittal. We appreciate the opportunity to comment on this project.

The Town's review of the project will focus primarily on potential traffic-related impacts which the project could have upon the sub-region and region. Namely, whether and how, the intensification of build-out within Bishop Ranch could generate increased traffic congestion that might potentially affect traffic on Interstate 680, the dynamics of Dougherty Valley traffic, and surface streets running north and south through the San Ramon Valley.

At this point it appears that traffic related studies for the proposal have yet to be completed or not yet ready for distribution. With this understanding we would like to comment that the traffic analysis conducted for the project should include the following components:

1. **Study Intersections/Locations:** Given the regional nature of the City Center project, it would be appropriate for the traffic analysis to include an assessment of the project on the level-of-service associated with the intersections located within the immediate vicinity of the project site and beyond, including:

- Bollinger Canyon Road/Alcosta Boulevard
- Bollinger Canyon Road/I-680 NB & SB On-Ramps
- Bollinger Canyon Road/I-680 NB & SB Off-Ramps
- Bollinger Canyon Road/San Ramon Valley Boulevard
- Norris Canyon Road/Alcosta Boulevard
- Norris Canyon Road/Camino Ramon

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

Administration
(925) 314-3388

Building
(925) 314-3330

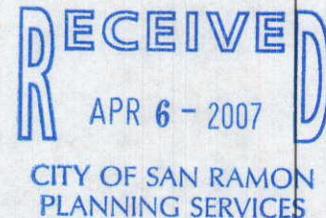
Engineering & Planning
(925) 314-3310

Transportation
(925) 314-3310

Maintenance
(925) 314-3450

Police
(925) 314-3410

Parks and Recreation
(925) 314-3400



- Norris Canyon Road/San Ramon Valley Boulevard
- Crow Canyon Road/Alcosta Boulevard
- Crow Canyon Road/ Camino Ramon
- Crow Canyon Road/I-680 NB & SB On-Ramps
- Crow Canyon Road/I-680 NB & SB Off-Ramps
- Crow Canyon Road/San Ramon Valley Boulevard

2. **Trip Generation:** The traffic analysis should document the AM peak hour, school PM peak hour, commute PM peak, and daily trip generation based on ITE *Trip Generation, 7th Edition*, as well as the *San Diego Trip Generation Manual*, which is a recognized source of trip generation data for the development patterns associated with the western United States.

Calculations for projected employees should be broken down into specific each categories to assure the assumptions on employees per square footage are consistent with accepted ITE Manual standards.

3. **Trip Distribution and Assignment:** Given the regional nature of the project, it would be appropriate to estimate the amount of current and future traffic that would utilize inter-jurisdictional roadways, such as San Ramon Valley Boulevard, Camino Ramon, and Crow Canyon Road.
4. **Assessment of Impact on Non-Vehicular Travel Corridors:** Given the location of the Iron Horse Trail within the vicinity of the proposed project, it would be appropriate to assess the impact of the new traffic impacts on the ability of non-vehicular access across Bollinger Canyon Road and Crow Canyon Road.
5. **Assessment of Impact on the Capacity of Interstate 680:** Consistent with requirements of Caltrans, the traffic analysis should include an assessment of the new demand on the interstate, particularly during the AM and commute PM peak hours.
6. **Scenarios:** Consistent with CCTA's Technical Procedures, the traffic study should document the AM, school PM, and commute PM peak hour traffic conditions for:
- Existing Conditions
 - Existing Plus Proposed Project Conditions



▪ Existing Plus Proposed Project Plus Cumulative Conditions

Calculation of levels-of-service should be consistent with the methodology specified in the CCTA's *Technical Procedures*. Also consistent with the Technical Procedures, it would be appropriate - given the scale and regional nature of the project - to conduct a supplemental analysis of delay using a delay based methodology consistent with the Highway Capacity Manual (HCM). The traffic analysis should also utilize the CCTA's new Countywide Travel Demand Forecasting Model for future scenarios.

6. **Other:** In reviewing potential traffic related impacts as the project moves forward, it would be helpful to know the status of the other parcels within Bishop Ranch in terms of the potential to add to the square footage figures previously assumed within the current traffic models. Do property owners such as AT&T, Chevron, Toyota or others have the ability to add any additional square footage and/or to intensify their uses? If so, has this development been anticipated in current traffic models? If additional square footage may be added based on an unexercised, active entitlement, what is the development potential covered by the entitlement?

Are current Tax Assessor's/Metroscan records correct in showing that DSRSD owns the two southeasterly parcels in Bishop Ranch (respectively being 15.25 acres and 2.58 acres in size)? What is the anticipated future use of these properties?

With a "transit hub" cited for inclusion within the City Center Project, will the existing 1.33-acre City-owned transit hub site at the northeast quadrant of Bishop Ranch Business Park be redeveloped? If so, will this site's redevelopment be factored into the environmental review of the City Center Project?

