Appendix A:
Notice of Preparation and Responses

A.1 - Notice of Preparation

City of San Ramon
Notice of Preparation
North Camino Ramon Specific Plan

Date: Wednesday, September 8, 2010

To: Public Agencies and Interested Parties

From: Lauren Barr, Senior Planner, City of San Ramon

Subject: Notice of Preparation of an Environmental Impact Report for the North Camino Ramon Specific Plan

The City of San Ramon will be the Lead Agency and will prepare an Environmental Impact Report (EIR) for the project identified below.

The project description, location, and probable environmental effects of the North Camino Ramon Specific Plan are described in the attached materials. The City of San Ramon is soliciting comments regarding the scope and content of the environmental information from public agencies and private organizations and individuals. Note that public agencies may need to use the Environmental Impact Report when considering permitting or other approvals. Because of time limits mandated by state law, your response must be sent at the earliest possible date but not later than 30 days after receipt of this notice.

Please provide your written response to the address shown below by **Thursday, October 7, 2010**. We will need the contact name and information of you or a person in your agency or organization.

City of San Ramon
Planning/Community Development Department
2226 Camino Ramon
San Ramon, CA 94583
Attn: Mr. Lauren Barr, Senior Planner
Phone: (925) 973-2567
Fax: (925) 806-0118
Email: lbarr@sanramon.ca.gov

NORTH CAMINO RAMON SPECIFIC PLAN

1.1 - Project Location

The North Camino Ramon Specific Plan boundaries are located within the City of San Ramon, Contra Costa County, California (Exhibit 1). The Specific Plan boundaries encompass approximately 295 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) (Exhibit 2). The Specific Plan boundaries are located on the Diablo, California, United States Geological Survey 7.5-minute quadrangle, Township 2 South, Range 1 West, Unsectioned (Latitude: 37°46'30" North; Longitude: 121°58'15" West).

1.2 - Existing Conditions

1.2.1 - Development and Land Use Activities

The Specific Plan area contains more than 100 individual parcels ranging in area from less than 3,000 square feet to more than 1 million square feet. Most of the parcels are developed with existing commercial uses (office, retail, and service). Notable uses include Crow Canyon Commons, the Toyota parts distribution facility, the Bishop Ranch 6, 11, and 12 office complexes, the Pacific Gas and Electric Company (PG&E) Conference Center, the Legacy Plaza office complex, the San Ramon Valley Unified School District Maintenance Facility, and the former RMC Pacific Materials cement plant site. The area is served by several major arterial roadways, including Crow Canyon Road, Camino Ramon, Alcosta Boulevard, and Norris Canyon Road, with access provided to I-680 at Crow Canyon Road. The Iron Horse Trail, a Class I bicycle/pedestrian trail, traverses the area from north to south.

Within the Specific Plan boundaries, there are approximately 3,395,000 square feet of existing buildings. Using the net acreage figure of 254.65 acres (not including public roads and right-of-way), the Floor Area Ratio is 0.31.

1.2.2 - Land Use Designations

General Plan

At the time of Notice of Preparation release, the City of San Ramon General Plan 2020 was the adopted land use plan for the City of San Ramon. General Plan 2020 designates properties within the Specific Plan area as "Commercial Service," "Manufacturing/Warehouse," "Mixed Use," "Multiple Family – Very High Density," "Office," and "Retail Shopping."

In July 2010, the San Ramon City Council adopted a resolution recommending voter approval of General Plan 2030. (The San Ramon electorate will vote on adoption of General Plan 2030 in

November 2010.) The adoption of General Plan 2030 would re-designate all properties within the Specific Plan area not currently designated "Mixed Use" to "Mixed Use."

Zoning

The San Ramon Zoning Ordinance designates properties within the Specific Plan area as "Administrative Office," "Limited Office," "Manufacturing/Warehouse," "Mixed Use," and "Multiple Family – Very High Density Residential."

1.3 - Project Description

1.3.1 - Overview

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. A key aspect of the Specific Plan is to complement the San Ramon City Center project and support the large office population within the Bishop Ranch Business Park.

