

# PLANNING COMMISSION

## Staff Report



**DATE:** April 15, 2014

**TO:** Planning Commission

**FROM:** Debbie Chamberlain, Planning Services Manager  
By: Cindy Yee, Associate Planner

**SUBJECT:** Public Hearing No. 7 for the Revised Faria Preserve Project (VTM 9342)  
DPA 12-310-003, MJ 12-900-002, AR 200-046 and IS 12-250-004

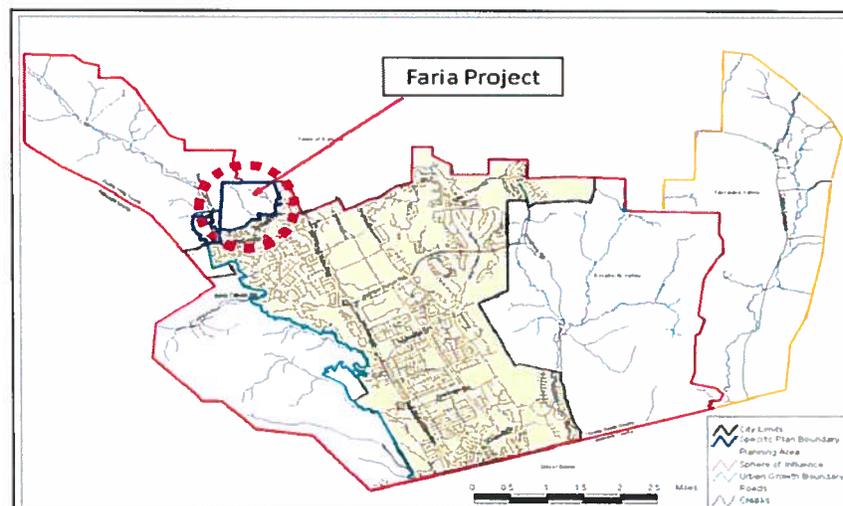
### RECOMMENDED ACTION

1. Staff recommends the Planning Commission receive the presentation; open the public hearing; take public testimony; close the public testimony portion of the hearing; provide comments to staff; and
2. If appropriate, continue the Public Hearing to May 6, 2014 for review and consideration of a Planning Commission resolution with findings and draft conditions of approval.

### INTRODUCTION

#### A. Location

The project site is located on approximately 286.5-acres east of Bollinger Canyon Road, north of Deerwood Drive, west of the Crow Canyon Specific Plan area, and south of the city limit lines within the Northwest Specific Plan Area (APNs: 208-240-005, -007, -008, -052 to -055, -057, -058, 208-260-046, and 208-250-011).



**B. Applicant/Property Owner:**

Pat Toohey for  
Lafferty Communities  
5000 Executive Parkway, No. 530  
San Ramon, CA 94583

**C. Environmental Review/California Environmental Quality Act (CEQA):**

Section 15070 of the State CEQA Guidelines provides that, if all of the Project's impacts can be mitigated to a less-than-significant level, the lead agency may prepare a mitigated negative declaration whereby mitigation measures are incorporated into the project. An Initial Study/Mitigated Negative Declaration (IS 12-250-004) was prepared for the project. Circulation of the document (State Clearinghouse No. 2013122009) for a 30-day public review period began on December 6, 2013 and closed on January 13, 2014 in accordance with section 15070 and 15073 of the California Environmental Quality Act (CEQA) guidelines. The City of San Ramon received 11 written comments on the environmental analysis.

At the January 21, 2014 public hearing, the applicant stated that based on comments received through the public hearing process, they have modified the project to relocate the project entryway from Deerwood Road to Purdue Road. As a result, the City's environmental consultant prepared a memorandum to examine if the Project modifications will result in changes to the Project's environmental impacts and mitigation measures. It was determined that re-circulation of the IS/MND and the memorandum evaluating the environmental impacts of the Project was appropriate and thus a 30-day public review period began on March 17, 2014 and closes on April 15, 2014. As of the writing of this staff report, one comment letter was received regarding the re-circulated documents.

**D. Public Notice**

On November 19, 2013, the Planning Commission held a duly noticed public hearing. The public hearing was continued to the December 17, 2013 Planning Commission meeting to provide time for additional review of the project and preparation of the Initial Study/Mitigated Negative Declaration. A joint notice of intent to adopt a mitigated negative declaration and public hearing notice was sent on December 6, 2013 to all listed property owners within 1,000 feet of the subject property and to the interested parties list. Property owners within the "Thomas Ranch" neighborhood, along the Deerwood Road/Omega Road intersection, and San Ramon Valley Boulevard north of Crow Canyon Road were also sent notifications of the public hearing. On January 7, 2014, the Planning Commission held a third public hearing after continuation of a duly-noticed public hearing on December 17, 2013 to further discuss the proposed Project. The public hearing was subsequently continued to the January 21, 2014, February 4, 2014, and March 4, 2014 Planning Commission meetings to provide additional time for public comment of the project.

