

Memorandum

To: Cindy Yee, Associate Planner
From: Kelsey Bennett, Project Manager/Senior Environmental Planner
CC: Rod Jeung, Carol Shariat, George Lu, Elliott Schwimmer, Pete Choi
Date: March 13, 2014
Subject: San Ramon Faria Community Preserve IS/MND Changes Summary

Dear Cindy,

In response to public comments received on the Draft IS/MND, the Applicant, Lafferty Communities, has made two changes to the Project: 1) relocation of the proposed primary eastern site access from Deerwood Road to Purdue Road, and 2) relocation of the house of worship site from the northeast corner of Bollinger Canyon Road and Faria Preserve Parkway to Neighborhood V. This memorandum has been drafted in response to the City's request for an examination of the changes to the impacts and mitigation measures presented in the San Ramon Faria Community Preserve Draft IS/MND given the proposed change to the site access and house of worship site location.

INTRODUCTION CHAPTER

The project history has evolved in early 2014 to include a change to the 2013 proposed Faria Preserve Community Project. The revised plan makes two changes. The first change modifies the proposed primary eastern site access from Deerwood Road to Purdue Road. The connection of the Faria Preserve Parkway to Purdue Road would be the same eastern access that was evaluated in the 2006 certified Northwest Specific Plan/Faria Preserve Community EIR. The second change relocates the house of worship site from the northeast corner of Bollinger Canyon Road and Faria Preserve Parkway to the 12.6 acre Neighborhood V parcel. The location of the proposed house of worship site would be in the same location that was evaluated in the 2006 certified Northwest Specific Plan/Faria Preserve Community EIR.

PROJECT DESCRIPTION CHAPTER

The proposed change in site access would redirect Faria Preserve Parkway from its eastern connection to Deerwood Road to Purdue Road as shown in the revised site plan (see Figure 1: Site Plan). As a result, site ingress and egress to the eastern portion of the Faria Preserve would traverse an industrial area along Purdue Road, rather than the residential neighborhoods along Deerwood Road. The length of roadways on the project site would increase marginally by 270 linear feet, but the overall amount of grading and site disturbance would be essentially the same as described for the proposed project in the IS/MND. In short, the site would still have an overall balance in the amount of earthwork that would be cut and fill on site, and the volume of earthwork would not be expected to change noticeably from the 4,000,000 cubic yards of civil cut and fill and the additional 2,000,000 cubic yards of corrective grading as reported in the December 2013 IS/MND. The construction phases and duration would also remain unchanged.

The alteration in site access via Purdue Road would not alter the site plans or development programs for any of the residential neighborhoods, the open space and recreation areas, the house of worship and educational facility sites, or the detention basins. The total number of units would remain at 740 housing units, and the mix of housing types would also remain the same. The size, configuration, and location for the other land uses (with the exception of the house of worship site) would likewise remain unchanged (see Figure 2: Overall Site Plan).

In addition to marginally increasing the acreage of roads on site, the realignment of Faria Preserve Parkway would result in two other changes to the site plan:

- ▶ Sewer connections that were expected to serve the eastern portion of the Faria Preserve via Deerwood Road would now instead be directed along the realigned Faria Preserve Parkway and Purdue Road as evaluated in the 2006 EIR; Neighborhood V (the apartment and house of worship site) could be served instead by mains in Bollinger Canyon Road.
- ▶ The realigned road would follow the course of the easternmost ephemeral drainage where it veers east and exits the project site at Purdue Road; this roadway segment was part of the project evaluated in the 2006 EIR.

The proposed relocation of the house of worship site from the northeast corner of Bollinger Canyon Road and Faria Preserve Parkway to the 12.6 acre Neighborhood V parcel would reduce the total Project Land Area from 450 acres to 448.5 acres. As shown in the revised site plan (see Figure 1: Site Plan), the house of worship site would be incorporated within the 12.6 acre Neighborhood V parcel and would result in a reduction of the residential acreage in