1.3.2 - Development Potential

Table 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 1: Specific Plan Development Summary

Category		Square Feet		
		Commercial	Residential	Total
Existing	To Be Retained	745,000	—	745,000
	Displaced	2,650,000	—	2,650,000
	Total	3,395,000	—	3,395,000
Proposed		5,070,000	1,650,000 (1,500 dwelling units)	6,720,000
Net New		**4,325,000**	**1,650,000**	**5,975,000**

Notes:
Existing square footage rounded.
Source: Cannon Design Group, 2010.

1.3.3 - Concept Plan Framework

The Specific Plan area will evolve over an extended number of years. 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. Exhibit 3 depicts the Concept Plan Framework.

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, service commercial 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. 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 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 wealth 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 a well-designed gathering place with site amenities and quality 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, Town 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 Annabelle Lane on the south will be connected to provide improved access and a proper environment for mid-size and large floor-plate retail development 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.

Mid and Large Floor Plate Retail

Larger sites along the Crow Canyon Place extension and other 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 may well be an extension of the San Ramon City Center, and comparable to other world-class, mixed-use projects that have been constructed in other significant suburban cities.

Multifamily Residential

A wide variety of workforce housing will be located throughout the area geared toward younger 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 lunchtime dining and errands 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 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.

1.4 - Required Approvals and Intended Uses

The North Camino Ramon Specific Plan would require the following discretionary approvals:

- Specific Plan Adoption – Planning Commission and City Council
- General Plan Amendment – Planning Commission and City Council (only necessary if General Plan 2030 is not approved by the San Ramon electorate)

Future development and land use activities that occur pursuant to the Specific Plan may require discretionary approvals such as but not limited to subdivisions, use permits, and design review, and ministerial approvals such as but not limited to demolition, grading, and building permits. The intent of the EIR will be provide sufficient coverage for development and land use activities contemplated by the Specific Plan such that no additional or only low-level environmental review (e.g., a Negative Declaration) would be necessary.

1.5 - Environmental Review

1.5.1 - Potential Environmental Effects

The EIR will evaluate whether the Specific Plan may potentially result in one or more significant environmental effects. The topics listed below will be further analyzed in the EIR.

- 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

1.5.2 - Effects Found Not To Be Significant

Based on Specific Plan characteristics, the following topical areas will be scoped out to the Effects Found Not To Be Significant section of the EIR.

Agricultural and Forestland Resources

The Specific Plan boundaries are mapped as containing "Urban/Built-Up Land" by the California Department of Conservation Farmland Mapping and Monitoring Program. In addition, no agricultural activities occur within the Specific Plan boundaries, and none of the properties are designated for agricultural use by either the General Plan or the Zoning Ordinance. This condition precludes the possibility of impacts on agricultural resources.

The Specific Plan boundaries contain urban development and infrastructure. There are no forestlands or timberlands within the Specific Plan boundaries. This condition precludes the possibility of impacts on forestland resources.

Mineral Resources

The Specific Plan boundaries do not contain any known mineral deposits or active mineral extraction operations. This condition precludes the possibility of the loss of important mineral resources as a result of development and land use activities contemplated by the Specific Plan.

1.6 - Scoping Meeting

A public scoping meeting will be held as part of the regularly scheduled City of San Ramon Zoning Administrator meeting at **3 p.m., Thursday, September 23, 2010,** at the following location:

City of San Ramon
Council Chambers
2222 Camino Ramon
San Ramon, CA 94583

At this meeting, agencies, organizations, and members of the public will be able to review the proposed project and provide comments on the scope of the environmental review process.

Source: Census 2000 Data, The CaSIL, MBA GIS 2009.

