
EXECUTIVE SUMMARY

Purpose

This Draft Environmental Impact Report (Draft EIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of the North Camino Ramon Specific Plan (State Clearinghouse No. 2010092014). This document is prepared in conformance with CEQA (California Public Resources Code, Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.).

The purpose of this Draft EIR is to inform decision-makers, representatives of affected and responsible agencies, the public, and other interested parties of the potential environmental effects that may result from implementation of the proposed project. This Draft EIR describes potential impacts relating to a wide variety of environmental issues and methods by which these impacts can be mitigated or avoided.

Project Summary

Project Location

The North Camino Ramon Specific Plan boundaries are located within the City of San Ramon, Contra Costa County, California. The Specific Plan boundaries encompass approximately 295 gross acres (255 net acres) in the northern portion of the City of San Ramon and are generally bounded by Interstate 680 (I-680) (west), Fostoria Way/Town of Danville (north), Iron Horse Trail and Alcosta Boulevard (east), and Executive Parkway and Norris Canyon Road (south).

Project Description

The North Camino Ramon Specific Plan seeks to facilitate the redevelopment of the Specific Plan area from an automobile-dominated, low-density commercial area to a transit- and pedestrian-oriented neighborhood that will be a community focal point with a mix of uses. Key aspects of the Specific Plan are to complement the San Ramon City Center project and support the large office population within the Bishop Ranch Business Park.

Development Potential

Table ES-1 summarizes the development potential of the Specific Plan. At buildout, the Specific Plan boundaries would contain 6.72 million square feet of commercial and residential uses, with approximately 5.98 million square feet consisting of new development.

Table ES-1: Specific Plan Development Summary

Category		Square Feet		
		Commercial	Residential	Total
Existing		3,395,577	—	3,395,000
Development Potential Prior to Specific Plan		4,902,000	1,236,400 (1,124 dwelling units)	6,138,400
North Camino Ramon Specific Plan	Specific Plan Buildout	5,070,000	1,650,000 (1,500 dwelling units)	6,720,000
	<i>Net New</i>	<i>4,386,000</i>	<i>1,650,000</i>	<i>5,975,000</i>
Notes: “Existing Residential” category does not include St. James Place, as this was not occupied at the time of Draft EIR release. Dwelling units are assumed to be an average of 1,100 square feet. “Net New” assumes that 684,000 square feet of existing commercial uses would be retained. Source: City of San Ramon, 2012.				

Conceptual Plan Framework

The Specific Plan is a market driven plan and the area is expected to evolve over an extended number of years based on market forces and property owner needs. Development uses and building types will also evolve over time, and may be very different from current norms. The Specific Plan maintains the flexibility to respond to changing conditions and to take advantage of special development opportunities.

However, to assist property owners and future decision-makers to better understand the vision underlying the Specific Plan, the Concept Plan Framework, which is described in more detail below, provides an overview of the vision.

Park Commons

A one-way, local street loop with on-street parking will connect Crow Canyon Road to Norris Canyon Road and provide easy access to ground and upper floor retail, restaurant, commercial service, and office uses along its length. At the center of the Park Commons, a linear park will provide a strong and unique sense of place via soft, landscaped areas as well as areas that can be adapted for public uses, public art, and events for residents of the area and the community at large.

Transit Center

The existing Transit Center, currently located on Executive Parkway near Camino Ramon, may be moved to the Park Commons at Norris Canyon Road when demand warranted by development demand and service need. It will place all parcels within the Specific Plan area within a 10-minute walk, making access to jobs, stores, and restaurants in the area convenient and encouraging residents within the area to take public transit to their jobs elsewhere.

Mixed Use Core

Retail, restaurants and service commercial uses will line the Park Commons with outdoor cafes and merchandise displays, enlivening the street front and encouraging active pedestrian activity to make park-once-and-walk shopping possible and appealing. Residential units and/or other commercial uses will occupy the upper floors above the active ground floor uses to provide additional vitality, and to place residents, employees, and visitors close to a variety of goods, services, and activities.

Park Green

A multi-use park and public open space will front the Park Commons and provide a park plaza setting that will also serve as an activity and events area. It will be designed as a gathering place with site amenities and landscape features.

Shared Parking/Garages

Shared parking is a central goal of the Specific Plan. It will reduce the overall number of parking spaces needed, reduce the cost of providing parking to individual property owners, and encourage one-stop shopping. An overall parking management plan will encourage the use of shared parking throughout the area to take advantage of the mix of uses.