Please clarify how the methodology used for the project's traffic analysis, in setting forth "Existing", "Existing Plus Project", and Existing Plus Project Plus Build-out" addresses the 328,220 square feet of Office use "previously entitled in the Second Amendment to the Chevron Park Annexation and Development Agreement (assumed by Sunset), dated May 28, 2002". Is this footage included? If so, where? Is this square footage exempted from current transportation impact fees?

April 3, 2007

Page 4

If you have any questions regarding this letter, please contact me at (925) 314-3305 at your convenience.

Sincerely,



TOWN OF DANVILLE

Tai J. Williams, Transportation Director

c: Town Manager
Development Services Director
Chief of Planning
Transportation staff

RECEIVED
APR 6 - 2007

CITY OF SAN RAMON
PLANNING SERVICES



Arnold Schwarzenegger
Governor

STATE OF CALIFORNIA

Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Cynthia Bryant
Director

Notice of Preparation

April 4, 2007



To: Reviewing Agencies
Re: San Ramon City Center Project
SCH# 2007042022

Attached for your review and comment is the Notice of Preparation (NOP) for the San Ramon City Center Project draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Phil Wong
City of San Ramon
2226 Camino Ramon
~~94583~~
San Ramon, CA 94583

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Senior Planner, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2007042022
Project Title San Ramon City Center Project
Lead Agency San Ramon, City of

Type NOP Notice of Preparation
Description The City of San Ramon and Sunset Development Company, as co-applicants, are proposing approximately 2,168,000 square feet (sq. ft.) as part of the San Ramon City Center Project. The project will be a new transit-oriented, mixed-use development for the City of San Ramon within the Bishop Ranch Business Park. The proposed project will also require discretionary permits/ministerial approvals.

Lead Agency Contact

Name Phil Wong
Agency City of San Ramon
Phone (925) 973-2560 **Fax**
email planning@sanramon.ca.gov
Address 2226 Camino Ramon
P.O. Box 5148
City San Ramon **State** CA **Zip** 94583

Project Location

County Contra Costa
City San Ramon
Region
Cross Streets Bollinger Canyon Road
Parcel No.

Township	Range	Section	Base
-----------------	--------------	----------------	-------------

Proximity to:

Highways
Airports
Railways
Waterways
Schools
Land Use Mixed use; City Center Mixed Use

Project Issues Aesthetic/Visual; Air Quality; Biological Resources; Archaeologic-Historic; Geologic/Seismic; Toxic/Hazardous; Water Quality; Landuse; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Traffic/Circulation; Other Issues

Reviewing Agencies Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 3; Native American Heritage Commission; California Highway Patrol; Caltrans, District 4; Department of Toxic Substances Control; Regional Water Quality Control Board, Region 2

Date Received 04/04/2007 **Start of Review** 04/04/2007 **End of Review** 05/03/2007