Michael Brandman Associates

NORTH

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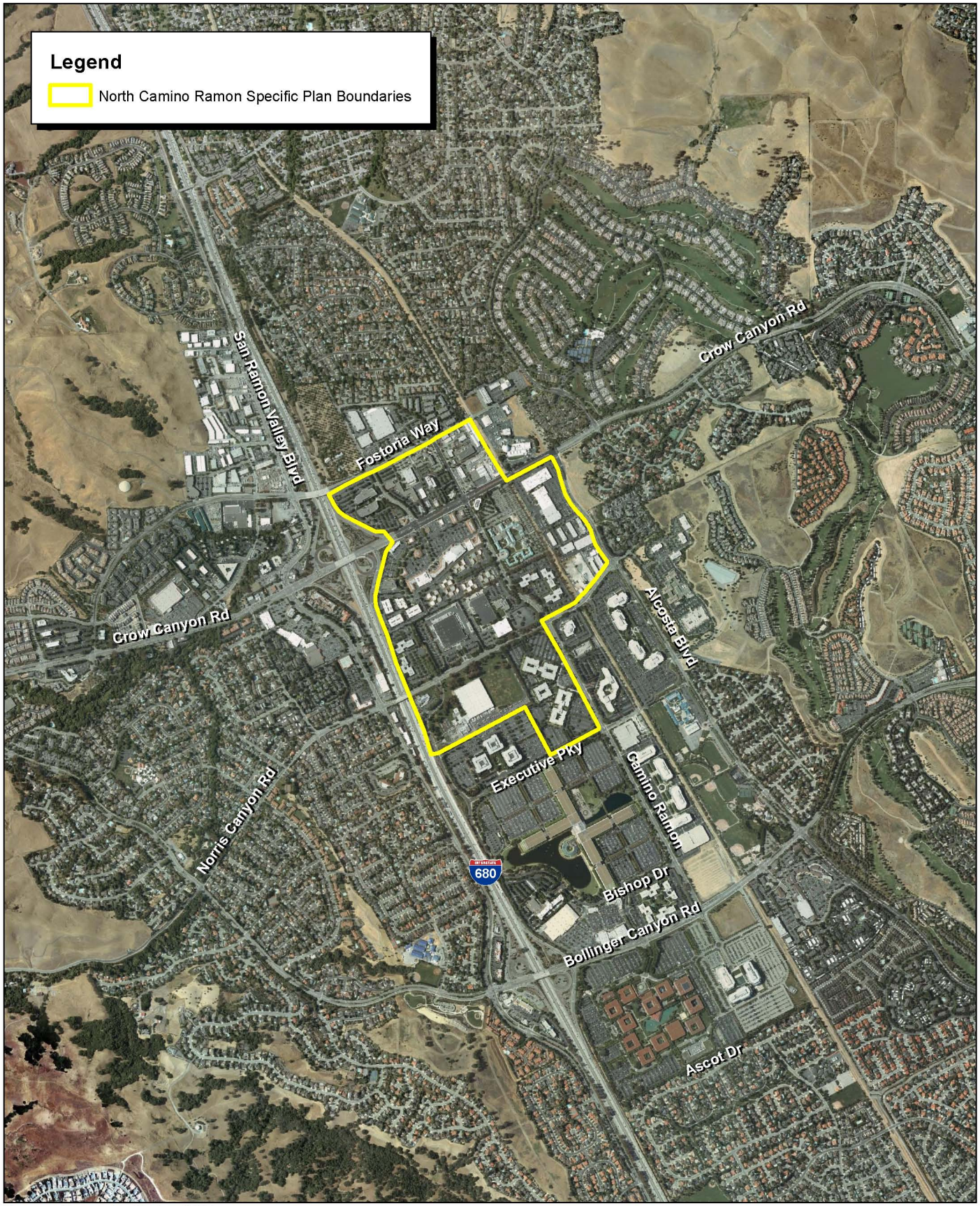
Exhibit 1
Regional Location Map

36600001 • 08/2010 | 1_regional.mxd

CITY OF SAN RAMON • NORTH CAMINO RAMON SPECIFIC PLAN
NOTICE OF PREPARATION



Source: Google Earth Pro, 2007.