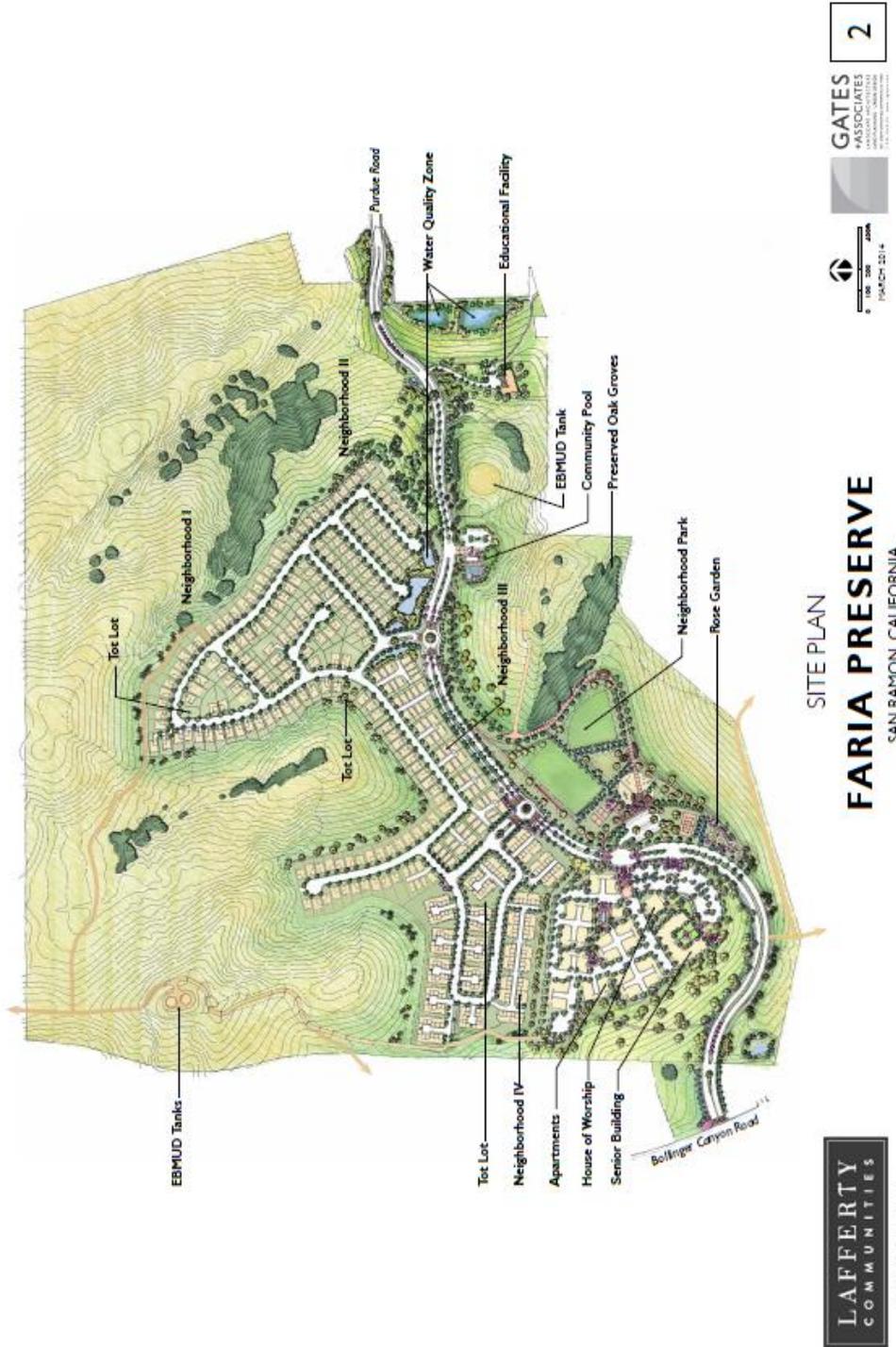


Figure 1. Faria Preserve Site Plan



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OVERALL SITE PLAN
FARIA PRESERVE
SAN RAMON, CALIFORNIA



Figure 2. Overall Site Plan

Neighborhood V by 2.0 acres to accommodate the house of worship site. The relocation of the house of worship site would not alter the site plans or development programs for any of the other four residential neighborhoods, the open space and recreation areas, the educational facility sites, or the detention basins. The total number of units would remain at 740 housing units, and the mix of housing types would remain the same. The IS/MND's projected development program for the house of worship site would also remain the same.

The previous location of the house of worship site at the northeast corner of Bollinger Canyon Road and Faria Preserve Parkway, which is located outside of the project area and outside the Northwest Specific Plan area, will retain the existing single-family residential land use designation. Improvements of these parcels associated with the project are limited to those necessary to facilitate the construction of the Faria Preserve project entrance. The project would still have an overall balance in the amount of earthwork that would be cut and fill on site, and the volume of earthwork would not be expected to change from the December 2013 IS/MND due to the relocation of the house of worship site. The construction phases and duration would also remain unchanged.

INITIAL STUDY CHECKLIST AND ENVIRONMENTAL IMPACT ANALYSIS CHAPTER

Aesthetics Section

Changing the proposed location of the house of worship site and the primary eastern access to the project site from Deerwood Road to Purdue Road would not result in new aesthetic impacts. The relocation of the house of worship site to Neighborhood V would not alter the visual character as represented and analyzed in View 4 of the IS/MND because the house of worship site would be sited further northeast of the senior apartment building and screened by the project's landscaping. Because of the proposed change in access to the project site, IS/MND View 3 has been revised from Deerwood Road at San Ramon Valley Boulevard looking west toward the project site to Purdue Road at San Ramon Valley Boulevard looking west toward project site (see new existing View 3 in Figure 3a). As shown in the visual simulation for new View 3 in Figure 3b, the new roadway connection would not be visually prominent and would be below the existing EBMUD tank, and the development would be seen but primarily screened by proposed new trees along the hillside. The new development would be seen with a scenic vista remaining as a backdrop. The new development on this hillside would be identical to that previously described in the IS/MND, since the only change from the prior analysis is the realignment of Faria Preserve Parkway.

Based on the limited changes to the visual landscape resulting from the new eastern access, the proposed project result in a less-than-significant impact for the new View 3, similar to the less-than-significant impact for the project access evaluated in the IS/MND along Deerwood Road. In addition, implementation of Improvement Measure 3.1-1 (included provisions for



Figure 3a. View 3: Existing View from Purdue Road at San Ramon Valley Boulevard Looking West toward Project Site



Figure 3b. View 3: Visual Simulation of Proposed Project from Purdue Road at San Ramon Valley Boulevard Looking West toward Project Site

additional landscaping along Faria Preserve Parkway) identified in the IS/MND would further reduce this impact for new View 3. With implementation and compliance with the NWSP's goals, objectives, and policies and Improvement Measure 3.1-1, potential impacts on scenic vistas and visual character would be less than significant. Therefore, the significance conclusions in Section 3.1 of the IS/MND would not change.