Iron Horse Trail Open Space Link

Pedestrian and bicycle circulation will be enhanced by the provision of a broad landscaped path and open space linking the Iron Horse Trail to the Park Commons, Village Green, and Transit Center. It will also be designed to assist in capturing and filtering stormwater runoff.

Secondary Street Grid

Additional intermediate east-west streets will allow the large areas to evolve, utilizing smaller blocks with multiple commercial and residential frontages to improve vehicular, pedestrian, and bike circulation options.

Crow Canyon Place Extension

Crow Canyon Place on the north and Annabel Lane on the south will be connected to provide improved access and a proper environment for retail development opportunities along its length and at the current Toyota Parts Distribution Center site south of Norris Canyon Road.

Commercial Mixed Use

Additional commercial uses that complement those in the Mixed Use Core will provide a complete mix of uses to serve the needs of the community and residents in the area. Supermarkets, specialty markets, and drug stores may prefer the easy access provided by Camino Ramon, while larger office uses and smaller stores will increase the vitality of the central block. Private parking structures with ground floor retail and townhouse frontages will maintain the rich, visual diversity for pedestrians in the core area.

Destination Retail

Larger sites along the Crow Canyon Place extension and mid to large floor-plate uses north of Crow Canyon Road will accommodate new retail opportunities for stores and complexes that are currently missing in San Ramon, and to which residents now travel long distances by car. The vision includes an integration of these uses into the adjacent, pedestrian-oriented Park Commons through urban design improvements and by the adoption of the increasingly common use of structured parking below or above the ground floor retail uses.

Destination Retail Center

Larger retail complexes with a regional appeal will be accommodated, and integrated with the unique, mixed-use environment of the area. Innovative designs and mixes of uses that are beginning to emerge in the real estate industry will be encouraged to reduce the visual scale of larger buildings, and provide a well-landscaped pedestrian environment.

Bishop Ranch Consolidation

Relocation of the existing Bishop Ranch office space from other parcels within the Specific Plan area will be encouraged to allow more intensive development of other commercial and residential use that are supportive of the vision. The future development in this area will complement the San Ramon City Center, and be comparable to other mixed-use projects that have been constructed throughout the United States.

Multifamily Residential

A wide variety of workforce housing will be located throughout the area geared toward working professionals and people who desire to be close to convenient restaurants, shopping, and services. Loft units, apartments over retail stores, apartment and condominium buildings, townhouses, rowhouses, and live/work units will be encouraged to meet the needs of the community, and provide housing near the large number of jobs that currently exist within Bishop Ranch and at the San Ramon Regional Medical Center. Small commercial uses will be integrated into ground floors to provide nearby services for residents and to enliven major pedestrian routes to encourage walking throughout the Specific Plan area.

Mixed Use with Residential Emphasis

The vacant portion of the Toyota parcel will develop as a mixed-use parcel with ground floor spaces devoted to retail, restaurant, and commercial service uses.

Office Campus

The current collection of office and office-support uses will evolve over time as a single- or multi-user office complex within an integrated landscaped environment similar to other corporate office campuses in the nearby Bishop Ranch Business Park. Offering a unique and high-quality working

environment, the employees in these offices will be able to easily walk to the Park Commons for errands, lunchtime and after work dining without resorting to their automobiles.

Infill Development

Smaller parcels and parcels that already are relatively densely developed will evolve over time through parcel consolidations, land use changes, and structured parking to increase their land utilization efficiency and to bring additional uses to the community.

Iron Horse Trail Overcrossing

A pedestrian overcrossing at Crow Canyon Road along with a similar overcrossing at Bollinger Canyon Road will improve pedestrian and bicycle access to the North Camino Ramon Specific Plan area and the San Ramon City Center, minimize potential conflicts with vehicles, and reduce traffic congestion, while also enhancing recreation opportunities for those living in the area.