Exhibit 2
Local Vicinity Map
Aerial Base

Michael Brandman Associates

NORTH

2,000 1,000 0 2,000 Feet

36600001 • 08/2010 | 2_local_vicinity_aerial.mxd

CITY OF SAN RAMON • NORTH CAMINO RAMON SPECIFIC PLAN
NOTICE OF PREPARATION

1 Park Commons

2 Transit Center

3 Mixed Use Core

4 Park Green

5 Shared Parking Garage

6 Iron Horse Trail Open Space Link

7 Secondary Street Grid

8 Crow Canyon Place Extension

9 Commercial Mixed Use

10 Mid and large floor plate retail

11 Destination Retail Center

12 Bishop Ranch Consolidation

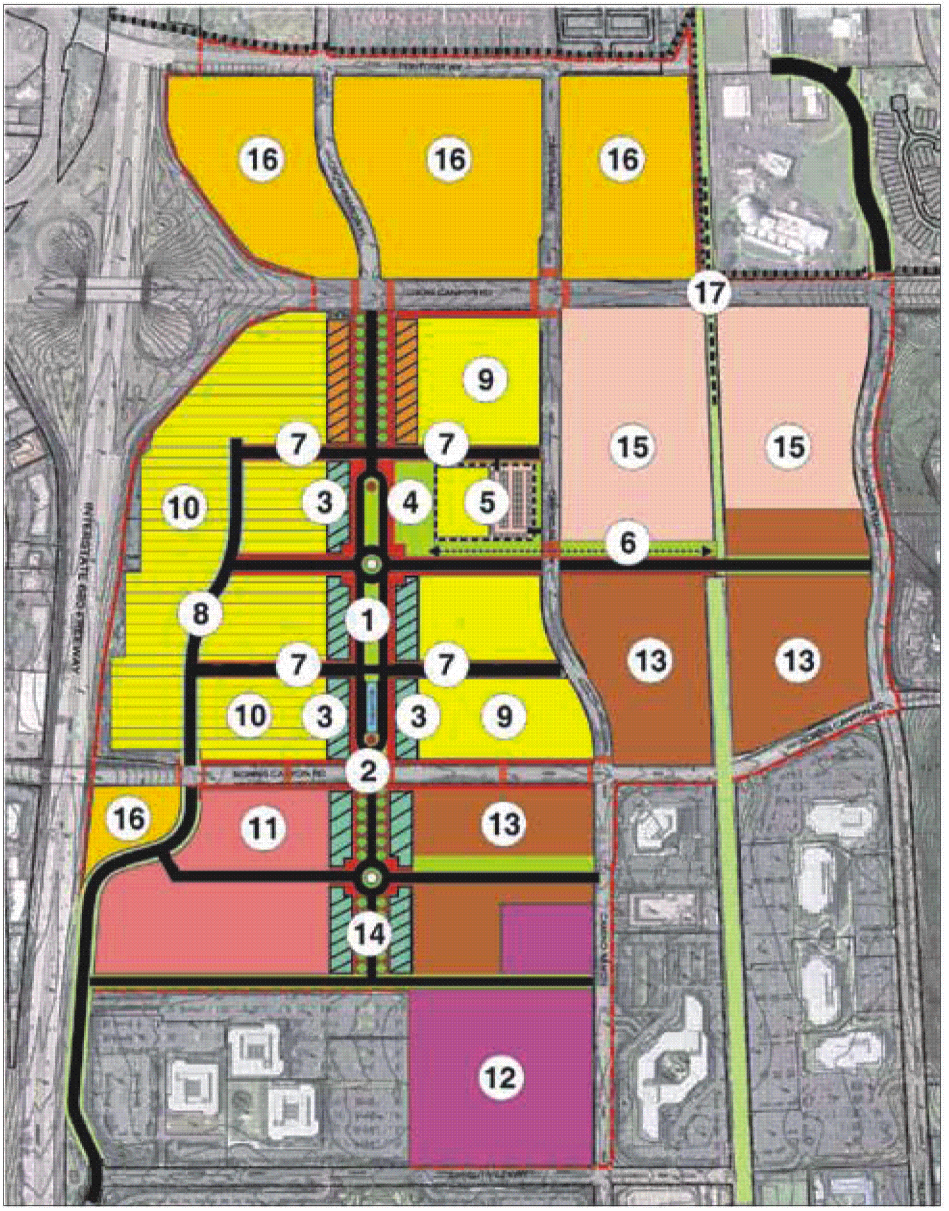
13 Multifamily Residential

14 Mixed Use with Residential Emphasis

15 Office Campus

16 Infill Development

17 Iron Horse Trail Overpass



Note: Image is conceptual and elements are subject to change.

Source: City of San Ramon, North Camino Ramon Specific Plan, August 2010.