Agriculture and Forestry Resources Section

Changing the proposed primary eastern access to the project site from Deerwood Road to Purdue Road and the relocation of the house of worship to Neighborhood V would not result in new impacts related to agriculture or forestry resources. The proposed site plan changes would result in no impact to agriculture or forestry resources since such resources are not present on site, as reported in the 2006 certified Northwest Specific Plan/Faria Preserve Community EIR and the current IS/MND. Therefore, the significance conclusions in Section 3.2 of the IS/MND would not change.

Air Quality Section

Construction

As described under Project Description, the proposed site plan changes would not substantially change the construction activities evaluated as part of the IS/MND. Specifically, the change in site access and the relocation of the house of worship site would not require any increases in the amount of civil or corrective fill, and, thus, earthmoving activities would remain balanced on-site (i.e., no import or export). As a result, Phase 1 and Phase 2 (i.e., mass site grading and fine site grading/utilities/infrastructure, respectively), which would represent the largest portion of construction emissions, would remain unchanged with the proposed site access change. In addition, all proposed land uses evaluated in the previous IS/MND would remain the same; therefore, Phase 3 construction activities are anticipated to remain the same as those evaluated in the IS/MND. Lastly, the construction schedule would not be compressed or change with the proposed site plan changes. Thus, considering Bay Area Air Quality Management District's (BAAQMD) average daily thresholds of significance for construction, the proposed change would not result in more intensive construction activities per day or a more condensed construction schedule. The proposed site plan changes would, consequently, not substantially change the proposed project's average daily construction emissions, total construction activities, or intensity of construction activities, given that implementation of Mitigation Measure 3.3-1a (implement BAAQMD basic and additional construction control measures) and Mitigation Measure 3.3-1b (use BAAQMD CMP or another verifiable offset program to offset regional off-site emissions) would still be required. Therefore, the significance conclusions pertaining to construction activities in Section 3.3 of the IS/MND would not change.

Operational

The proposed change to the project's site access would affect how vehicle traffic associated with the proposed residents and visitors enter and exit the site. Changes to the site access and relocation of the house of worship site would not change the number and types of land uses to be developed so that air quality emissions associated with area and energy sources (i.e., building-related emissions) would not change compared to those presented in the IS/MND.

Although the changed site access would alter the roadways that residents and visitors use to enter and leave the project site, the number of vehicle trips generated by the proposed land uses (i.e., trip generation) would remain the same as those evaluated in the IS/MND. It is anticipated that trip lengths associated with the proposed project's vehicle trips could slightly change as a result of the change to the location of the house of worship site and the site access. However, the change would be minimal and could vary from slight increases to decreases in trip lengths depending on the direction vehicles are traveling. It is not anticipated that trip lengths would be substantially affected by the proposed site plan changes. Since trip generation and trip lengths would not be changed, the proposed project's mobile source emissions would be similar to those presented in the IS/MND. Accordingly, the significance conclusions pertaining to operational mass emissions in Section 3.3 of the IS/MND would not change.

As discussed above, the site plan changes would not change the types of land uses and would minimally modify the location of land uses. Therefore, it is not anticipated that the proposed project's generation of localized air quality impacts such as odors or toxic air contaminants would change from those evaluated in the IS/MND. In addition, the proposed project's sensitive receptors (i.e., residents) would not be moved to a location where they would be exposed to additional BAAQMD-permitted stationary sources or major roadways. As such, the community health risks associated with sources within 1,000 feet of the project site would remain similar to those presented in the IS/MND.

Because the proposed site access change would alter the way residents and visitors come to and leave from the project site, the traffic study reevaluated how the redistributed, project-related vehicles would impact local roadways. With respect to air quality, vehicles distributed to different roadways and intersections have the potential to affect traffic volumes at local intersections differently from what was evaluated in the IS/MND. The change in vehicle volumes at local intersections under cumulative plus project conditions resulting from the proposed site access change was evaluated for a potential carbon monoxide (CO) hotspot (i.e., exceedance of CO ambient air quality standard) using BAAQMD's screening threshold. Under the proposed site access change, the maximum hourly volumes at an intersection under cumulative plus project conditions would be 6,230 vehicles at the San Ramon Valley

Boulevard and Crow Canyon Road intersection, which would be substantially less than BAAQMD's 24,000 or 44,000 vehicles per hour screening thresholds. Thus, under the proposed site access change, the proposed project's contribution to local intersections under cumulative plus project conditions would not result in hourly intersection volumes that exceed BAAQMD CO hotspot screening threshold of 24,000 and 44,000 vehicles per hour. Accordingly, although the proposed site access change would redistribute some vehicle trips to different intersections, the proposed project would not have the potential to generate CO hotspots. This impact would remain less than significant. Therefore, the significance conclusions pertaining to operational activities in Section 3.3 of the IS/MND would not change.