Project Objectives

The objectives of the proposed project are to:

- Enhance quality of life for residents and employees.
- Promote economic growth through new capital investment, the creation of new jobs, the development of new housing opportunities, and expansion of the tax base.
- Facilitate the redevelopment of the Specific Plan area from an automobile-dominated, low-density commercial area to a transit- and pedestrian-oriented neighborhood that will be a community focal point with a mix of uses.
- Complement the San Ramon City Center project and support the large office population within the Bishop Ranch Business Park.
- Expand the City's retail offerings by identifying sites for retail opportunities, as well as neighborhood-serving commercial uses.
- Enhance all modes of circulation within the plan area and connectivity to surrounding land uses.
- Facilitate the use of alternative modes of transportation through an enhanced circulation system, site planning, and design techniques.
- Emphasize the use of the Iron Horse Trail and connectivity between the Plan Area and other parts of the City.
- Provide workforce housing close to employment centers.
- Minimize adverse impacts to sensitive uses through the use of site planning and design techniques.

Significant Unavoidable Adverse Impacts

Implementation of the Specific Plan would not result in any significant unavoidable impacts.

Summary of Project Alternatives

Below is a summary of the alternatives to the proposed project considered in Section 5, Alternatives to the Specific Plan.

- **No Project Alternative:** The North Camino Ramon Specific Plan would not be implemented. The entire Specific Plan area would be designated “Mixed Use,” pursuant to the General Plan 2030 land use diagram; however, there would be no Specific Plan to guide the transition of this area.
- **Office/Retail Intensification Alternative:** This alternative consists of a plan concept that emphasizes office and retail use intensification that would create a commercial district with a wide range of retail and support commercial uses, supported by nearby office campus and residential neighborhoods. This alternative would result in an additional 1,253,000 square feet of commercial uses and an additional 377 dwelling units relative to the proposed project. The Office/Retail Intensification Alternative is the Environmentally Superior Alternative.
- **Suburban Village Alternative:** This alternative consists of a plan concept that contemplates a fully integrated horizontal and vertical mixed-use suburban village with a vibrant commercial core, lifestyle residential neighborhoods, and abundant open park space amenities. This alternative would result in an additional 496,500 square feet of commercial uses and an additional 1,785 dwelling units relative to the proposed project.

Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and it must also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

A Notice of Preparation (NOP) for the proposed project was issued on September 8, 2010. The NOP described the project and issues to be addressed in the EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period extending from September 8, 2010 through October 9, 2010. The NOP identified the potential for significant impacts on the environment related to the following topical areas:

- Aesthetics, Light, and Glare
- Air Quality and Greenhouse Gas Emissions
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utility Systems

Public Review of the Draft EIR

Upon completion of the Draft EIR, the City of San Ramon filed a Notice of Completion (NOC) with the State Office of Planning and Research to begin the public review period (Public Resources Code, Section 21161). Concurrent with the NOC, this Draft EIR has been distributed to responsible and trustee agencies, other affected agencies, surrounding cities, and interested parties, as well as all parties requesting a copy of the Draft EIR in accordance with Public Resources Code 21092(b)(3). During the public review period, the Draft EIR, including the technical appendices, is available for review from the City of San Ramon. The address for each location is provided below.

City of San Ramon
Planning/Community Development Department
Planning Services Division
2401 Crow Canyon Road
San Ramon, CA 94583
Hours:
8:30 a.m. to 5 p.m., Monday–Friday

City of San Ramon
City Clerk’s Office
2222 Camino Ramon
San Ramon, CA 94583
Hours:
8:30 a.m. to 5 p.m., Monday–Friday

San Ramon Library (Marketplace)
100 Montgomery Street
San Ramon, CA 94583
Hours:
10 a.m. to 8 p.m., Monday–Thursday
10 a.m. to 5 p.m., Friday and Saturday
1 p.m. to 5 p.m., Sunday

Dougherty Station Library
17017 Bollinger Canyon Road
San Ramon, CA 94582
Hours:
10 a.m. to 8 p.m., Monday and Thursday
12 p.m. to 8 p.m., Tuesday and Wednesday
10 a.m. to 5 p.m., Friday and Saturday

San Ramon Community Center
12501 Alcosta Boulevard
San Ramon, CA 94583

Alcosta Senior and Community Center
9300 Alcosta Boulevard
San Ramon, CA 94583

Dougherty Station Community Center
17011 Bollinger Canyon Road
San Ramon, CA 94582

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The Draft EIR is also posted electronically in Adobe PDF format on the City of San Ramon's website: <http://www.ci.san-ramon.ca.us/>

Agencies, organizations, and interested parties have the opportunity to comment on the Draft EIR during the 45-day public review period. Written comments on this Draft EIR should be addressed to:

Mr. Lauren Barr, Senior Planner
City of San Ramon
Planning/Community Development Department
Planning Services Division
2401 Crow Canyon Road
San Ramon, CA 94583
Phone: 925.973.2560
Fax: 925.838.3231
Email: lbarr@sanramon.ca.gov

Submittal of electronic comments in Microsoft Word or Adobe PDF format is encouraged. Upon completion of the public review period, written responses to all significant environmental issues raised will be prepared and made available for review by the commenting agencies at least 10 days prior to the public hearing before the City of San Ramon on the project, at which the certification of the Final EIR will be considered. Comments received and the responses to comments will be included as part of the record for consideration by decision makers for the project.