On March 17, 2014, a joint notice of intent to adopt a mitigated negative declaration and public hearing notice was sent to all listed property owners within 1,000 feet of the subject

property and to the interested parties list. Property owners within the “Thomas Ranch” neighborhood, along the Deerwood Road/Omega Road intersection, and San Ramon Valley Boulevard north of Crow Canyon Road were also sent notifications of the public hearing.

## **BACKGROUND**

In October 2012, a vesting tentative map, development plan amendment, architectural review and environmental review applications were submitted by Lafferty Communities for development of a revised 786-unit subdivision Faria Preserve Project. In October 2012 and January 2013, the City held a public workshop and a study session to discuss the proposal. As part of the development review process, the applicant presented the project to the Architectural Review Board (ARB) at seven meetings between February and August 2013. Comments received from the ARB resulted in project changes including a reduction of eleven residential units.

Typically, park design and planning is a condition of Project approval. However, as part of the originally approved 2006 plan, a conceptual park design was completed and received approval from the Parks and Community Services Commission (PCSC). Due to project modifications from the 2006 plan, the applicant presented a revised conceptual park plan to the PCSC and the Facilities Committee of the PCSC during four public hearings and held one public workshop. After review of the applicant’s proposal, the PCSC approved the Master Plan for the Faria Preserve Park and Rose Garden in concept. Additionally, on October 24, 2013, the applicant presented the Faria Preserve affordable housing commitment to the Housing Advisory Committee (HAC). The Committee reviewed the applicant’s proposal is recommending that the Planning Commission approve the project.

On November 19, 2013, the Planning Commission held its first public hearing on the revised Faria Preserve Project. Three residents spoke in opposition to the project citing concerns over traffic, school impacts and the grading of the hillside, and one letter was received from the East Bay Regional Park District indicating that they have been working with the City and the developer to implement the objectives of their 2008 settlement agreement. The Commission expressed their interest in reviewing the Project’s environmental analysis and continued the public hearing to December 17, 2013 for the opportunity to further review and discuss the Project.

On December 17, 2013, the Planning Commission held its second public hearing on the revised Faria Preserve Project. Ten residents spoke in opposition to the project citing concerns over traffic, school impacts, and grading of the hillside. The Commission continued the public hearing to January 7, 2014 to further review and discuss the Project.

On January 7, 2014, the Planning Commission held its third public hearing, received comments from three speakers, and focused their discussion on the proposed Deerwood Road entrance. The applicant presented exhibits detailing the proposed Deerwood Road access point to the project and an alternative road alignment that could connect the proposed project to Purdue Road. The Commission continued the public hearing to January 21, 2014 and requested additional information be provided for the Commission’s consideration.

On January 21, 2014, the Planning Commission held its fourth public hearing where seven speakers provided comments related to the project. At the meeting, the applicant indicated that based on comments received through the public hearing process, they will be modifying the project to relocate the proposed project entryway from Deerwood Road to Purdue Road. The Commission continued the public hearing to February 4, 2014 to allow time for the public to view the scaled project model and provide comments.

On February 4, 2014, the Planning Commission held its fifth public hearing where three speakers provided comments related to the project. The applicant also discussed an amendment to their affordable housing proposal to reduce the overall number of rental affordable housing units from 112 to 99 while maintaining a total of 28.8% of all units as affordable. The Commission continued the public hearing to March 4, 2014 to allow time to evaluate the environmental impacts of the updated Purdue Road project entryway and the preparation of draft project Conditions of Approval for the Commission's consideration.

On March 4, 2014, the Planning Commission held its sixth public hearing and received public comments from three speakers. The Commission continued the public hearing to April 15, 2014 to allow time for the re-circulation of the environmental document and the preparation of draft project Conditions of Approval for the Commission's consideration.

### **PROJECT DISCUSSION ITEMS**

As we wrap-up the public hearing review portion of the Project, a summary of the major discussion items is provided below for ease of reference.

#### **Deerwood Road vs. Purdue Road Connection**

In 2006, the original Faria Preserve Project and Northwest Specific Plan were approved with two project entrances—Bollinger Canyon Road to the west of the Project and Purdue Road to the east of the Project. The Vesting Tentative Map and Development Plan Amendment applications filed by Lafferty Communities in October 2012 proposed a project entrance via Deerwood Road instead of Purdue Road. After various discussions before the Planning Commission, on January 21, 2014 the applicant amended their project to connect Faria Preserve Parkway to Purdue Road instead of Deerwood Road. In coordination with the Engineering Services Department, the applicant has created an aerial photo exhibit which shows the roadway improvements needed along Purdue Road to San Ramon Valley Boulevard (attachment B). The improvements would include a 60 ft. Public Right-of-Way along Purdue Road with bike lanes on both sides of the road, parking on one side of the street, and a monolithic sidewalk.