Biological Resources Section

Because the proposed site plan changes would change the site configuration and, thus, areas of cut and fill and the project site, there would be a change in the amount of fill of streams and wetland areas on the project site. Specifically, with the site access change, the extent of jurisdictional drainages affected would increase from 2,090 linear feet to 2,120 linear feet and the fill of wetlands would increase from 0.77 acre to 0.81 acre (see Figure 4). The proposed Mitigation Measure 3.4-4 that requires compliance with the Clean Water Act (CWA) 401 and 404 permitting processes with US Army Corps of Engineers and San Francisco Bay Regional Water Quality Control Board as well as streambed alteration agreement process with California Department of Fish and Wildlife would still apply. The permits from these agencies would be required as conditions of project approval and reduce the effects to less than significant, similar to the finding in the IS/MND. As such, the Applicant would still need to mitigate the fill and/or loss of riparian corridors and wetlands but, now, the mitigation requirements and conditions would reflect the new impact amounts, subject to changes that might occur as a result of the resource agency permitting conditions. Therefore, Mitigation Measure 3.4-4 from the IS/MND would be updated as presented below.

Mitigation Measure 3.4-4: Preserve, Restore, and Create Adjacent Riparian and Wetland Features

Through the CWA Section 404/401 permitting processes with USACE and the San Francisco Bay Regional Water Quality Control Board, as well as the Lake and Streambed Alteration Agreement with CDFW, the Applicant shall mitigate the fill or loss of wetlands and riparian corridors within the construction area. At a minimum, 2,120 linear feet of new ephemeral drainage channel shall be restored or created, 1,115 linear feet of existing drainage channel habitat shall be enhanced, and 0.81 acre of seasonal wetlands shall be created. In addition, 2.18 acres of existing seasonal wetland habitat and 3.60 acres of ephemeral drainage habitat