Michael Brandman Associates

Exhibit 3
Concept Plan Framework

A.2 - Responses

STATE OF CALIFORNIA

Governor's Office of Planning and Research

State Clearinghouse and Planning Unit

Arnold Schwarzenegger
Governor

Cathleen Cox
Acting Director

Notice of Preparation

RECEIVED
SEP 10 2010
CITY OF SAN RAMON
PLANNING SERVICES

September 8, 2010

To: Reviewing Agencies

Re: North Camino Ramon Specific Plan
SCH# 2010092014

Attached for your review and comment is the Notice of Preparation (NOP) for the North Camino Ramon Specific Plan draft Environmental Impact Report (EIR).

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

Please direct your comments to:

Lauren Barr
City of San Ramon
2222 Camino Ramon
P.O. Box 5148
San Ramon, CA 94583

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

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

Sincerely,

Scott Morgan
Director, State Clearinghouse

Attachments
cc: Lead Agency

Document Details Report
State Clearinghouse Data Base

SCH# 2010092014
Project Title North Camino Ramon Specific Plan
Lead Agency San Ramon, City of

Type **NOP** Notice of Preparation

Description The North Camino Ramon Specific Plan seeks to facilitate the redevelopment of the 295-acre 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 mix of uses. The Specific Plan would allow 4.3 million square feet of new commercial development and 1,500 new residential dwelling units relative to baseline conditions.

Lead Agency Contact

Name Lauren Barr
Agency City of San Ramon
Phone (925) 973-2560 **Fax**
email lbarr@sanramon.ca.gov
Address 2222 Camino Ramon
P.O. Box 5148
City San Ramon **State** CA **Zip** 94583

Project Location

County Contra Costa
City San Ramon
Region
Cross Streets Crow Canyon Road/Camino Ramon
Lat / Long 37° 46' 30" N / 121° 58' 15" W
Parcel No.
Township 2S **Range** 1W **Section** **Base** MDB&M

Proximity to:

Highways Hwy 680
Airports
Railways
Waterways San Ramon Creek
Schools SRV Unified
Land Use Commercial Service, Manufacturing/Warehouse, Mixed Use, Multiple Family - Very High Density, Office, etc.

Project Issues Aesthetic/Visual; Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects

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

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Date Received 09/08/2010 **Start of Review** 09/08/2010 **End of Review** 10/07/2010

NOP Distribution List

County: Contra Costa

SCH# 2010092014

Resources Agency

- [x] **Resources Agency** Nadell Gayou
- [ ] **Dept. of Boating & Waterways** Mike Sotelo
- [ ] **California Coastal Commission** Elizabeth A. Fuchs
- [ ] **Colorado River Board** Gerald R. Zimmerman
- [ ] **Dept. of Conservation** Rebecca Salazar
- [ ] **California Energy Commission** Eric Knight
- [ ] **Cal Fire** Allen Robertson
- [ ] **Central Valley Flood Protection Board** James Herota
- [x] **Office of Historic Preservation** Ron Parsons
- [x] **Dept of Parks & Recreation** Environmental Stewardship Section
- [ ] **California Department of Resources, Recycling & Recovery** Sue O'Leary
- [ ] **S.F. Bay Conservation & Dev't. Comm.** Steve McAdam
- [x] **Dept. of Water Resources** Resources Agency Nadell Gayou
- [ ] _____ Conservancy

ish and Game

- [ ] **Depart. of Fish & Game** Scott Flint Environmental Services Division
- [ ] **Fish & Game Region 1** Donald Koch
- [ ] **Fish & Game Region 1E** Laurie Harnsberger
- [ ] **Fish & Game Region 2** Jeff Drongesen
- [x] **Fish & Game Region 3** Charles Armor
- [ ] **Fish & Game Region 4** Julie Vance
- [ ] **Fish & Game Region 5** Don Chadwick Habitat Conservation Program
- [ ] **Fish & Game Region 6** Gabrina Gatchel Habitat Conservation Program
- [ ] **Fish & Game Region 6 I/M** Brad Henderson Inyo/Mono, Habitat Conservation Program
- [ ] **Dept. of Fish & Game M** George Isaac Marine Region

Other Departments

- [ ] **Food & Agriculture** Steve Shaffer Dept. of Food and Agriculture
- [ ] **Depart. of General Services** Public School Construction
- [ ] **Dept. of General Services** Anna Garbeff Environmental Services Section
- [ ] **Dept. of Public Health** Bridgette Binning Dept. of Health/Drinking Water