### Aerial Photo of Purdue Rd. (Excerpt Attachment B)



As a result of the project entrance relocation from Deerwood Road to Purdue Road, the City's environmental consultant prepared a memorandum to examine if the Project modifications will result in changes to the Project's environmental impacts and mitigation measures. The realignment of Faria Preserve Parkway to connect to Purdue Road resulted in several differences from the Project Initial Study/Mitigated Negative Declaration (IS/MND) analysis:

- With the new plan to connect to Purdue Road, rather than Deerwood Road, the proposed project change would have a beneficial effect on the queues on the northern and eastbound approach to the San Ramon Valley Boulevard/Deerwood Road intersection, because the left-turn queue lengths would be less than under the proposed project evaluated in the IS/MND and the reduced northbound left-turn lane queue would avoid impacting the In-N-Out driveway. Mitigation Measure 3.16-1 would still be required, but the vehicle storage lengths can be reduced.
- The realignment would have the same effect for cumulative traffic operations at the Deerwood Road/Omega Road intersection and the same mitigation measure would apply as described in the IS/MND.
- A significant effect on traffic operations at the intersection of Purdue Road/San Ramon Valley Boulevard under existing plus project and cumulative conditions (similar to the impact identified in the 2006 Project EIR) that can be mitigated to acceptable levels with installation of a traffic signal that is already identified in the City's Capital Improvement Program. This intersection analysis and the effectiveness of the traffic signal is already included in the City's Capital Improvement Program.

The memorandum along with the Project Initial Study/Mitigated Negative Declaration was re-circulated for a 30-day public review period which began on March 17, 2014 and closes on April 15, 2014. As of the writing of this staff report, one letter was received by staff via email (attachment C). Should the Commission approve the proposed applications, the applicant would be conditioned to submit an updated Vesting Tentative Map to reflect the road realignment.

### House of Worship

As described in the Northwest Specific Plan, a designated house of worship site up to [emphasis added] 6.1 acres in size is envisioned as part of the community facilities for the area. In the previously approved Faria Preserve Project (2008), the vesting tentative map identified a 7.5 acre parcel for the joint use of senior apartment housing, a house of worship, a community pool facility and a staging area. Of the 7.5 acre parcel, approximately 2.4 acres is generally associated with the house of worship. The Vesting Tentative Map and Development Plan Amendment applications filed by Lafferty Communities in October 2012 proposed the house of worship to be located on a 1.5 acre parcel located northeast of the project entrance on Bollinger Canyon Road (page TM.3, Proposed Vesting Tentative Map).

After discussion at various public hearings, at the March 4, 2014 Planning Commission meeting the applicant amended their project to move the future house of worship site from the corner of Bollinger Canyon Road and Faria Preserve Parkway to the 12.6 acre Neighborhood 5 site. The new location would combine the future house of worship site with the future location of the multi-family apartments and senior apartments (attachment D). As a result of the relocation of the house of worship site, the City's environmental consultant prepared a memorandum to examine if the Project modifications will result in changes to the Project's environmental impacts and mitigation measures. No additional environmental impacts or mitigation measures were required as a result of the house of worship relocation. At such time when development of the house of worship and Neighborhood 5 is proposed, the developer will be required to submit a separate development plan, architectural review, use permit for the house of worship and environmental review applications to determine consistency with the Northwest Specific Plan and CEQA.

### Architectural Review

The project consists of five proposed residential neighborhoods. As part of the applicant's proposal, four of those neighborhoods are included in their Development Plan Amendment and Architectural Review application. The applicant presented the project to the Architectural Review Board (ARB) at seven meetings between February and August 2013. Should the application be approved, the recommendations received at the seven Architectural Review Board meetings will be incorporated as conditions of approval including final architecture and landscape review prior to building permit issuance.

### Affordable Housing Proposal Modification

As previously discussed, policies within the NWSP Land Use Chapter identifies a minimum of 25% of total housing units to be dedicated as affordable units and a target affordability level by income category: 20% of affordable units for very-low income, 30% of affordable units for low income, and 50% of affordable units for moderate income. As a condition of any project approval in the Plan Area, the applicant is required to develop an Inclusionary Housing Program that details the implementation measures for meeting the City's goals for affordable housing. At the time of application completeness, the applicant submitted the following affordable housing proposal for consideration:

### Initial 2013 Affordable Housing Proposal

Unit Types	Very Low	Low	Moderate	Total Affordable Units
Senior-Restricted Rental Apartments	17	69	0	<b>86</b>
Rental Apartments (Non-Age Restricted)	43	0	69	<b>112</b>
For-Sale Housing Units (Within Neighborhood IV)	15	13	0	<b>28</b>
<b>Total Affordable Units</b>	<b>75</b>	<b>82</b>	<b>69</b>	<b>226</b>
Percentage of the Total Affordable Units	33.29%	36.3%	30.5%	
Percentage of Affordable Units in Proposed 740-Unit Project				<b>30.5%</b>

At the February 4, 2014 Planning Commission meeting, the applicant amended their affordable housing proposal. The applicant is committing to meet the 25% minimum affordable units, but is reducing the overall number of rental affordable housing units from 112 to 99. The proposed 2014 commitment for 28.8% of units as affordable is consistent with the 2006 Faria Preserve Proposal that identified 226 of 786 total units (28.8%) as affordable units.