SNOP Distribution List

WV

County: LOSIKA LOSIKA

SCH#

2 U U / U 4 Z U Z Z

<input checked="" type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>Fish & Game Region 3</u> Robert Floerke	<input type="checkbox"/> <u>Public Utilities Commission</u> Ken Lewis	<input type="checkbox"/> <u>Caltrans, District 8</u> Dan Kopulsky	<input type="checkbox"/> <u>Regional Water Quality Control Board (RWQCB)</u>
<input type="checkbox"/> <u>Resources Agency</u> Nadell Gayou	<input type="checkbox"/> <u>Fish & Game Region 4</u> Julie Vance	<input type="checkbox"/> <u>State Lands Commission</u> Jean Sarino	<input type="checkbox"/> <u>Caltrans, District 9</u> Gayle Rosander	<input type="checkbox"/> <u>RWQCB 1</u> Cathleen Hudson North Coast Region (1)
<input type="checkbox"/> <u>Dept. of Boating & Waterways</u> David Johnson	<input type="checkbox"/> <u>Fish & Game Region 5</u> Don Chadwick Habitat Conservation Program	<input type="checkbox"/> <u>Tahoe Regional Planning Agency (TRPA)</u> Cherry Jacques	<input type="checkbox"/> <u>Caltrans, District 10</u> Tom Dumas	<input checked="" type="checkbox"/> <u>RWQCB 2</u> Environmental Document Coordinator San Francisco Bay Region (2)
<input type="checkbox"/> <u>California Coastal Commission</u> Elizabeth A. Fuchs	<input type="checkbox"/> <u>Fish & Game Region 6</u> Gabrina Gatchel Habitat Conservation Program	<input type="checkbox"/> <u>Business, Trans & Housing</u>	<input type="checkbox"/> <u>Caltrans, District 11</u> Mario Orso	<input type="checkbox"/> <u>RWQCB 3</u> Central Coast Region (3)
<input type="checkbox"/> <u>Colorado River Board</u> Gerald R. Zimmerman	<input type="checkbox"/> <u>Fish & Game Region 6 I/M</u> Gabrina Getchel Inyo/Mono, Habitat Conservation Program	<input type="checkbox"/> <u>Caltrans - Division of Aeronautics</u> Sandy Hesnard	<input type="checkbox"/> <u>Caltrans, District 12</u> Bob Joseph	<input type="checkbox"/> <u>RWQCB 4</u> Teresa Rodgers Los Angeles Region (4)
<input type="checkbox"/> <u>Dept. of Conservation</u> Roseanne Taylor	<input type="checkbox"/> <u>Dept. of Fish & Game M</u> George Isaac Marine Region	<input type="checkbox"/> <u>Caltrans - Planning</u> Terri Pancovic	<input type="checkbox"/> <u>Cal EPA</u>	<input type="checkbox"/> <u>RWQCB 5S</u> Central Valley Region (5)
<input type="checkbox"/> <u>California Energy Commission</u> Paul Richins	<input type="checkbox"/> <u>Other Departments</u>	<input type="checkbox"/> <u>California Highway Patrol</u> Shirley Kelly Office of Special Projects	<input type="checkbox"/> <u>Air Resources Board</u>	<input type="checkbox"/> <u>RWQCB 5F</u> Central Valley Region (5) Fresno Branch Office
<input type="checkbox"/> <u>Dept. of Forestry & Fire Protection</u> Allen Robertson	<input type="checkbox"/> <u>Food & Agriculture</u> Steve Shaifer Dept. of Food and Agriculture	<input type="checkbox"/> <u>Housing & Community Development</u> Lisa Nichols Housing Policy Division	<input type="checkbox"/> <u>Airport Projects</u> Jim Lerner	<input type="checkbox"/> <u>RWQCB 5R</u> Central Valley Region (5) Redding Branch Office
<input type="checkbox"/> <u>Office of Historic Preservation</u> Wayne Donaldson	<input type="checkbox"/> <u>Dept. of General Services</u> Public School Construction	<input type="checkbox"/> <u>Dept. of Transportation</u>	<input type="checkbox"/> <u>Transportation Projects</u> Ravi Ramalingam	<input type="checkbox"/> <u>RWQCB 6</u> Lahontan Region (6)
<input type="checkbox"/> <u>Dept of Parks & Recreation</u> Environmental Stewardship Section	<input type="checkbox"/> <u>Dept. of General Services</u> Robert Sleppey Environmental Services Section	<input type="checkbox"/> <u>Caltrans, District 1</u> Rex Jackman	<input type="checkbox"/> <u>Industrial Projects</u> Mike Tollstrup	<input type="checkbox"/> <u>RWQCB 6V</u> Lahontan Region (6) Victorville Branch Office
<input type="checkbox"/> <u>Reclamation Board</u> DeeDee Jones	<input type="checkbox"/> <u>Dept. of Health Services</u> Veronica Malloy Dept. of Health/Drinking Water	<input type="checkbox"/> <u>Caltrans, District 2</u> Marcelino Gonzalez	<input type="checkbox"/> <u>California Integrated Waste Management Board</u> Sue O'Leary	<input type="checkbox"/> <u>RWQCB 7</u> Colorado River Basin Region (7)
<input type="checkbox"/> <u>S.F. Bay Conservation & Dev't. Comm.</u> Steve McAdam	<input type="checkbox"/> <u>Independent Commissions, Boards</u>	<input type="checkbox"/> <u>Caltrans, District 3</u> Jeff Pulverman	<input type="checkbox"/> <u>State Water Resources Control Board</u> Jim Hockenberry Division of Financial Assistance	<input type="checkbox"/> <u>RWQCB 8</u> Santa Ana Region (8)
<input type="checkbox"/> <u>Dept. of Water Resources</u> Resources Agency Nadell Gayou	<input type="checkbox"/> <u>Delta Protection Commission</u> Debbie Eddy	<input type="checkbox"/> <u>Caltrans, District 4</u> Tim Sable	<input type="checkbox"/> <u>State Water Resources Control Board</u> Student Intern, 401 Water Quality Certification Unit Division of Water Quality	<input type="checkbox"/> <u>RWQCB 9</u> San Diego Region (9)
<input type="checkbox"/> <u>Conservancy</u>	<input type="checkbox"/> <u>Office of Emergency Services</u> Dennis Castrillo	<input type="checkbox"/> <u>Caltrans, District 5</u> David Murray	<input type="checkbox"/> <u>State Water Resources Control Board</u> Steven Herrera Division of Water Rights	<input type="checkbox"/> <u>Other</u>
<input type="checkbox"/> <u>Fish and Game</u>	<input type="checkbox"/> <u>Governor's Office of Planning & Research</u> State Clearinghouse	<input type="checkbox"/> <u>Caltrans, District 6</u> Marc Birnbaum	<input type="checkbox"/> <u>Dept. of Toxic Substances Control</u> CEQA Tracking Center	
<input type="checkbox"/> <u>Dept. of Fish & Game</u> Scott Flint Environmental Services Division	<input checked="" type="checkbox"/> <u>Native American Heritage Comm.</u> Debbie Treadway	<input type="checkbox"/> <u>Caltrans, District 7</u> Cheryl J. Powell	<input type="checkbox"/> <u>Department of Pesticide Regulation</u>	
<input type="checkbox"/> <u>Fish & Game Region 1</u> Donald Koch				
<input type="checkbox"/> <u>Fish & Game Region 2</u> Banky Curtis				