Independent Commissions,Boards

- [ ] **Delta Protection Commission** Linda Flack
- [ ] **Cal EMA (Emergency Management Agency)** Dennis Castrillo
- [ ] **Governor's Office of Planning & Research** State Clearinghouse
- [x] **Native American Heritage Comm.** Debbie Treadway
- [ ] **Public Utilities Commission** Leo Wong
- [ ] **Santa Monica Bay Restoration** Guangyu Wang
- [ ] **State Lands Commission** Marina Brand
- [ ] **Tahoe Regional Planning Agency (TRPA)** Cherry Jacques

Business, Trans & Housing

- [ ] **Caltrans - Division of Aeronautics** Sandy Hesnard
- [ ] **Caltrans - Planning** Terri Pencovic
- [x] **California Highway Patrol** Scott Loetscher Office of Special Projects
- [x] **Housing & Community Development** CEQA Coordinator Housing Policy Division

Dept. of Transportation

- [ ] **Caltrans, District 1** Rex Jackman
- [ ] **Caltrans, District 2** Marcelino Gonzalez
- [ ] **Caltrans, District 3** Bruce de Terra
- [x] **Caltrans, District 4** Lisa Carboni
- [ ] **Caltrans, District 5** David Murray
- [ ] **Caltrans, District 6** Michael Navarro
- [ ] **Caltrans, District 7** Elmer Alvarez
- [ ] **Caltrans, District 8** Dan Kopulsky
- [ ] **Caltrans, District 9** Gayle Rosander
- [ ] **Caltrans, District 10** Tom Dumas
- [ ] **Caltrans, District 11** Jacob Armstrong
- [ ] **Caltrans, District 12** Chris Herre

Cal EPA

Air Resources Board

- [ ] Airport Projects Jim Lerner
  - [ ] Transportation Projects Douglas Ito
  - [ ] Industrial Projects Mike Tollstrup
- [ ] **State Water Resources Control Board** Regional Programs Unit Division of Financial Assistance
- [ ] **State Water Resources Control Board** Student Intern, 401 Water Quality Certification Unit Division of Water Quality
- [ ] **State Water Resouces Control Board** Steven Herrera Division of Water Rights
- [x] **Dept. of Toxic Substances Control** CEQA Tracking Center
- [ ] **Department of Pesticide Regulation** CEQA Coordinator

Regional Water Quality Control Board (RWQCB)

- [ ] **RWQCB 1** Cathleen Hudson North Coast Region (1)
- [x] **RWQCB 2** Environmental Document Coordinator San Francisco Bay Region (2)
- [ ] **RWQCB 3** Central Coast Region (3)
- [ ] **RWQCB 4** Teresa Rodgers Los Angeles Region (4)
- [ ] **RWQCB 5S** Central Valley Region (5)
  - [ ] **RWQCB 5F** Central Valley Region (5) Fresno Branch Office
  - [ ] **RWQCB 5R** Central Valley Region (5) Redding Branch Office
- [ ] **RWQCB 6** Lahontan Region (6)
  - [ ] **RWQCB 6V** Lahontan Region (6) Victorville Branch Office
- [ ] **RWQCB 7** Colorado River Basin Region (7)
- [ ] **RWQCB 8** Santa Ana Region (8)
- [ ] **RWQCB 9** San Diego Region (9)
- [ ] **Other** _____

Last Updated on 07/12/10

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

SHERMAN L. QUINLAN, REHS, MPH
ENVIRONMENTAL HEALTH DIRECTOR

CONTRA COSTA
HEALTH SERVICES

CONTRA COSTA
ENVIRONMENTAL HEALTH

2120 Diamond Blvd., Suite 200
Concord, California 94520
Ph (925) 692-2500
Fax (925) 692-2502
www.cocoeh.org

September 16, 2010

RECEIVED
SEP 23 2010
CITY OF SAN RAMON
PLANNING SERVICES

Lauren Barr, Senior Planner
City of San Ramon
Planning Services Division
2226 Camino Ramon
San Ramon, CA 94583

RE: North Camino Ramon Specific Plan (SP 09-800-001)

Dear Ms. Barr:

The Contra Costa Environmental Health Division (CCEHD) has received a request for agency comments for the above referenced project. This project could involve a number of activities regulated by CCEHD. The following is some general information regarding these activities:

1. A permit from CCEHD is required for any well or soil boring prior to commencing drilling activities, including those associated with environmental investigation and cleanup, and geotechnical investigation.