### Revised 2014 Affordable Housing Proposal

Unit Types	Very Low	Low	Moderate	Total Affordable Units
Senior-Restricted Rental Apartments	17	69	0	<b>86</b>
Rental Apartments (Non-Age Restricted)	30	0	69	<b>99</b>
For-Sale Housing Units (Within Neighborhood IV)	15	13	0	<b>28</b>
<b>Total Affordable Units</b>	<b>62</b>	<b>82</b>	<b>69</b>	<b>213</b>
Percentage of the Total Affordable Units	29.1%	38.5%	32.4%	
Percentage of Affordable Units in Proposed 740-Unit Project				<b>28.8%</b>

#### Faria Preserve Park—Sport Facility Lighting

At the February 4, 2014 meeting, the Planning Commission requested additional information on the governing standards for the proposed Faria Preserve Park sport facility lights. The adopted Northwest Specific Plan provides both zoning and development standards for the NWSP districts and Table 7-3 of the Specific Plan addresses standards for sports facilities lighting. Should the Planning Commission approve the applications, the Project would be conditioned to submit for final park design review including park light design to the Parks and Community Services Commission (PCSC). At such time when the applicant submits their park development design to the PCSC, the PCSC will ensure that the standards of the Specific Plan are met.

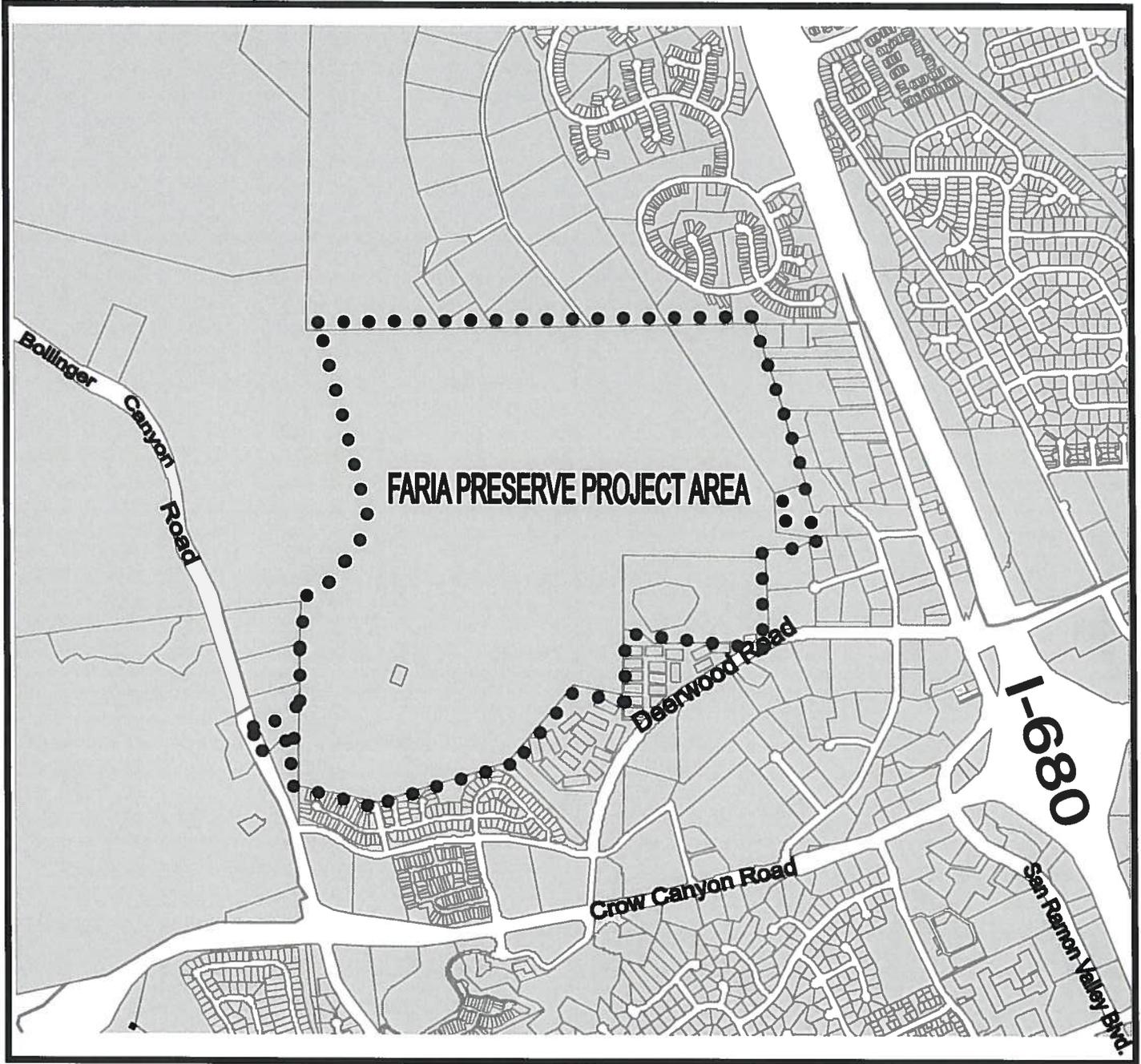
## **SUMMARY/NEXT STEPS**

Staff would recommend that the seventh public hearing before the Planning Commission focus on any remaining project discussion items and the re-circulated Draft IS/MND and memorandum examining the Project changes. Based on staff's assessment of the Development Plan Amendment, Vesting Tentative Map and Architectural Review applications, the project appears to be consistent with the General Plan 2030 and the Northwest Specific Plan. Staff would recommend the Commission continue the public hearing to May 6, 2014 and provide direction, if appropriate, to bring back a draft Project Resolution with associated findings and conditions of project approval.

## **ATTACHMENTS**

- A. Vicinity Map
- B. Conceptual Purdue Connection Aerial Overlay Exhibit, dated January 16, 2014
- C. Email Correspondence from Joy Randel, dated March 22, 2014
- D. Neighborhood 5—Conceptual Site Plan, dated March 4, 2014
- E. Public comments received since March 4, 2014





**CITY OF SAN RAMON PLANNING SERVICES**



**REVISED FARIA PRESERVE PROJECT VICINITY MAP**

DPA 12-310-003, MJ 12-900-002,  
AR 12-200-046, & IS 12-250-004

● ● ● ● ● ● Faria Preserve Project Area



(Not to Scale)



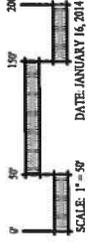


**CONCEPTUAL  
PURDUE CONNECTION  
AERIAL OVERLAY EXHIBIT**

CITY OF SAN RAMON CONTRA COSTA COUNTY CALIFORNIA  
THE FARIA PRESERVE



Carlson, Garbino  
& Olson, Inc.  
CIVIL ENGINEERS - LANDSCAPE ARCHITECTS - PLANNERS  
2000 CONCORD AVENUE, SUITE 200  
CONCORD, CALIFORNIA 94520  
PHONE: (925) 309-0000



DATE: JANUARY 16, 2014

TRUCK ACCESS LOCATIONS TO EXISTING  
TRUCK TRAILER STORAGE AT  
PAUL WINDMILL SCHOOL



**Yee, Cindy**

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**From:** Joy Randel [joy.randel35@gmail.com]  