WILLIAM B. WALKER, M.D.
HEALTH SERVICES DIRECTOR

SHERMAN L. QUINLAN, REHS, MPH
ENVIRONMENTAL HEALTH DIRECTOR

RICHARD K. LEE, REHS
ENVIRONMENTAL HEALTH ASSISTANT DIRECTOR



CONTRA COSTA
ENVIRONMENTAL HEALTH

2120 Diamond Blvd., Suite 200
Concord, California 94520
Ph (925) 646-5225
Fax (925) 646-5168
www.cocoeh.org

MEMO

RECEIVED
APR 9 - 2007
CITY OF SAN RAMON
PLANNING SERVICES

Date: April 5, 2007

To: Debbie Chamberlain, Planning Manager
City of San Ramon Planning Division

From: Joe Doser, Contra Costa Environmental Health *je*

RE: City Center Mixed Use Project

I am in receipt of your Planning Department application packet (dated April 3, 2007) for The City Center Mixed Use Project. Any facilities selling or giving away food will need a health permit from Contra Costa Environmental Health to operate. The applicant will need to have plans for any of these facilities approved by Contra Costa Environmental Health prior to the issuance of a building permit.

It is also recommended that you add a condition that any abandoned wells or septic tanks on the property be properly destroyed with a permit from Contra Costa Environmental Health.

If you have any questions, I can be reached at (925) 646-5225, ext. 211

cc: Jocelyn Habal

JD:km



DEPARTMENT OF TRANSPORTATION

111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5505
FAX (510) 286-5559
TTY (800) 735-2929



*Flex your power!
Be energy efficient!*

RECEIVED
APR 11 2007

CITY OF SAN RAMON
PLANNING SERVICES

April 9, 2007

CC680575
CC-680-R2.89
SCH2007042022

Debbie Chamberlain
City of San Ramon
2226 Camino Ramon
San Ramon, CA 94583

Dear Ms. Chamberlain:

San Ramon City Center Project – Notice of Preparation

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental process for the proposed project. The comments presented below are based on the Notice of Preparation for the San Ramon City Center Project. As lead agency, the City of San Ramon is responsible for all project mitigation, including improvements to State Highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. Any required roadway improvements should be completed prior to issuance of the project's building permit. While an encroachment permit is only required when the project involves work in the State Right of Way, the Department will not issue an encroachment permit until our concerns are adequately addressed.

Traffic Impact Analysis

The Department is primarily concerned with impacts to the State Highway System. Specifically, a detailed Traffic Impact Analysis (TIA) should identify impacts to Interstate 680 with and without the proposed City Center Mixed Use Project traffic. The TIA should include, but is not limited to the following:

1. Information on the project's traffic impacts in terms of trip generation, distribution, and assignment. The assumptions and methodologies used in compiling this information should be addressed.
2. Average Daily Traffic and AM and PM peak hour volumes on all significantly affected streets and highways, including crossroads and controlling intersections.

3. Schematic illustration of the traffic conditions for: 1) existing, 2) existing plus project, and 3) cumulative for the intersections in the project area.
4. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect the State Highway facilities being evaluated.
5. Mitigation measures should consider highway and non-highway improvements and services. Special attention should be given to the development of alternate solutions to circulation problems that do not rely on increased highway construction.
6. All mitigation measures proposed should be fully discussed, including financing, scheduling, implementation responsibilities, and lead agency monitoring.

We encourage the City of San Ramon to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. Please see the Caltrans' "*Guide for the Preparation of Traffic Impact Studies*" at the following website for more information:

<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf>

We look forward to reviewing the TIA, including Technical Appendices, for this project as soon as it is available. Please send two copies to

Christian Bushong
Office of Transit and Community Planning Office
California Department of Transportation, District 4
P. O. Box 23660
Oakland, CA 94623-0660

Should you require further information or have any questions regarding this letter, please call Christian Bushong of my staff at (510) 286-5606.