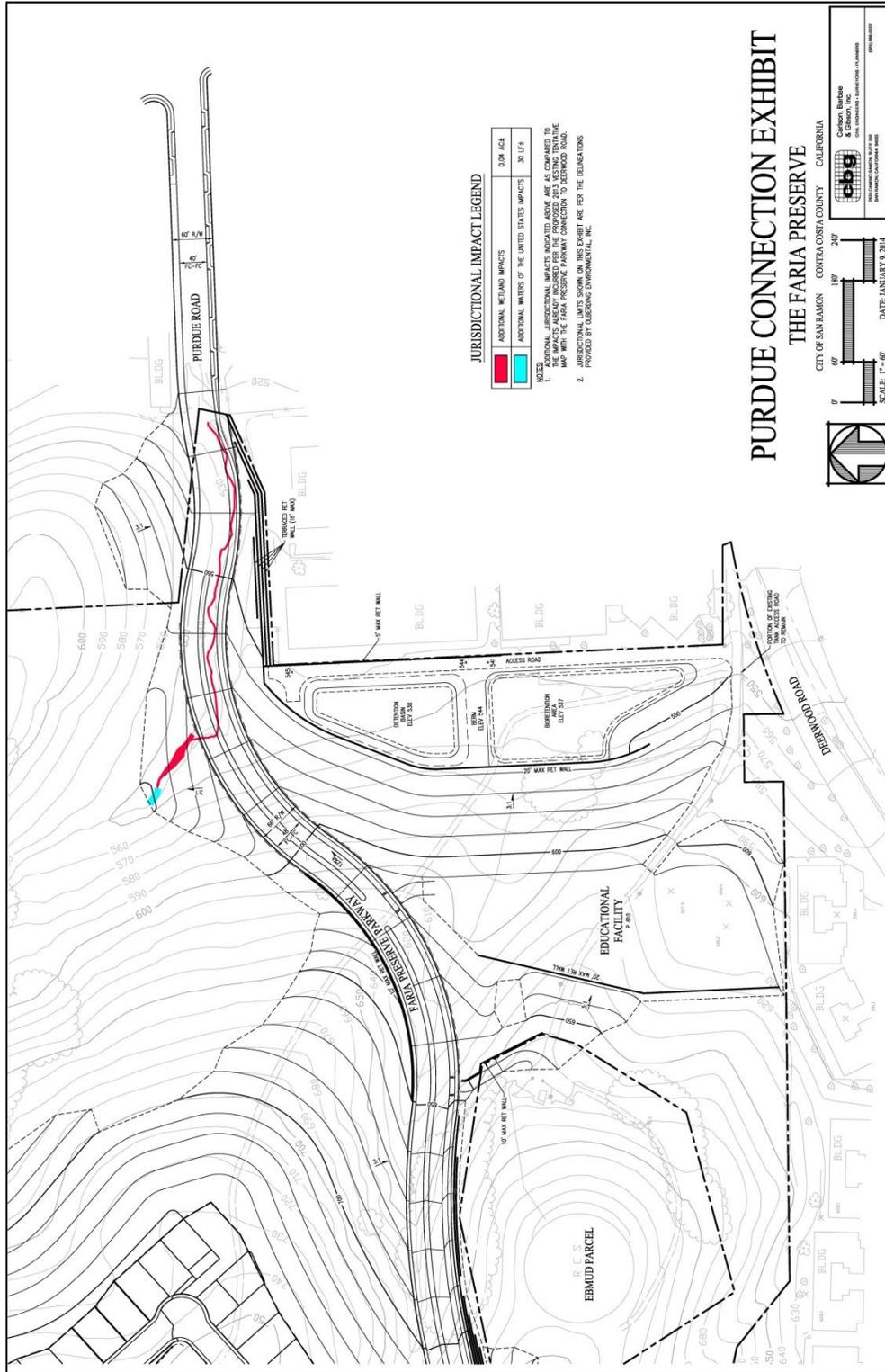


Figure 4. Impacts to Jurisdictional Waters with New Purdue Road Site Access

that currently occur within the project site shall be preserved. In consultation with USACE, the San Francisco Bay Regional Water Quality Control Board, and CDFW, the Applicant shall develop and comply with mitigation measures, permit conditions, and conservation measures identified in the permits, including the creation or restoration of wetlands at an appropriate ratio within the Faria project. Prior to site development permit issuance, the Applicant shall provide to the City all permits issued by the USACE, the San Francisco Bay Regional Water Quality Control Board, and CDFW as evidence of the agencies' acceptance of the mitigation plans by the permitting agencies. The permits may modify and would supersede the mitigation linear feet and acreages identified above. Securing the permits and compliance with permit conditions and measures stipulated by the permits shall be conditions of the City's project approval.

With implementation of the updated Mitigation Measure 3.4-4, the impact to wetlands and riparian habitats would remain less than significant. In addition, implementation of Mitigation Measures 3.4-1, 3.4-2, 3.4-3, and 3.4-5 would still be required in order to reduce impacts to endangered and special status plant and wildlife species as well as trees. Therefore, the significance conclusions in Section 3.4 of the IS/MND would not change.

Cultural Resources Section

Historic and Archeological Resources

Changing the proposed primary eastern access to the project site from Deerwood Road to Purdue Road and relocation of the house of worship site would not result in new impacts related to historic and archeological resources. As noted in Section 3.5 of the IS/MND, no historic resources are present within the project area. Mitigation Measure 3.5-1 would also apply to the proposed eastern access on Purdue Road and the location of the house of worship site, and no changes would result to mitigation or the significance determination after mitigation due to the changes in the proposed site plan. Therefore, the significance conclusions in Section 3.5 of the IS/MND would not change.

Paleontological Resources

Because the construction scenario of the proposed project would not change from the IS/MND, implementation of Mitigation Measure 3.5-2 would still be required to minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources during earth-moving activities. No changes would result to this mitigation measure or the significance determination after mitigation due to the change in the proposed primary eastern access or the location of the house of worship site. Therefore, the significance conclusions in Section 3.5 of the IS/MND would not change.

Geology and Soils Section

Changing the proposed primary eastern access to the project site from Deerwood Road to Purdue Road and the relocation of the house of worship site would not result in new impacts related to geology and soils, since construction and operation would remain the same. Implementation of Mitigation Measures 3.6-8 through 3.6-10 would reduce the potentially significant impact from landslides, mudflows, and rockfalls to a less-than-significant level. In addition, Mitigation Measures 3.6-11, 3.6-12, and 3.6-13 would reduce potentially significant impacts from erosion, unstable soils, and expansive soils, respectively, to a less-than-significant level. Therefore, the significance conclusions in Section 3.6 of the IS/MND would not change.

Greenhouse Gas Emissions Section

As described above under Air Quality, the proposed project's construction and operational emissions would not change as a result of the proposed site plan changes. Construction activities and schedule would remain similar to those evaluate in IS/MND. Therefore, it is anticipated that the total and amortized construction-related GHG emissions would be the same as those presented in the IS/MND. With respect to operational emissions, because the proposed land uses would remain the same as those evaluated in the IS/MND, operational GHG emissions (i.e., area, energy, mobile, water, waste) would remain similar to those presented in the IS/MND. Accordingly, it is anticipated that with the proposed site plan changes, GHG emissions would be potentially significant, similar to the determination in the IS/MND. However, similar to GHG emissions evaluated in the IS/MND, with implementation of Mitigation Measure 3.7-1 and statewide GHG reduction measures associated with AB 32 Scoping Plan, it is anticipated that the proposed project's GHG efficiency (which would include amortized construction emissions), would be reduced below BAAQMD's threshold of significance. Therefore, the significance conclusions in Section 3.7 of the IS/MND with respect to the proposed project's GHG emissions would not change.

Changing the proposed project's site access and location of the house of worship site would not affect the proposed project's features as they relate to the City of San Ramon's Climate Action Plan (San Ramon CAP). Project design features such as low impact development best management practices for storm water, bicycle lanes, bicycle and pedestrian access and connectivity would remain the same as those described in the IS/MND. In addition, implementation of Mitigation Measure 3.7-1 would also be required to mitigate the proposed project's GHG emissions (described above) under the proposed site plan changes. Therefore, because Mitigation Measure 3.7-1 would involve mitigation measures that would be consistent with the San Ramon CAP, under the proposed site plan changes, the proposed project would also implement mitigation measures to be consistent with the San Ramon CAP. Since the same project features and mitigation would be implemented under the changes to the

proposed project's site access and house of worship location, the significance conclusions in the IS/MND with respect to the proposed project's consistency with the applicable GHG reduction plan (i.e., San Ramon CAP) in Section 3.7 of the IS/MND would not change.