**Sent:** Saturday, March 22, 2014 3:54 PM  
**To:** Yee, Cindy  
**Subject:** Environmental Impact - Faria Ranch Preserve

Hello Ms. Yee:

**Please put the following on public record.**

I recommend that an environmental impact be completed on how the wind will impact the Faria Ranch sports field. It can be extremely windy in that neighborhood of San Ramon.

The wild turkeys and cows who use the Faria Ranch Preserve will be impacted by the Faria Ranch Housing development. They will be adversely impacted.

The place of worship which will be built as part of the Faria Ranch Development should have LEED and Energy Star certifications to minimize the environmental impact. I also recommend a hearing to determine which religion the place of worship will represent. If a place of worship for a specific religion is built it could lead to a discrimination lawsuit because other religions were not represented.

The housing built on the Faria Ranch Preserve should use environmentally friendly building materials, and should be built with energy conservation in mind. Per the California Department of Housing and Energy Conservation..."The energy conservation section of the element must inventory and analyze the opportunities to encourage the incorporation of energy saving features, energy saving materials, and energy efficient systems and design for residential development. Planning to maximize energy efficiency and the incorporation of energy conservation and green building features can contribute to reduced housing costs for homeowners and renters, in addition to promoting sustainable community design and reduced dependence on vehicles. **Such planning and development standards can also significantly contribute to reducing green house gases". It would have the least environmental impact if the new housing built on Faria Ranch met the 2013 California green building standards code for residential housing.**

In order to reduce the Environmental Impact the following guidelines are outlined on the California Department of Housing and Energy Conservation website: **Promoting Green Building and Energy Efficient Building Standards and Practices**

- Provide incentives to build housing that exceeds Title 24 requirements.
- Promote standards that promote passive solar heating, overhangs on south facing windows, planting of deciduous trees on the west and south.
- Encourage installation of photovoltaic and "cool" roofs, solar water heating, and where appropriate wind turbines.
- Support building framing that promotes construction of tighter building envelopes with maximum height and sky exposure plans and minimum setbacks.
- Incentivize use of recycled and rapidly renewable building materials and ensure effective demolition and construction recycling.
- Require use of Energy Star appliances and materials.
- Promote installation of efficient air conditioning and use of whole house fans and solar attic fans.
- Encourage use of upgraded insulation, advanced air infiltration reduction practices (air sealing), Low-E double-pane windows.