Executive Summary Matrix

Table ES-2 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussions for the issue areas are included in the corresponding section of this EIR. Table ES-2 is included in the EIR as required by CEQA Guidelines Section 15123(b)(1).

Table ES-2: Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.1 - Aesthetics, Light, and Glare		
Impact AES-1: Development and land use activities contemplated by the Specific Plan would not degrade scenic resources within the viewshed of a State Scenic Highway.	No mitigation is necessary.	Less than significant impact.
Impact AES-2: Development and land use activities contemplated by the Specific Plan would not degrade the visual character of the Specific Plan area or its surroundings.	No mitigation is necessary.	Less than significant impact.
Impact AES-3: Development and land use activities contemplated by the Specific Plan would not create new sources of light and glare that may adversely affect views.	No mitigation is necessary.	Less than significant impact.
Section 3.2 - Air Quality and Greenhouse Gas Emissions		
Impact AIR-1: The Specific Plan would conflict with or obstruct implementation of the applicable air quality plan.	Implement Mitigation Measure AIR-4.	Less than significant impact.
Impact AIR-2: The Specific Plan would not violate any air quality standard or contribute substantially to an existing or projected air quality violation.	No mitigation is necessary.	Less than significant impact.
Impact AIR-3: The Specific Plan would 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).	Implement Mitigation Measure AIR-4.	Less than significant impact.

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Impact AIR-4: The Specific Plan would expose sensitive receptors to substantial pollutant concentrations after incorporation of mitigation.</p>	<p>MM AIR-4: Prior to the final discretionary approval for any residential use that occur pursuant to the North Camino Ramon Specific Plan, the City of San Ramon shall determine the area of impact from toxic emissions from Interstate 680 and existing stationary sources that may potentially exceed the BAAQMD significance criteria for cancer or non-cancer Toxic Air Contaminant exposure. Emissions from Interstate 680 shall be estimated using the BAAQMD roadway screening tool. Impacts from stationary sources near the project shall be compared with the distance threshold recommended by California Air Resources Board’s Land Use Handbook distance guidance. If residential projects are proposed within an area exceeding the threshold, the City shall require a Health Risk Assessment to determine the refined impact level and to identify design features such as high efficiency ventilation and cooling systems that shall be installed to reduce the impact to less than significant levels. The City shall prohibit the construction of any sensitive receptor land use within the an area of impact of Interstate 680 or stationary source as described above, unless the risk is less than the BAAQMD’s significance criteria for TACs exposure.</p>	<p>Less than significant impact.</p>
<p>Impact AIR-5: The Specific Plan would create objectionable odors affecting a substantial number of people.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact AIR-6: The Specific Plan would not generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment; the Specific Plan would not conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact AIR-7: The Specific Plan would not be significantly affected by climate change impacts, including increased wildfires, increased flooding, decreased water supply, or sea level rise.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.3 - Biological Resources		
<p>Impact BIO-1: Development and land use activities contemplated by the North Camino Ramon Specific Plan may have an adverse effect on special-status wildlife species.</p>	<p>MM BIO-1: If suitable avian nesting habitat is intended to be removed during the nesting season (February 1 through August 31), a qualified biologist shall conduct a nesting bird survey to identify any potential nesting activity. If passerine birds are found to be nesting, or there is evidence of nesting behavior within 250 feet of the impact area, the biologist shall determine an appropriate buffer that shall be required around the nests. No vegetation removal or ground disturbance would occur within this buffer. For raptor species—birds of prey such as hawks and owls—this buffer would generally be 500 feet. A qualified biologist shall monitor the nests closely until it is determined that the nests are no longer active, at which time construction activities may commence within the buffer area. Construction activity may encroach into the buffer area at the discretion of the biological monitor. Tree or vegetation removal activities that occur outside of the nesting season (September 1 through January 31) are not subject to the requirements of this mitigation measure.</p>	<p>Less than significant impact.</p>
<p>Impact BIO-2: Development and land use activities contemplated by the Specific Plan would not conflict with any local policies or ordinances protecting biological resources.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
Section 3.4 - Cultural Resources		
<p>Impact CUL-1: Development and land use activities contemplated by the Specific Plan may have the potential to damage or destroy previously undiscovered historic resources.</p>	<p>MM CUL-1: If a potentially significant prehistoric or historic resource is encountered during subsurface activities, all construction within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, glass, ceramics, stone, bone, wood, and shell artifacts or features, including hearths, structural remains,</p>	<p>Less than significant impact.</p>