Hazards and Hazardous Materials Section

Because the construction scenario and operation of the proposed project would not change from the IS/MND, implementation of Mitigation Measure 3.9-1, related to hazardous spills, and Mitigation Measure 3.8-1, regarding a significant risk of loss, injury or death involving wildland fires would still be required. No changes would result to these mitigation measures or the significance determination after mitigation due to the proposed site plan changes. Therefore, the significance conclusions in Section 3.8 of the IS/MND would not change.

Hydrology and Water Quality Section

Construction and operation of the proposed project would remain the same with the proposed site plan changes; thus, implementation of Mitigation Measures 3.9-1, 3.9-2, 3.9-3, 3.9-4, and 3.9-5 would be required as described in Section 3.9 of the IS/MND. No changes would result to these mitigation measures or the significance determination after mitigation due to the change in the proposed primary eastern access or the relocation of the house of worship site. Therefore, the significance conclusions in Section 3.9 of the IS/MND would not change.

Land Use and Planning Section

Changing the proposed primary eastern access to the project site from Deerwood Road to Purdue Road and the relocation of the house of worship site would not result in new impacts related to land use and planning because this change to the project design would be within the site plan envelope evaluated in the IS/MND. As described in Section 3.10 of the IS/MND, the proposed project would not divide an established community; would not conflict with land use plans, policies, or regulations; and would not conflict with an HCP or NCCP.

Mineral Resources Section

Changing the proposed primary eastern access to the project site from Deerwood Road to Purdue Road and the relocation of the house of worship would not result in new impacts related to mineral resources. The project site does not contain any known mineral deposits and is not a locally important mineral resource recovery site. Therefore, the significance conclusions in Section 3.11 of the IS/MND would not change.

Noise Section***Construction***

As described under Project Description, the proposed change to the project's site access and the relocation of the house of worship site would not substantially change the construction activities evaluated as part of the IS/MND. Thus, Phase 1 and Phase 2 (mass site grading and fine site grading/utilities/infrastructure, respectively), which would represent the largest portion of construction activities, would remain unchanged with the proposed site plan changes. In addition, all proposed land uses evaluated in the previous IS/MND would remain the same; therefore, Phase 3 (building construction) construction activities are anticipated to remain the same as those evaluated in the IS/MND. Lastly, the construction schedule would not be compressed or change with the proposed changes to the site plan. As a result, the proposed change would not result in more intensive construction activities per day or a more condensed construction schedule. The proposed site plan changes would, thus, not substantially change the proposed project's average daily or total construction noise that existing residents would be exposed to, given that implementation of Mitigation Measure 3.12-1 (implement best management practices to control construction noise) would still be required. Therefore, the significance conclusions pertaining to construction activities in Section 3.12 of the IS/MND would not change.

Operational

As discussed above, the site plan changes would not change the types of land uses and would minimally modify the location of land uses. Therefore, it is not anticipated that the proposed project's generation of noise impacts would change from those evaluated in the IS/MND. Rather, with the relocation of the site access from Deerwood Road to Purdue Road (from a residential area to an industrial area), the existing sensitive receptors (i.e., residents) south of the project site would be exposed to less roadway noise. Thus the less-than-significant noise impact associated with operation of the proposed project would be less than that presented in the IS/MND for the residents along Deerwood Road. Therefore, the significance conclusions related operational activities in Section 3.12 of the IS/MND would not change.

Population and Housing Section

Changing access to the site from Deerwood Road to Purdue Road and relocating the house of worship site would not result in new impacts related to population and housing, because the proposed site plan changes would not add new permanent residents or jobs to the area. Therefore, the significance conclusions in Section 3.13 of the IS/MND remain the same.

Public Services Section

Changing access to the site from Deerwood Road to Purdue Road and relocating the house of worship site would not result in new impacts to public services, because the proposed site plan changes would not increase demand for public services. Since the Purdue Road connection and the location of the house of worship site would not directly or indirectly increase the population of the site, the significance conclusions in Section 3.14 the IS/MND remain the same.

Recreation Section

The proposed access change from Deerwood Road to Purdue Road and the relocation of the house of worship site would have no impact on recreation amenities, since the site plan changes would not increase the number of permanent residents and thus would not increase demand for recreation services. As a result, there would be no adverse physical impact on recreational facilities and the significance conclusions in Section 3.15 of the IS/MND would remain the same.

Transportation and Traffic Section***Construction***

As described under Project Description, the proposed change to the project's site plan would not substantially change the construction activities evaluated as part of the IS/MND. Thus, Phase 1 and Phase 2 (mass site grading and fine site grading/utilities/infrastructure, respectively), which would represent the largest portion of construction activities, would remain unchanged with the proposed site plan changes. In addition, all proposed land uses evaluated in the previous IS/MND would remain the same; therefore, Phase 3 (building construction) construction activities are anticipated to remain the same as those evaluated in the IS/MND. Lastly, the construction schedule would not be compressed or change with the proposed changes to the site plan.

The proposed site access change and the location of the house of worship site would, thus, not substantially change the proposed project's total construction activities or intensity of construction activities. Therefore, the significance conclusions pertaining to construction activities in Section 3.16 of the IS/MND would not change.

Operational

The proposed change to the project's site access would affect how vehicle traffic associated with the proposed residents and visitors enter and exit the site. Although the changed site access would alter the roadways residents and visitors use to enter and leave the project site,

the number of vehicle trips generated by the proposed land uses (i.e., trip generation) would remain the same as those evaluated in the IS/MND.