- Promote use of energy efficient lighting including fluorescent.
- Require use of Low or no-VOC paint, wood finishes, & adhesives; avoid products with added formaldehyde.
- Promote use of mechanical ventilation system, heat recovery ventilation unit, sealed-combustion furnace and water heater.
- Require range hood and bath fans to vent to outside and bath fans to be automatically controlled with a timer or humidistat.
- Require recycling a specified percentage of construction wastes.
- Promote use of recycled content aggregate for driveways.
- Promote effective water management designs (i.e., use of water efficient landscaping, efficient irrigation systems, incorporating wastewater reuse and metering).

**Please put the above on public record.**

Thanks.

**APARTMENT PARCEL SITE SUMMARY**

	NET ACRES	UNITS	DENSITY
Apartments	8.1	216	26.7
Senior Apartments	2.2	86	39.3
Church	2.0	Estimate 240 seats	n/a
Site Total	12.3	302	24.6

**APARTMENT PARCEL PARKING SUMMARY**

	PARKING TYPE	RATIO	PARKING REQUIRED		PARKING PROVIDED
			UNIT MIX	NUMBER OF SPACES	
Apartments	Dedicated	1 Space/OU (1 BR)	90	80	90
		2 Spaces/OU (2,3 BR)	126	252	252
	Sub-Total	0.25 Space/OU	216	340	340
Senior Apartments	Dedicated	1 Space/OU (1 BR)	80	80	80
		2 Spaces/OU (2 BR)	6	12	12
	Sub-Total	0.25 Space/OU	86	92	92
Church	Dedicated	1 Space/40 sf or 1 Space/4 Seats	60	60	60
	Sub-Total		302	570	570
<b>Total</b>					



Apartment Complex (216 Units)

Church Site (2 Acres)

Senior Apartment (86 Units)

**Neighborhood 5 - Conceptual Site Plan**

**FARIA PRESERVE**  
San Ramon, CA

March 4, 2014  
**SP4**  
201274

**WILLIAM HEZVALACH**  
ARCHITECTS  
10000 UNIVERSITY AVENUE, SUITE 200  
SAN RAMON, CA 94583  
TEL: 925.375.2500  
WWW.WHARCHITECTS.COM

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## Yee, Cindy

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**From:** Raymond Smith [kirk\_4mnk@yahoo.com]  
**Sent:** Tuesday, March 25, 2014 6:57 PM  
**To:** Yee, Cindy  
**Subject:** final thought

So really, all of this was just cosmetics and show. The housing project is going to happen and there is nothing anyone can do about it now, barring some miraculous act of God, or the sudden demise of Mr. Toohey who has one goal only in mind. It seems that the city, or county has to go through certain hearings and forums so as to meet certain rules and regulations, but the reality is that there was never any doubt in anyones mind that the units were going in at Faria. The rest of us will just have to suffer through the consequences and the painful aftermath of this project which will bring about the urban curses of Los Angeles-style traffic, pollution, and over-crowded parking lots. Nice.

Time will tell what a huge mistake the city is making. Oh well, at least I can say I told you so when this whole thing turns into a collection of community nightmares that no one in the planners office seems to either care about, or is capable of envisioning at this time. San Ramon, in my neighborhood, will go from being a lovely and wonderful place to call home, to just another congested city that people will regret buying homes within. Our only wish now is that there will be numerous unforeseen problems that will slow the project down in every way possible so that this inevitable disaster takes forever to manifest.

My friends advised me a long time ago that making California my home would be a bad decision. They suggested I try other states such as Oregon, Washington, Idaho, or even Texas, but the last 4 years I have been telling them how great it was living in San Ramon. Soon it will be their turn to say that "they told me so" as I swallow my praise of this region and choke on the smoke from the steam-rollers and the bull-dozers. The value of everyones home around here will probably take a few hits as well because part of the appeal of living here is the charming drive down present-day Bollinger to Las Trampas Park. Say good-bye to that pleasure.

In conclusion, I promise that this will be the final message that you receive from me. It has still not been a waste of time though, because it's possible that my words will reach some ears for the future. It's possible that the next proposed "mistake" project will get shot down by people who have learned from this experience. On the big island of Hawaii, there are land owners who have principals and foresight and stand by what is good for the future of mankind; they simply tell builders like Mr. Toohey to go jump in an active volcano. The real villain is the person, or people, who sold the land to Mr. Toohey in the first place. Shame on them for selling-out.

Ray Smith

Hi Mr. Smith,

Thank you for your follow-up email. The originally approved project size was 786 housing units on 72.5 acres. The new proposed project is 740 acres on 64.8 acres. The proposed project would dedicated 206 acres of the 290 acres of the total project area for permanent open space, trails, and park use. Additionally, 144 acres of land outside of the project area on both sides of Bollinger Canyon Road north of the City limits (the drive

towards Las Trampas) has been purchased by the developer and will be endowed to the East Bay Regional Park District to be preserved as open space, trails, and recreation area. A total of approximately 350 acres that will be preserved in perpetuity. I have attached a map to better help you understand the project. The area you described in your email along Bollinger Canyon Road is labeled on the map as open space preserve.