Sincerely,



for
TIMOTHY C. SABLE
District Branch Chief
IGR/CEQA

c: State Clearinghouse

**Contra
Costa
County**

Public Works Department

255 Glacier Drive
Martinez, CA 94553-4825
Telephone: (925) 313-2000
FAX: (925) 313-2333
Web site: www.co.contra-costa.ca.us/depart/pw

Maurice M. Shiu
Public Works Director

R. Mitch Avalon
Deputy Director

Heather J. Ballenger
Deputy Director

Julia R. Bueren
Deputy Director

Patricia R. McNamee
Deputy Director

April 10, 2007

RECEIVED
APR 18 2007
CITY OF SAN RAMON
PLANNING SERVICES

Debbie Chamberlain, Planning Manager
City of San Ramon
Planning Division
2226 Camino Ramon
San Ramon, CA 94583

**RE: Notice of Preparation of a DEIR for
City Center Mixed Use Project**

Dear Ms. Chamberlain,

Contra Costa County Public Works Department has reviewed the Notice of Preparation of a Draft Environmental Impact Report (DEIR) for the City Center Mixed Use Project and offers the following comments regarding the DEIR's scope and content relevant to our agency.

The eastern boundary of the project borders the Iron Horse Corridor (Corridor), which is owned by the County and maintained and administered by the County Public Works Department. Any elements of the project which will impact the Corridor should be discussed in the DEIR. Additionally, the DEIR should recognize the County's role in approving, licensing, and permitting any work that occurs within the Iron Horse Corridor.

The County encourages developments adjacent to the Iron Horse Corridor to landscape the Corridor as part of their projects, and the City of San Ramon may wish to consider including landscaping within the Iron Horse Corridor as a part of this project. Landscaping installed within the Corridor would need to comply with the Iron Horse Corridor Landscape Element, which is available online at www.ironhorse.info. Bound copies are available upon request. In addition to complying with the Landscape Element, there would need to be consideration given to the long-term maintenance requirements of landscaping installed in the Corridor, as the County would not be able to take responsibility for maintaining it.

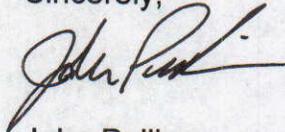
Thank you for considering these comments during the preparation of the DEIR for this project. Our Department looks forward to working with the City through the continued project development. Please direct all future correspondence regarding this project to my attention at:

John Pulliam
Contra Costa County Public Works Department
255 Glacier Drive
Martinez, CA 94553-4825

Debbie Chamberlain
April 10, 2007
Page 2 of 2

I may also be reached, Monday through Thursday, at (925) 313-2165.

Sincerely,



John Pulliam
Associate Civil Engineer
Transportation Engineering

JP:tr
G:\TransEng\EIR\San Ramon\San Ramon City Center\Notice of City Center EIR.doc

cc: S. Kowalewski, Transportation Engineering
C. Peccianti, Real Property
S. Goetz, Community Development Department
P. Roche, Community Development Department
David Hudson, Iron Horse Corridor Advisory Committee Member

Chamberlain, Debbie

From: Clark, Piere
Sent: Tuesday, April 10, 2007 10:11 AM
To: Chamberlain, Debbie
Cc: Willnecker, Luisa
Subject: FW: San Ramon City Center Mixed Use Project NOP

Forwarded to Debbie.

From: Tim Jensen [mailto:tjens@pw.cccounty.us]
Sent: Tuesday, April 10, 2007 10:11 AM
To: Planning Services (public)
Subject: San Ramon City Center Mixed Use Project NOP

Debbie Chamberlain, Planning Manager;

We have reviewed the San Ramon City Center Mixed Use Project Notice of Preparation of a Draft Environmental Impact Report, which we received on April 4, 2007. We have no existing or proposed facilities that would be impacted by this project. The site will drain into City-maintained storm drains and into the Alameda County flood control system. The Hydrology and Water Quality section appears to be adequate for this project.

The Flood Control District is available to review technical aspects of this project such as hydrology, hydraulics, storm water quality, and maintenance under our Fee for Service Program. We appreciate the opportunity to review drainage aspects of developments within the City and welcome continued coordination.

Tim Jensen
Associate Civil Engineer
Current Development
CCC PWD, Flood Control
255 Glacier Drive
Martinez, CA 94553
(925) 313-2396

SAN RAMON VALLEY FIRE PROTECTION DISTRICT

Administration
Phone: 925-838-6600
Fax: 925-838-6629
www.srvfpd.dst.ca.us

**1500 Bollinger Canyon Road
San Ramon, California 94583**

Fire Prevention
Phone: 925-838-6600
Fax: 925-838-6696

May 1, 2007

Ms. Debbie Chamberlain,
Planning Manager
2226 Camino Ramon
San Ramon, CA 94583

RECEIVED
MAY 3 2007
CITY OF SAN RAMON
PLANNING SERVICES

RECEIVED
MAY 5 2007

Subject: City Center Mixed Use Project

Dear Ms. Chamberlain,

The San Ramon Valley Fire Protection District (the "District") recently received the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the proposed City Center Mixed Use Project. After reviewing the NOP the District has identified two primary areas of concern: the introduction of high rise buildings and the development of a large mixed use public assembly/mercantile/residential complex. The following represents those issues relating to the provision of fire and emergency services that the District feels should be included in the study.