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>or historic dumpsites. If the resource is determined to be significant under CEQA, a qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, if necessary. The archaeologist shall also perform appropriate technical analyses, prepare a full written report and file it with the appropriate information center, and provide for permanent curation of the recovered resources.</p>	
<p>Impact CUL-2: Development and land use activities contemplated by the Specific Plan could potentially damage or destroy previously undiscovered prehistoric resources.</p>	<p>Implement Mitigation Measure CUL-1.</p>	<p>Less than significant impact.</p>
<p>Impact CUL-3: Development and land use activities contemplated by the Specific Plan could potentially damage or destroy previously undiscovered paleontological resources.</p>	<p>MM CUL-3: Prior to initiation of deep excavation procedures at depths greater than 10 feet, a qualified paleontological monitor will be retained to conduct an onsite monitoring program to ensure protection of previously unknown paleontological specimens. In the event a fossil is discovered during construction of the proposed project when the paleontological monitor is not present, excavation within 100 feet of the find shall be temporarily halted until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the City and project applicant of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.</p>	<p>Less than significant impact.</p>
<p>Impact CUL-4: Development and land use activities contemplated by the Specific Plan could potentially damage or destroy previously undiscovered burial sites.</p>	<p>MM CUL-4: If human remains are encountered during earth-disturbing activities, all work within 100 feet of the find shall stop immediately and the Contra Costa County Coroner’s office shall be notified. If the Coroner determines the remains are Native American in origin, the Native American Heritage Commission will be notified and, in turn, will notify the person</p>	<p>Less than significant impact.</p>

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	determined to be the Most Likely Descendent (MLD). The MLD will provide recommendations for treatment of the remains (CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94 and 5097.98).	
Section 3.5 - Geology, Soils, and Seismicity		
<p>Impact GEO-1: Development and land use activities contemplated by the Specific Plan may expose people or structures to potential substantial adverse effects associated with seismic hazards.</p>	<p>MM GEO-1a: Prior to issuance of building permits for new construction on any property within 500 feet of I-680, the project applicant shall retain a qualified geologist or geotechnical engineer to prepare a fault investigation study for the splay of the Calaveras Fault that may extend into the western portion of the Specific Plan boundaries. The study shall identify the location of the splay in relation to the property in question and, if warranted, identify appropriate building setbacks pursuant to the Alquist-Priolo Earthquake Fault Zoning Act. Any necessary setbacks shall be shown on building plans submitted to the City of San Ramon. The approved plans shall be incorporated into the proposed project. The fault investigation study may be performed as part of a design-level geotechnical study prepared pursuant to Mitigation Measure GEO-1b.</p> <p>MM GEO-1b: Prior to issuance of building permits for new construction on any property within the Specific Plan, the project applicant shall submit a design-level geotechnical study and building plans to the City of San Ramon for review and approval. The building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code. A licensed professional engineer shall prepare the plans, including those that pertain to soil engineering and structural foundations. The approved plans shall be incorporated into the proposed project. All onsite soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.</p>	<p>Less than significant impact.</p>