Again, thank you for your interest and email on the project. If I can be of further assistance, feel free to contact me. Thank you

**Cindy M. Yee, AICP | Associate Planner | City of San Ramon | Planning Services Division**  
925.973.2562 direct · 925.838-3231 fax · 2401 Crow Canyon Road · San Ramon, CA 94583 · [www.ci.san-ramon.ca.us](http://www.ci.san-ramon.ca.us)

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**From:** Raymond Smith [mailto:kirk\_4mnk@yahoo.com]  
**Sent:** Friday, March 21, 2014 7:09 PM  
**To:** Yee, Cindy  
**Subject:** Re: Faria Housing downsized?

Hi Cindy, thank-you for your nice response regarding my deep feelings and lifelong observations concerning over-development in California. I am pleased to know that my letter will actually reach the ears of people who are involved in the future of this frightening proposal to over-crowd San Ramon's infrastructure. So you say that the project has been downsized, but you did not mention any numbers. This leaves me unsure whether you meant it was previously much larger than 740 units and was reduced to 740, or if it has been reduced to something much lower than 740 units since then. Could you please elucidate this for me? Really, that area driving along Bollinger back to Las Trampas regional park is so peaceful and natural and lovely, that to even think of letting bulldozers and back-hoes tear up those hills in favor of cars and cement and asphalt and additional traffic, is just criminal and tremendously insensitive. Right now I can see deer, raccoons, rabbits and California Poppies as well as wild turkeys and some other delightful wildflowers populating those hillsides, but let those awful builders in there and much of that serenity and beauty will be destroyed forever. It's what builders do instinctively, they tear up the earth and destroy nature because that's what some jerk pays them to do. Let them build somewhere else away from an area that is an absolute sanctuary for many families.

Las Trampas is a gorgeous area for families to spend time together. My eight-year old son and my wife and I love San Ramon and we drive back to Las Trampas for hikes and picnics and sight-seeing from the top of those hills frequently. Many people who live here simply cherish the retreat from the city that this wonderfully preserved section of San Ramon offers them. Let's not ruin all of that, plus degrade our living conditions by turning Crow Canyon Blvd into a parking lot. I have to wonder who the monster was that sold out their piece of natural paradise to a developer (Mr. Toohey), knowing full well that the property would then have its resources totally exploited and taken advantage of in a very bad way?

If any of my words and feelings seem extreme and unrealistic, then please refer to Southern California where the cement and bricks stretch out far onto the horizon as city after city after city perpetuate the overthrow of anything natural and decent. That part of our state down there is like some nightmare science fiction movie where traffic makes people shoot at each other from their cars and the smog hangs as a huge brown cloud over all life forms in that region of the state. Is that what we are striving for here, or do we just tell ourselves that a few more construction projects of 740 units won't make that much of a difference? Again, 1.5 to 2 cars per each home is the formula that everyone needs to consider here. San Ramon is not set up to receive that many more cars in this area. Don't take my word for this, drive to the intersection of Crow Canyon and San Ramon Valley Blvd during rush-hour morning, or afternoon, and you can feel the crunch yourself. It's already bad.

So how many units have they agreed to downsize to? How about 50, or maybe zero would be the best?

I wish for you a nice week-end. Thanks again Cindy.

**From:** "Yee, Cindy" <[cyee@sanramon.ca.gov](mailto:cyee@sanramon.ca.gov)>

**To:** Raymond Smith <[kirk\\_4mnk@yahoo.com](mailto:kirk_4mnk@yahoo.com)>

**Sent:** Thursday, March 20, 2014 4:45 PM

**Subject:** RE: Faria Housing Project impact

Hello Mr. Smith,

Thank you for taking the time to write to the City regarding your views of the proposed Faria project. Your comments will be entered into the public record and provided to the Planning Commission for their consideration at the April 15, 2014 public hearing on the project. The current proposed project is a downsized version of a previously approved project from 2008. The applicant is proposing to reduce the overall number of residential units, increase the open space area, and reduce the amount of creek and wetlands encroachment in comparison to the originally approved project. If you'd like to speak more regarding the project, I'd be happy to discuss it with you. Thank you again for your comments—they are appreciated.

Sincerely, Cindy Yee

**Cindy M. Yee, AICP | Associate Planner | City of San Ramon | Planning Services Division**

925.973.2562 direct · 925.838-3231 fax · 2401 Crow Canyon Road · San Ramon, CA 94583 · [www.ci.san-ramon.ca.us](http://www.ci.san-ramon.ca.us)



**Yee, Cindy**

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**From:** Yee, Cindy  
**Sent:** Thursday, April 10, 2014 12:18 PM  
**To:** Yee, Cindy  
**Subject:** FW: Concerns about Faria Preserve

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**From:** melissa fields [[mailto:misslissa\\_98@yahoo.com](mailto:misslissa_98@yahoo.com)]  
**Sent:** Thursday, April 10, 2014 6:39 AM  
**To:** Planning Services (public)  
**Subject:** Concerns about Faria Preserve