2. Any abandoned wells (water, environmental, or geotechnical) and septic tanks must be destroyed under permit from CCEHD. If the existence of such wells or septic tanks are known in advance or discovered during construction or other activities, these should be clearly marked, kept secure, and destroyed pursuant to CCEHD requirements.

3. A health permit is required for retail food facilities and public swimming pool/spas. Food facilities include restaurants, stores, bars, cafeterias, snack bars, kiosks at transit sites, and any business or operation that sells or gives food away to the public (including employees or students). Public swimming pools/spas include those found at health clubs, municipals pools, apartments, condominiums, and swim clubs; these facilities also include water parks, spray parks, and interactive water features.

   Plans must be submitted to CCEHD and approved prior to the issuance of building permits for such facilities. Prior to the submission of plans, CCEHD staff is available to meet with prospective developers/operators to discuss the requirements for these facilities and the plan review process.

4. Dumpster areas serving retail food facilities are required to have a drain to the sanitary sewer and provided with a hot/cold water supply. It is recommended that developers be informed of this requirement, since it is usually easier to plan for the installation of sewer and water in dumpster areas during initial construction rather than install these afterwards.

5. All retail food and swimming pool/spa facilities must have approved restrooms. This includes kiosks located at transit sites. It is recommended that developers be informed of this requirement, since it is usually easier to plan for the installation of restrooms during initial construction rather than install these afterwards.

6. Medical waste generators include hospitals, clinics, doctors' offices, veterinarians, and laboratories. These facilities must register with CCEHD and meet the requirements of the Medical Waste Management Act.

7. If any recycling facilities are proposed, please include the LEA in the review process to ensure that all solid waste regulations are met. For example, if the recycling facility does not meet the definition described in the California Code of Regulations, Title 14, Section 17402.5(d), "Recycling Center," then the facility is required to obtain a full solid waste facility permit as a transfer station/operation. This will require a California Environmental Quality Act (CEQA) review prior to the issuance of a solid waste facility permit from the LEA and the state Department of Resources Recycling and Recovery (CalRecycle).

8. If the business generates waste tires, it must obtain a Tire Program Identification (TPID) number from CalRecycle and comply with the California Tire Recycling Act. CCEHD staff can provide the applicant with information regarding waste tire requirements.

These comments do not limit an applicant's obligation to comply with all applicable laws and regulations. If you should have any questions, please do not hesitate to call me at (925) 692-2535.

Sincerely

Joseph G. Doser, REHS
Supervising Environmental Health Specialist

cc: Ed Diaz, Environmental Health Specialist II

JD:lj

1934-2009
75
EAST BAY REGIONAL PARK DISTRICT

East Bay Regional Park District

2950 PERALTA OAKS COURT P.O. BOX 5381 OAKLAND CALIFORNIA 94605-0381
T. 1 888 EBPARKS F. 510 569 4319 TDD. 510 633 0460 WWW.EBPARKS.ORG

RECEIVED
SEP 30 2010
CITY OF SAN RAMON
PLANNING SERVICES

September 28, 2010

Mr. Lauren Barr
City of San Ramon
Planning/Community Development Department
2226 Camino Ramon
San Ramon, CA 94583

Subject: **North Camino Ramon Specific Plan**

Dear Mr. Barr:

The East Bay Regional Park District has received the City of San Ramon's Notice of Preparation of an EIR for the North Camino Ramon Specific Plan. The Park District currently maintains and operates the Iron Horse Trail that passes through the eastern extent of the specific plan area. The District's Master Plan identifies the Iron Horse Trail as a paved multi-use trail providing a non-motorized transportation system that connects users to public transportation hubs, employment and retail centers, and our regional parks. This specific plan presents an opportunity for San Ramon to improve the accessibility, safety, connectivity, and recreational value of this trail system.