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Impact GEO-2: Development and land use activities contemplated by the Specific Plan have the potential to result in soil erosion or the loss of topsoil.</p>	<p>Implement Mitigation Measures HYD-1a and HYD-1b in Section 3.7, Hydrology and Water Quality.</p>	<p>Less than significant impact.</p>
<p>Impact GEO-3: Development and land use activities contemplated by the Specific Plan may expose persons or property to hazards associated with unstable geologic units or soils.</p>	<p>Implement Mitigation Measure GEO-1b.</p>	<p>Less than significant impact.</p>
<p>Impact GEO-4: Development and land use activities contemplated by the Specific Plan may result in unacceptable risks associated with expansive soils.</p>	<p>Implement Mitigation Measure GEO-1b.</p>	<p>Less than significant impact.</p>
<p>Section 3.6 - Hazards and Hazardous Materials</p>		
<p>Impact HAZ-1: Development and land use activities contemplated by the Specific Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact HAZ-2: Development and land use activities contemplated by the Specific Plan may be exposed to undue risk as a result of prior contamination from past uses.</p>	<p>MM HAZ-2a: Prior to the issuance of demolition, grading, or building permits (whichever comes first) for new development or significant expansion of existing development within the block bounded by Camino Ramon (west), Fostoria Way (north), Iron Horse Trail (east), and Crow Canyon Road (south), the project applicant shall prepare and submit to the City of San Ramon a site-specific Phase I Environmental Site Assessment to assess the presence of hazards or hazardous materials. Recommendations from the site assessment shall be incorporated into development plans and implemented to the satisfaction of the City of San Ramon to ensure future land uses are not adversely affected by any identified onsite hazards.</p> <p>MM HAZ-2b: Prior to the issuance of demolition permits for any structure constructed prior to 1978, the property owner or applicant shall retain a qualified contractor to determine the presence or absence of asbestos-containing materials or lead-based paint. If either material is found to be present, the property owner or applicant shall retain a certified hazardous</p>	<p>Less than significant impact.</p>

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>waste contractor to properly remove and dispose of all materials containing asbestos or lead paint in accordance with federal and state law. The property owner or applicant shall submit documentation to the City of San Ramon demonstrating that this contractor has been retained as part of the demolition permit application. Upon completion of removal and disposal, the project applicant shall provide documentation to the City of San Ramon demonstrating that these activities were successfully completed.</p>	
<p>Impact HAZ-3: Development and land use activities contemplated by the Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Section 3.7 - Hydrology and Water Quality</p>		
<p>Impact HYD-1: Development and land use activities contemplated by the Specific Plan may violate water quality standards or waste discharge requirements.</p>	<p>MM HYD-1a: Prior to the issuance of grading permits for areas larger than 1 acre within the Specific Plan area, the project applicant shall prepare and submit a Stormwater Pollution Prevention Plan (SWPPP) and Grading Plan to the City of San Ramon that identify specific actions and Best Management Practices (BMPs) to prevent stormwater pollution from construction sources. The plans shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The applicant shall include conditions in construction contracts requiring the plans to be implemented and shall have the ability to enforce the requirement through fines and other penalties. The plans shall incorporate control measures in the following categories:</p> <ul style="list-style-type: none"> • Soil stabilization practices • Dewatering practices (if necessary) • Sediment and runoff control practices • Monitoring protocols • Waste management and disposal control practices <p>Once approved by the City, the applicant’s contractor shall be responsible throughout the duration of the project for installing, constructing,</p>	

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>inspecting, and maintaining the control measures included in the SWPPP and Grading Plan.</p> <p>MM HYD-1b: The City shall ensure that SWPPPs for projects within the Specific Plan area identify pollutant sources that could affect the quality of stormwater discharges from the construction site. Control practices shall include those that effectively treat target pollutants in stormwater discharges anticipated from project construction sites. To protect receiving water quality, the SWPPP shall include but not be limited to the following elements:</p> <ul style="list-style-type: none"> • Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, temporary inlet protection, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be employed for disturbed areas. • No disturbed surfaces will be left without erosion control measures in place during the winter and spring months. • Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. Of critical importance is the protection of existing catch basins that drain to San Ramon Creek. • The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains. • BMP performance and effectiveness shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (inadvertent petroleum release), is required by the RWQCB to determine adequacy of the measure. • In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season. 	

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
<p>Impact HYD-2: Development and land use activities contemplated by the Specific Plan would not substantially deplete groundwater supplies, interfere substantially with groundwater recharge, or result in groundwater contamination.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact HYD-3: Development and land use activities contemplated by the Specific Plan would not create the potential for downstream flooding or substantial erosion or siltation on- or offsite as a result of alteration of drainage patterns.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Section 3.8 – Land Use</p>		
<p>Impact LU-1: The proposed Specific Plan would not divide an established community.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact LU-2: The proposed project would be consistent with applicable provisions of the City of San Ramon General Plan.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact LU-3: The Specific Plan would not conflict with any of the applicable provisions of the City of San Ramon Municipal Code.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Section 3.9 – Noise</p>		
<p>Impact NOI-1: Development and land use activities contemplated by the Specific Plan would not expose persons to excessive noise levels.</p>	<p>MM NOI-1a: All construction contractors shall adhere to the following noise attenuation requirements:</p> <ul style="list-style-type: none"> • Construction activities shall be restricted from occurring Monday through Friday between the hours of 6:00 p.m. and 7:30 a.m. or on Saturday and Sunday between the hours of 6:00 p.m. and 9:00 a.m. or anytime on federal holidays. The City of San Ramon shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete). • Construction activities shall not exceed Occupational Safety and Health Administration noise standards of 90 dB over 8 continuous hours or 	<p>Less than significant impact.</p>