I am a San Ramon resident who greatly opposes the Faria Preserve Project. I have outlined my specific concerns, most importantly the beauty and quality of life in our west side of San Ramon. We chose to live here because of the open space and fact that there was NOT high density housing. However, Faria Preserve would change all of that. Many long-term residents will consider leaving. These are my specific concerns:

1. The developer may have purchased the rights to develop Faria Preserve but the developer did not pay for 740 housing units. The General Plan and the Northwest Specific Plan, which were approved by voters in 2002, only authorized no more than 786 housing units. It is the responsibility of the Planning Commission, after listening to residents, to determine the size of the development project. The project with 740 housing units is too large. It places strains on the environment; on the infrastructure; on traffic; on parking; and on schools. It destroys the Quality of Life for persons who already live in the area. The size of the development needs to be substantially reduced.
2. There is no plan by the city to negotiate with the San Ramon Valley School District (SRVSD) to accommodate 2000 new students into local schools. We will no longer have local (neighborhood) schools. Instead, children will be assigned to a school on a space available basis. Children from the same neighborhood will go to different schools throughout San Ramon. This is not planning. This is selfishness on the part of the city and the school district to not consider what is best for our children.
3. The General Plan and the Northwest Specific Plan state specifically that the development would include a Neighborhood (or Community) Park. Instead, the developer is proposing a Sports Complex with Soccer and Baseball fields for use by regional sports clubs. These clubs intend to use the park for their commercial interests 7 nights a week. They will bring more than 300 cars to the area when there is only parking for 100+ cars. There will be noise and congestion every night until 10:00 P.M. If the Sports Complex is built, your children will never be able to use the park. It will be dedicated exclusively for use by the sports clubs. By definition, the General Plan states that Community Parks serve the interests of local neighborhoods that lie within 3 miles of the park. The Planning Commission cannot change that mandate because it is part of the General Plan. With the current arrangement, with the park dedicated to the sports clubs, you and your family will not be able to use the park (1) because no parking will ever be available to you and (2) it will always be in use by the sports clubs. If you live nearby the park, your neighborhood will become the overflow parking lot. The expected lighting for the Sports Complex does not meet state standards for protection of glare to surrounding areas. This negatively impacts nearby communities. Tell the Planning Commission *No Sports Complex* in Faria Preserve.
4. The entire development project, which consists of 5 neighborhoods, has insufficient parking throughout. This is a major disaster. The homes will have 2 car garages but no driveways. The apartments will have a garage but only for 1 car. Anyone that uses their garage space for storage

will be forced to park on public streets. Faria Preserve will be a show-case for a blighted community. The streets will be cluttered with cars which increases the hazards to pedestrians, children and bike riders. Eventually, everyone who runs out of storage space will park their 2<sup>nd</sup> car in nearby communities. We (the existing residents) will be the overflow parking lot. Parking for the expected 2600 vehicles will be an absolute disaster. The Planning Commission has done nothing to address this problem.

5. The development is expected to generate some 7800 additional vehicle trips through local streets only one of which will be upgraded with stop lights. Traffic will be a nightmare on local streets. The intersection of Crow Canyon Road and San Ramon Valley Blvd., which is already at a Level of Service – Grade D, will get worse. During commute hours, residents will be forced to wait 30 minutes for access to/from Hwy 680. You cannot double the traffic at that intersection without impacting the Level of Service. The local standard in San Ramon is that no intersection should be worse than Level of Service – Grade D. Traffic congestion will get substantially worse at this intersection. The Level of Service will then be downgraded. This is inevitable. Increased traffic congestion will be a problem because the development is too large for the area. There will be too many homes and too many cars.

6. The impact of generating 7800 additional vehicle trips, many of which will be commute trips on Hwy 680, will turn Hwy 680 into an LA style freeway. Traffic on Hwy 680 is already terrible. Why does the Planning Commission ignore this problem?

7. The developer needs state and federal permits but refuses to apply for the permits as part of the planning process. The permits should become part of the public record before (not after) the project is approved by the city.

8. There is a serious earthquake fault that runs parallel to the hills on the east side of the project. Building homes directly over an earthquake fault is idiotic.

9. The General Plan mandates that developments must be in compliance with Assembly Bill 1358 (the California Complete Streets Act) which requires that developers provide residents access to nearby areas for employment and shopping via walking, biking and public transit. In this regard, the Faria Preserve Project is not consistent with Assembly Bill 1358. Specifically, the Faria Preserve Development Project places all of the Affordable Housing and the Senior Citizen Housing into a single neighborhood located on the far west side of the project. The location of this housing is 2 miles away (1) from major Public Transit systems and (2) from important commercial centers that serve local neighborhoods. Putting 302 housing units (which is 41% of the project total) into Neighborhood 5 on the far west side of the development is not consistent either with the General Plan nor with AB1358. Affordable and Senior Housing should be located near Purdue Road for easy access to San Ramon Valley Blvd.

Thank you,  
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