Impacts on service levels:

The nature of fire fighting operations in high rise buildings limits the use of elevators to travel up to the level where a fire or fire alarm occurs. Firefighters responding to a fire emergency must walk up the stairwells carrying the equipment they need to use to fight the fire. This creates several issues, there are delays in response and setup time to begin fire fighting operations, it tires the firefighters so their effectiveness is reduced, and it requires a significant number of personnel to be committed to the scene to carry equipment up to a staging area just below the fire floor. Short of adding additional personnel assigned to the fire stations in the immediate area one way to mitigate this concern is to install equipment cabinets and pressurized air systems capable of refilling breathing apparatus air bottles inside or adjacent to the stairwells to reduce the amount of equipment that must be carried up the stairs.

Another concern is the impact that the number of false fire alarms may be generated by this project would have on the District's resources. A response to a fire alarm in the high-rise building will commit approximately 13 firefighting personnel for about 30 minutes to respond to, investigate and restore the alarm. Thirteen personnel constitute about 25% of the District's total available staffing on duty at a given time that would be unavailable to respond to other emergencies in the District. A possible mitigation plan for this impact is for the developer and the City to work with the District to specify, install, and maintain the most reliable technology and design into the fire alarm systems. They should also create and implement an education/mitigation program for the occupants to minimize false alarms.

The project would introduce high-rise buildings into the District. This impact is more difficult to quantify but it can clearly be said that firefighting and emergency operations in high rise buildings is much different than the more moderately sized buildings currently in existence. At this time the District has no facilities to train for these types of incidents. As a result the District would expect that the developer and/or the City contribute their fair share towards providing a training facility suitable for high-rise firefighting training for the District.

Impact on communication:

During fire emergencies in high rise buildings communications is a key ingredient to effective and efficient firefighting operations. It is also critical to the safety of firefighters working in the buildings. Unfortunately buildings of this nature are not conducive to using portable radios on the interior as the building construction tends to block or interfere with transmissions. The building should incorporate radio repeaters or similar technology to boost the effectiveness of radio communications.

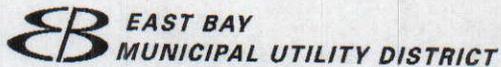
Finally we feel it is important to verify that adequate firefighting water is available through the public water infrastructure to meet the fire flow requirements for the project.

We would like to thank you for the opportunity to provide input into the scope of the environmental impact study. We feel that all of these potential negative impacts should be studied in conjunction with the other environmental factors to assure that adequate mitigation is incorporated into the document. If you have any questions please contact the undersigned at (925) 838-6686. Thank you for your assistance in this matter.

Sincerely,



Michael Mentink, Deputy Fire Marshal
San Ramon Valley Fire Protection District



May 3, 2007

Phil Wong, Director
City of San Ramon
Planning/Community Development Department
2226 Camino San Ramon
San Ramon, CA 94583

Re: Notice of Preparation of a Draft Environmental Impact Report for the San Ramon City Center Project, San Ramon

Dear Mr. Wong:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to review the Notice of Preparation of a Draft Environmental Impact Report (EIR) for the San Ramon City Center Project located in the City of San Ramon (City). EBMUD has the following comments.

WATER SERVICE

EBMUD's Amador Pressure Zone, with a service elevation between 340 and 540 feet, will serve the proposed development. A main extension, at the project sponsor's expense, will be required to serve the proposed development. Off-site pipeline improvements, also at the project sponsor's expense, may be required to meet domestic demands and fire flow requirements set by the local fire department. Off-site pipeline improvements include, but are not limited to, replacement of existing water mains to the project site. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and installation of water mains and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

EBMUD owns and operates 8-inch, 12-inch, and 16-inch water distribution and recycled water pipelines in Bishop Drive, Camino Ramon, and Bollinger Canyon Road. These pipelines provide water service to the existing property and surrounding area. The integrity of these pipelines needs to be maintained at all times. Any proposed construction activity within the roadways would need to be coordinated with EBMUD and may require relocation of the pipelines, at the project sponsor's expense.

Phil Wong, Director
May 3, 2007
Page 2

WATER RECYCLING

EBMUD's Policy 8.01 requires that customers of EBMUD use nonpotable water for nondomestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant life, fish and wildlife. The proposed project is located within the service area boundary of EBMUD's San Ramon Valley Recycled Water Project and is within a City-designated Water Reuse Area. The City has a dual plumbing ordinance which requires areas that will be served with recycled water to dual plumb in advance. The San Ramon City Center Project will require design and installation of separate piping systems for recycled water during construction of the project. The City should coordinate closely with EBMUD regarding the layout and installation of dual-plumbing systems for appropriate uses of recycled water.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD would request that the City include in its conditions of approval a requirement that the project sponsor comply with the City's Landscape Ordinance No. 218. EBMUD staff would appreciate the opportunity to meet with the project sponsor to discuss water conservation programs and best management practices applicable to the integrated projects. A key objective of this discussion will be to explore timely opportunities to expand water conservation via early consideration of EBMUD's conservation programs and best management practices applicable to the project.