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>105 dB over 1 continuous hour at any nearby office or residential use.</p> <ul style="list-style-type: none"> All construction equipment shall use noise-reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. <p>MM NOI-1b: An acoustical analysis shall be prepared for any development that will include residential uses within the Specific Plan area. The acoustical analysis shall analyze potential exterior noise impacts to any ground level yards or patios (upper level balconies shall be exempt from exterior noise standards) in order to determine compliance with the City’s 60-dBA CNEL exterior noise standard. The acoustical analysis shall also analyze potential interior noise impacts to any habitable rooms in order to determine compliance with the City’s 45-dBA CNEL interior noise standard. If the analysis determines an exceedance of noise standards will occur, then the analysis shall develop mitigation to reduce noise levels to within the standards.</p>	
<p>Impact NOI-2: Development and land use activities contemplated by the General Plan 2030 would not expose persons to excessive vibration levels.</p>	<p>MM NOI-2a: A vibration analysis shall be prepared for any development that would include construction activities located within 130 feet of an offsite sensitive receptor. The vibration analysis shall utilize industry-accepted methodologies that include the recommended vibration assessment procedure and thresholds provided by public agencies such as Caltrans or the Federal Highway Administration.</p> <p>MM NOI-2b: A vibration analysis shall be prepared for any residential development that will be located within 50 feet of any private loading area or truck route. The vibration analysis shall utilize industry-accepted methodologies that include the recommended vibration assessment procedure and thresholds provided by public agencies such as Caltrans or the Federal Highway Administration.</p>	<p>Less than significant impact.</p>

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact NOI-3: Development and land use activities contemplated by the Specific Plan would not expose persons to a permanent increase in ambient noise levels.	No mitigation is necessary.	Less than significant impact.
Impact NOI-4: Development and land use activities contemplated by the Specific Plan would not expose persons to temporary increases in ambient noise levels.	Implement Mitigation Measure NOI-1a.	Less than significant impact.
Section 3.10 – Population and Housing		
Impact POP-1: The proposed Specific Plan would not induce substantial population growth.	No mitigation is necessary.	Less than significant impact.
Section 3.11 – Public Services and Recreation		
Impact PSR-1: Development and land use activities contemplated by the Specific Plan may result in a need for new or expanded fire facilities or adverse impacts on fire protection.	No mitigation is necessary.	Less than significant impact.
Impact PSR-2: Development and land use activities contemplated by the Specific Plan would not result in a need for new or expanded police facilities that result in physical impacts on the environment.	No mitigation is necessary.	Less than significant impact.
Impact PSR-3: Development and land use activities contemplated by the Specific Plan would not result in a need for new or expanded school facilities or adverse impacts on education.	No mitigation is necessary.	Less than significant impact.
Impact PSR-4: Development and land use activities contemplated by the Specific Plan would not result in a need for new or expanded park, trail, or community facilities beyond those included in the Specific Plan.	No mitigation is necessary.	Less than significant impact.
Impact PSR-5: Development and land use activities contemplated by the Specific Plan would not result in a need for new or expanded library facilities or adverse impacts on related services.	No mitigation is necessary.	Less than significant impact.