The IS/MND identified two potential impacts and mitigation measures associated with the Deerwood Road connection:

- ▶ queuing impacts along the northbound and eastbound approaches at the intersection of San Ramon Valley Boulevard / Deerwood Road that would be reduced to less than significant with Mitigation Measure 3.16-1, and
- ▶ cumulative congestion at the intersection of Deerwood Road / Omega Road that would be reduced to less than significant with Mitigation Measure 3.16-2.

The realignment of the Faria Preserve Parkway to connect to Purdue Road would result in several differences from the 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 storage lengths can be reduced as described in the analysis below.
- ▶ 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 and explained further in the analysis below.
- ▶ 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 EIR) that can be mitigated to acceptable levels with installation of a signal that is already identified in the City's Capital Improvement Program. This intersection analysis and the effectiveness of the traffic signal already included in the City's Capital Improvement Program are presented below.

Purdue Road and San Ramon Valley Boulevard Intersection Level of Service

The intersection of Purdue Road and San Ramon Valley Boulevard was evaluated as part of the 2006 EIR but not included in the December 2013 IS/MND. Because of the proposed realignment of Faria Preserve Parkway to Purdue Road, this intersection is being reevaluated using up-to-date traffic data with the development program for the proposed project. Project trips were routed through this intersection using the same trip generation and distribution

assumptions used in the previous IS/MND analysis. In order to provide a conservative analysis, this intersection was assumed to not be signalized even though this improvement is called for in the City’s Capital Improvement Program.

Table 1 shows the level of service and delay at this intersection under existing and existing plus project conditions.

Table 1. Intersection Level of Service - Existing and Existing Plus Project

Intersection	Traffic Control Type	Existing Conditions				Existing plus Project Conditions			
		Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 Purdue Rd / San Ramon Valley Blvd	TWSC	C	15.6	D	26.8	C	21.0	F	>100

Source: AECOM, 2014 (see Attachment A)

TWSC = Two-way stop control.

Delay presented in seconds per vehicle.

For unsignalized intersections, average delay represents the worst approach (two-way stop-control).

Bold indicates intersection operating at an unacceptable LOS.

As shown in Table 1, the intersection would operate unacceptably (LOS F) under existing plus project conditions during the PM peak hour. The intersection would also meet the *California Manual on Uniform Traffic Control Devices* (MUTCD) peak hour signal warrant under existing plus project conditions during the PM peak hour. Since the addition of project traffic would degrade operations at this intersection from an acceptable LOS D without the project to an unacceptable LOS F with the project during the PM peak hour, this is considered a potentially significant impact not identified in the IS/MND. However, the following new mitigation measure (Mitigation Measure 3.16-3) would reduce this impact to a less-than-significant level:

Mitigation Measure 3.16-3: Improve the Purdue Road/San Ramon Valley Boulevard Intersection

The Applicant shall pay the full share for the following mitigation measure before initial occupancy of a residential unit:

- ▶ *This intersection would meet the MUTCD peak hour signal warrant during the PM peak hour and should, therefore, be considered for signalization. It should be noted that this improvement is included in the City’s Capital Improvement Program, and this work shall be funded and installed by the Applicant.*
- ▶ *The left turn storage length for northbound San Ramon Valley Boulevard at Purdue Road will be extended to 160 feet to accommodate the northbound left turn queue length.*

With this measure, the intersection would operate at LOS B with 12.3 seconds of delay during the PM peak hour, which is an acceptable LOS for this location.

This intersection was also analyzed under cumulative and cumulative plus project conditions. Cumulative volumes were developed for this intersection with the use of the CCTA regional travel demand forecasting model. As explained above, to provide a conservative analysis, this intersection is assumed to be unsignalized even though it is programmed to be signalized as part of the City’s Capital Improvement Program.

Table 2 shows the level of service and delay at this intersection under cumulative and cumulative plus project conditions.

The intersection is forecasted to operate acceptably at LOS C without the project and unacceptably at LOS E with the project during the AM peak hour. The intersection is forecasted to operate unacceptably without and with the project under cumulative conditions during the PM peak hour. The intersection would also meet the MUTCD peak hour signal warrant under cumulative plus project conditions during both the AM and PM peak hours. Since the project would operate unacceptably under cumulative plus project conditions and would also meet the MUTCD peak hour warrant, this is considered a significant impact not identified in the IS/MND. The same mitigation measure identified to reduce existing plus project condition impacts to a less-than-significant level would also reduce cumulative impacts to a less-than-significant level.

Table 2. Intersection Level of Service - Cumulative and Cumulative Plus Project

Intersection	Traffic Control Type	Cumulative Conditions				Cumulative plus Project Conditions			
		Weekday AM Peak Hour		Weekday PM Peak Hour		Weekday AM Peak Hour		Weekday PM Peak Hour	
		LOS	Delay	LOS	Delay	LOS	Delay	LOS	Delay
1 Purdue Rd / San Ramon Valley Blvd	TWSC	C	20.4	F	98.5	E	35.4	F	>100

Source: AECOM, 2014 (see Attachment A)

TWSC = Two-way stop control.

Delay presented in seconds per vehicle.

For unsignalized intersections, average delay represents the worst approach (two-way stop-control).

Bold indicates intersection operating at an unacceptable LOS.