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning, at (510) 287-1365.

Sincerely,



William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:TNS:sb
sb07_69.doc

cc: Jason Brandman, Vice President
Michael Brandman Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583



East Bay Regional Park District
2950 Peralta Oaks Court
P. O. Box 5381
Oakland, CA 94605-0381
Phone - 510/635-0135
FAX - 510/569-1417

FAX

TO: Debbie Chamberlain
AGENCY: City of San Ramon Planning
FAX#: (925) 806-0118
FROM: Jamie Perkins / Jim Townsend
DATE: 5-4-07
RE: _____

Total number of pages being faxed (including cover sheet): 4

Original will Original will NOT be mailed.

FOR YOUR INFORMATION
 PLEASE REVIEW AND COMMENT
 PLEASE CALL ME
 AT YOUR REQUEST
 AS WE DISCUSSED
 OTHER

COMMENTS:

IF THERE ARE ANY PROBLEMS WITH THE TRANSMITTAL OF THIS MESSAGE, PLEASE
CALL Jamie AT (510) 544-2644 THANK YOU.



East Bay
Regional Park District

2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381 T. 510 635 0135 F. 510 569 4319 TDD. 510 633 0460 WWW.EBPARKS.ORG

May 4, 2007

Debbie Chamberlain
Planning Manager
City of San Ramon Planning Division
2226 Camino Ramon
San Ramon, CA 94583
Via fax (925) 806-0118

RE: Iron Horse Trail – Bishop Ranch, San Ramon
Notice of Preparation: City Center Mixed Use Project

Dear Ms. Chamberlain:

East Bay Regional Park District (the "District"), has received the Notice of Preparation for the Subsequent Environmental Impact Report (SEIR) for the proposed transit-oriented, mixed-use, San Ramon City Center Project and would like to make the following comments.

The Iron Horse Trail, located just east of the proposed project, is the District's most popular trail. The District operates and maintains the paved multi-use asphalt trail and gravel shoulders (within a 20-foot wide corridor) under a license agreement with Contra Costa County. The County owns the former Southern Pacific railroad right of way and corridor on either side of the trail (www.ironhorse.info). The trail is both a primary recreational feature in the Diablo and San Ramon Valley as well as an important component of the non-motorized transportation system in Contra Costa County. The trail currently extends 30 miles between Concord and Pleasanton and connects directly to both the Dublin/Pleasanton and Pleasant Hill BART Station areas. Construction of an additional one mile of trail is underway in Pleasanton and the trail is planned to continue south to the District's Shadow Cliffs Regional Recreation Area and eastward through the City of Livermore. When completed, the trail will span over 40 miles and make connections between Alameda and Contra Costa County bisecting nine communities and providing convenient access to parks, schools, libraries, employment centers, residential areas and major multi-modal transportation facilities, including BART.

The trail's development adjacent to the existing Bishop Ranch Business Park was supported by the San Ramon General Plan in the 1970's and was specifically completed as a component of the business park as a model of integrating a non-motorized transportation corridor and a recreation facility with a large employment center for use

Board of Directors

John Sutter
President
Ward 2

Ayn Wieskamp
Vice-President
Ward 5

Ted Radtke
Treasurer
Ward 7

Doug Siden
Secretary
Ward 4

Beverly Lane
Ward 6

Carol Severin
Ward 3

Nancy Skinner
Ward 1

1 Pat O'Brien
General Manager

by employees and residents in the community. The District is supportive of the proposed project pedestrian-friendly objectives in the SEIR which emphasize the promotion of and encouragement of public transit alternatives to the automobile, including non-motorized transportation modes, (BART, bus travel, and use of the Iron Horse Regional Trail) while providing mixed use employment, residential, and retail development. A similar urban development project which incorporated concepts of "New Urbanism" and pedestrian friendly design and mixed uses was recently completed for the Pleasant Hill BART Station area under the direction of the Contra Costa County Redevelopment Agency. The Iron Horse Trail was consistently brought out as the major regional facility which provides non-motorized transportation opportunities for commuters, school-aged children, and residents who will be able to safely access the trail to travel to shopping areas, other residential areas, and other multi-modal transportation facilities thereby reducing vehicle emissions and creating an enhanced "livable community".

Potential Environmental Impacts

Under VII. Hydrology and Water Quality on page 15, the SEIR should address any hydrologic impacts from the proposed project on the Iron Horse Trail and County corridor to ensure that decreases in ground absorption rates onsite, increases of surface water, and possible changes to existing drainage patterns, do not impact the integrity, surface or subsurface of the adjacent Iron Horse Trail pavement or its aggregate base.