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 3.12 – Transportation		
<p>Impact TRANS-1: Development and land use activities contemplated by the Specific Plan would increase traffic volumes and cause transportation facilities to degrade below acceptable standard levels under existing plus project conditions.</p>	<p>MM TRANS-1a: Following adoption of the Specific Plan, the City of San Ramon shall monitor the intersection of Crow Canyon Road/I-680 Northbound Ramps. When traffic monitoring determines that intersection operations are approaching unacceptable levels, the City shall install the improvements contemplated by the City’s Capital Improvement Program. Those improvements consist of adding a northbound traffic lane and restriping the northbound approach for two left-turn lanes and two right-turn lanes.</p> <p>MM TRANS-1b: Following adoption of the Specific Plan, the City of San Ramon shall monitor the intersection of Crow Canyon Road/Crow Canyon Place. When traffic monitoring determines that intersection operations is approaching unacceptable levels, the City shall modify the signal operation to convert the north and south approaches from split to protected phasing.</p> <p>MM TRANS-1c: Following adoption of the Specific Plan, the City of San Ramon shall monitor the intersection of Bollinger Canyon Road/I-680 Northbound Ramps. When traffic monitoring determines that intersection operations are approaching unacceptable levels, the City shall install the improvements contemplated by the City’s Capital Improvement Program. Those improvements consist of adding a third northbound right-turn lane.</p>	<p>Less than significant impact.</p>
<p>Impact TRANS-2: Development and land use activities contemplated by the Specific Plan would not increase traffic volumes and cause transportation facilities to degrade below acceptable standard levels under cumulative plus project conditions.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>
<p>Impact TRANS-3: Development and land use activities contemplated by the Specific plan would not adversely affect response time for emergency service providers.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact TRANS-4: Development and land use activities contemplated by the Specific Plan would not result in hazardous roadway designs features or incompatible uses.	No mitigation is necessary.	Less than significant impact.
Impact TRANS-5: Development and land use activities contemplated by the Specific Plan would not conflict with plans for or access to public transit, bicycles, or pedestrians.	No mitigation is necessary.	Less than significant impact.
Section 3.13 – Utility Systems		
Impact US-1: Development and land use activities contemplated by the Specific Plan would not result in a need for additional water supplies or additional treatment capacity.	No mitigation is necessary.	Less than significant impact.
Impact US-2: Development and land use activities contemplated by the Specific Plan would not require or result in the construction of new water or wastewater treatment facilities or expansion of offsite existing facilities.	No mitigation is necessary.	Less than significant impact.
Impact US-3: Development and land use activities contemplated by the Specific Plan would not result in a need for new or expanded offsite storm drainage facilities.	No mitigation is necessary.	Less than significant impact.
Impact US-4: Development and land use activities contemplated by the Specific Plan would generate substantial amounts of solid waste that may result in the unnecessary use of regional landfill capacity.	<p>MM US-4a: Prior to the issuance of demolition and construction permits, project applicants within the Specific Plan area shall submit a recycling plan to the City of San Ramon identifying the procedures by which construction and demolition would be salvaged and recycled to the maximum extent feasible. The plan shall include proof that a construction and demolition debris recycler is under contract to the applicant to perform this work.</p> <p>MM US-4b: Prior to the issuance of occupancy permits, project applicants within the Specific Plan area shall submit a Recycling and Waste Reduction Plan to the City of San Ramon identifying practices they and their tenants</p>	Less than significant impact.

Table ES-2 (cont.): Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
	<p>would implement during project operations that demonstrate at least 50-percent diversion.</p> <p>Operation recycling and waste reduction practices shall include but not be limited to:</p> <ul style="list-style-type: none"> • Contracting with one or more City-licensed commercial recycling providers to serve all project commercial uses. Recyclable materials collection containers shall be provided in common commercial tenant disposal areas and be equipped to accept aluminum, cardboard, glass, green waste, mixed paper, and plastic materials, and, where feasible, food scraps. • Compliance with City of San Ramon’s 50-percent waste diversion ordinance. • Installation of common recycling facilities in all residential uses. These facilities shall be equipped to accept aluminum, cardboard, glass, mixed paper, and plastic materials and contain signage clearly identifying accepted materials. • Periodic notification of residents and commercial tenants about the location of recycling facilities and accepted materials. • Installation of recyclable materials receptacles in public places (along streets in the Plaza District, outside of City Hall, etc.). Recycling receptacles shall be of high-quality design and shall display signage clearly identifying accepted materials. • Common commercial and residential disposal areas shall be designed with sufficient space to accommodate separate containers for solid waste, recyclables, organics, and—for restaurants—tallow, subject to approval of the franchise waste provider and City of San Ramon. Plans should include adequate and safe access for solid waste and recycling vehicles to access and collect materials. 	
<p>Impact US-5: Development and land use activities contemplated by the Specific Plan would not result in the unnecessary, wasteful, or inefficient use of energy.</p>	<p>No mitigation is necessary.</p>	<p>Less than significant impact.</p>