In particular, with this measure, the intersection would operate at LOS B during both the AM and PM peak hours, which is an acceptable LOS for this location.

Purdue Road and San Ramon Valley Boulevard Queuing Analysis

A queuing analysis was performed at the study intersection of San Ramon Valley Boulevard / Purdue Road for the northbound left movement. The queue results were compared against the existing storage length to determine whether project-related traffic would cause a queue spillback into adjacent lanes or an upstream intersection. The queuing analysis was based on the methodology used in the IS/MND; namely, the 2000 HCM and the 95th percentile queue length (i.e., queue length if exceeded 5% of the time during a peak hour) for critical movements at the intersection. The results show that the storage length would need to be increased to 160 feet in order to accommodate the northbound left queue length. Mitigation Measure 3.16-3 includes extension of the northbound left turn queue length along northbound San Ramon Valley Boulevard at Purdue Road that would mitigate this queuing impact to less than significant.

Deerwood Road and Omega Road Intersection

The intersection of Deerwood Road and Omega Road would operate acceptably under all scenarios and during all time periods except for cumulative plus project conditions during the PM peak hour. The intersection would operate at an unacceptable LOS F with 65.9 seconds of delay. The significance conclusion presented in the IS/MND would remain the same for this intersection, and Mitigation Measure 3.16-2 from the IS/MND would still need to be implemented to reduce this impact to a less-than-significant level.

San Ramon Valley Boulevard and Deerwood Road Intersection

This intersection would operate acceptably, at LOS D or better, under all scenarios and during all time periods. While the queue lengths for the northbound and eastbound left-turn movements would exceed the storage capacity, the queues would be less than those reported in the IS/MND. The significance conclusion would remain the same as in the IS/MND. However, Mitigation Measure 3.16-1 from the IS/MND would be updated as follows:

Mitigation Measure 3.16-1: Provide Dual Left-Turn lanes along the Northbound Approach and Increase the Length of Storage at both the Northbound and Eastbound Left-Turn Lanes at the San Ramon Valley Boulevard / Deerwood Road Intersection

To reduce the significant impact at the intersection of San Ramon Valley Boulevard and Deerwood Road, the Applicant shall pay for the following improvements before initial occupancy of a residential unit:

- ▶ *Add an additional northbound left-turn lane creating dual left-turn lanes on San Ramon Valley Boulevard. In addition, extend each northbound left-turn lane to provide 155 feet of*

storage plus an appropriate deceleration distance to accommodate the projected northbound left-turn 95th percentile queue. The southbound left-turn lane into the In-N-Out restaurant would not need to be removed. This additional storage length accommodates both the AM and PM peak periods.

- ▶ *Extend the eastbound left-turn lane to provide 325 feet of storage plus an appropriate deceleration distance to accommodate the projected northbound left-turn 95th percentile queue. This additional storage length accommodates both the AM and PM peak periods.*

In addition, the intersection timing and phasing would be monitored and modified by the City of San Ramon as traffic conditions change.

All Remaining Study Intersections

All the remaining study intersections would continue to operate at LOS D or better during both the AM and PM peak hours.

Conclusion

Mitigation Measures 3.16-1 and 3.16-2 from the IS/MND regarding the Deerwood Road / Omega Road intersection would still need to be implemented with the change in access point to Purdue Road. However, the project would cause less of an impact with the new access point location. In addition, a new potentially significant but mitigable (by new Mitigation Measures 3.16-3) impact would occur at the intersection of Purdue Road and San Ramon Valley Boulevard. This impact and the proposed mitigation are the same as reported in the 2006 EIR. For the other transportation and circulation issues (i.e., traffic hazards, emergency access, air traffic patterns, and alternative modes of transportation), the proposed new eastern access to the site at Purdue Road and the relocation of the house of worship site would not alter the significance conclusions in Chapter 3.16 of the IS/MND.

Utilities and Service Systems Section

The IS/MND stated that wastewater from the Faria Preserve would be conveyed and tied into Deerwood Road. With access changing from Deerwood Road to Purdue Road, wastewater would instead be tied into Purdue Road, as described in the 2006 *Northwest Specific Plan and the Faria Preserve Community Draft Environmental Impact Report*. That EIR reported less than significant impacts for wastewater conveyance and treatment using connections via Purdue Road. Water and storm drain utilities service would be the same as reported in the IS/MND. As a result, the proposed site plan changes would not alter the significance conclusions in Chapter 3.17 of the IS/MND.

Mandatory Findings of Significance Section

With implementation of mitigation measures identified in the IS/MND and in this memorandum, no new significant impacts would occur due to site plan changes. As such, the proposed project would not:

- ▶ 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;
- ▶ eliminate important examples of the major periods of California history or prehistory; or
- ▶ result in environmental effects as outlined in Appendix G of the State CEQA Guidelines that would cause substantial adverse effects on human beings.

In addition, the proposed project in combination with other past, present, and foreseeable projects would not result in significant cumulative impacts. Therefore, the significance conclusions in Section 3.18 of the IS/MND remain the same.

REFERENCES CHAPTER

This chapter of the IS/MND would be updated to include reference to the updated level of service output sheets reflecting the proposed change in site access (see Attachment A).

Yours sincerely,

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Senior Environmental Project Manager

Attachment A: Updated LOS Output Sheets