As stated in the NOP, under XII., Population and Housing (pg. 19), and XIV Recreation (pg.21), the SEIR should address the increases in use and population groups of the existing Iron Horse Trail which could result in substantial physical deterioration of the Trail which could occur, or be accelerated, unless mitigation for this use is incorporated into the proposed project. Appropriately spaced Iron Horse Trail access points will need to be designed and maintained to safely transition bicyclists and pedestrians to and from the proposed project and consider ADA design standards, speed limits, adequate lines of sight, emergency vehicle access, lighting, etc. Also, as stated in the SEIR, the City of San Ramon maintains a standard of 6.5 acres of public parks per 1000 residents. In order to meet this requirement, developers make contributions to the City's park system through the Parkland Dedication Ordinance, which would apply due to the residential component of the project. Financing bicycle and pedestrian friendly facilities at the Center, on arterials and connectors in the project area, and seamless integration of the proposed project and access to the Iron Horse Trail and the existing San Ramon Central Park and Community Center through a linear greenway should be considered as appropriate uses of these funds.

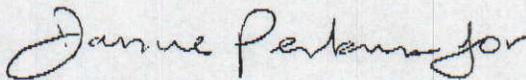
Under XV. Transportation/Traffic (pg.22), generated increases in new traffic on the local circulation system, including bicycle paths and pedestrian walkways, would be deemed a less than significant impact on the environment if mitigation is incorporated. Staging/Parking for trail users should be identified which could include dedicated parking in the vicinity of the Iron Horse Trail and regulating parking to allowed shared

parking for trail users, including weekends. The proposed project will attract trail users who will want to access the proposed Center.

Recommended bicycle and pedestrian network guidelines for planning and design, including trail/roadway intersection considerations, bike parking, signal standards, bicycle lockers and storage options, etc. are outlined in the 2003 Contra Costa Countywide Bicycle Plan prepared for the Contra Costa County Transportation Authority. This document was developed by a countywide bicycle and pedestrian plan advisory committee, including the East Bay Regional Park District, in order to provide consistent guidelines for bicycle and pedestrian planning countywide and provide information facilities which could be incorporated into the proposed project design to ensure safe bicycle and pedestrian travel as an alternative to vehicle travel to and from the proposed City Center.

Thank you for the opportunity to comment on the proposed San Ramon City Center Project. I can be reached at (510) 544-2602 should you have any questions about the Iron Horse Trail and the role of the East Bay Regional Park District adjacent to the proposed project area.

Sincerely,



Jim Townsend
Trail Development Program Manager

cc: Louis Guzman, Contra Costa County Trails Supervisor
John Pulliam, Contra Costa County Transportation Engineering

Points to Consider for the Civic Center C.E.Q.A. "Scoping Session"

E/R will be required because of the substantial environment consequences of the plan, as well as the induced consequences.

- History of the increasing number of stories allowed to be built in San Ramon would be useful.
 - From three to five stories, and how that came about.
 - Later proposal for a plan that includes seven story buildings (about six years ago) and culminated that effort. How does this plan compare to the earlier plan that included three – seven story buildings.
 - Most recent Civic Center planning process prior to this one. How that process worked/outcome.
 - This plan, how it came about, comparisons to the last planning process; addition to plan of and eight story buildings/city and citizens amenities relative to last plan/costs and indebtedness this plan relative to last plan.
- Traffic consequences of this plan-primarily resulting in the addition of three –eight story buildings - need to be fully evaluated and understood. Car numbers from a fully developed Dougherty Valley on Bollinger Canyon Rd obviously will need to be incorporated in the traffic study.
- Growth inducing component of this plan and it's eight story buildings will likely be profound and will need to be fully explored.
 - The economics of cost/benefit for converting current buildings of one or two story to eight story need to be present as part of a growth inducement evaluation.
 - The question as to the physical and financial feasibility of adding two or three more stories to current five story buildings should be evaluated.

-The changing of high-rise height standard from five to eight stories will need to be fully studied, with a twenty year comparison of a San Ramon with eight story standard compared to five story standards.

-The growth inducing aspects of a gradual progression of commercial building height limit increases should be examined. What is the likelihood of this current eight story proposal being just a step in an upward progression? Assuming it is - what growth effect will result?

-Growth pressure on the residential end of the city growth, from significantly increases white collar (& to a lesser extent - blue collar) workforce will need to be examined. For example: increasing height of commercial buildings can often induce increasing heights of apartment and condo buildings.

*Finally, the question of compliance with the General Plan and its height constraints; and this Plan, with its proposal for eight story buildings, needs to be thoroughly examined.

Respectfully submitted,

Jim Blickenstaff
Former Councilmember
Mt. Diablo Sierra Club Chair