The North Camino Ramon Specific Plan needs to clearly define the impact that increased volume of users on the trail system created by this project will have on the trail, especially at the at-grade crossings at Bollinger Canyon Rd and Crow Canyon Rd, and analyze the potential for increased pedestrian/bicycle and vehicular conflicts. The Park District currently maintains an automated trail counter where the Iron Horse Trail crosses Crow Canyon Rd. that recorded an average of 284 users per day in 2009. Both the North Camino Ramon Specific Plan and the San Ramon City Center Project will likely increase bicycle and foot traffic on the Iron Horse Trail. We would like to see the cumulative impacts of these projects assessed and the impacts to our facility, vehicular traffic, and the safety of trail users identified. Development within the specific plan area should be required to mitigate impacts to the trail and its crossings. The City of San Ramon's 'Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan' completed in 2009 offers solutions to address these issues.

The District appreciates the opportunity to work with the City through the creation of this plan. Please consider the District as a project stakeholder and provide us with drafts for review (CD or electronic copies preferred) and meeting notices. Thank you for your time.

Sincerely,

Sean M. Dougan
Regional Trails Department
East Bay Regional Park District

Board of Directors

Doug Siden, President, Ward 4
Beverly Lane, Vice-President, Ward 6
Carol Severin, Treasurer, Ward 3
John Sutter, Secretary, Ward 2
Whitney Dotson, Ward 1
Ted Radke, Ward 7
Ayn Wieskamp, Ward 5
Pat O'Brien, General Manager

EAST BAY
MUNICIPAL UTILITY DISTRICT

October 5, 2010

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OCT 7 - 2010
CITY OF SAN RAMON
PLANNING SERVICES

Lauren Barr, Senior Planner
City of San Ramon
Planning / Community Development Department
2226 Camino Ramon
San Ramon, CA 94583

Re: Notice of Preparation of an Environmental Impact Report for the North Camino Ramon Specific Plan, San Ramon

Dear Mr. Barr:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the City of San Ramon (City) North Camino Ramon Specific Plan. EBMUD has the following comments.

WATER SERVICE

Pursuant to Section 15155 of the California Environmental Quality Act Guidelines, and Section 10910-10915 of the California Water Code, a Water Supply Assessment (WSA) will be required. EBMUD received a request to complete a WSA from the City on September 16, 2010 which is currently being prepared and scheduled for Board approval in late November 2010.

EBMUD Amador Pressure Zone (service elevation ranges from 340 feet to 540 feet) and San Ramon Pressure Zone (service elevation ranges from 450 feet to 650 feet) serves the North Camino Ramon Specific Plan area. All development projects within the Specific Plan area will be subject to the following general requirements:

Main extensions may be required to serve any specific development projects to provide adequate domestic water supply, fire flows, and system redundancy will be at the project sponsor's expense. Pipeline and fire hydrant relocations and replacements due to modifications of existing streets, and off-site pipeline improvements, also at the project sponsor's expense, may be required depending on EBMUD metering requirements and fire flow requirements set by the local fire department. All project sponsors should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions of providing water service to the development. Engineering and installation of new and relocated pipeline and services requires substantial lead-time, which should be provided for in the project sponsor's development schedule.

The project sponsor should be also be aware that EBMUD will not inspect, install or maintain pipeline in contaminated soil or groundwater (if groundwater is present at any time during the year at the depth piping is to be installed) that must be handled as a hazardous waste or that may pose a health and safety risk to construction or maintenance personnel wearing Level D personal protective equipment. Nor will EBMUD install piping in areas where groundwater contaminant concentrations exceed specified limits for discharge to sanitary sewer systems or sewage treatment plants. Applicants for EBMUD services requiring excavation in contaminated areas must submit copies of existing information regarding soil and groundwater quality within or adjacent to the project boundary. In addition, the applicant must provide a legally sufficient, complete and specific written remedial plan establishing the methodology, planning and design of all necessary systems for the removal, treatment, and disposal of all identified contaminated soil and/or groundwater.

EBMUD will not design the installation of pipelines until such time as soil and groundwater quality data and remediation plans are received and reviewed and will not install pipelines until remediation has been carried out and documentation of the effectiveness of the remediation has been received and reviewed. If no soil or groundwater quality data exists or the information supplied by the applicant is insufficient EBMUD may require the applicant to perform sampling and analysis to characterize the soil being excavated and groundwater that may be encountered during excavation or perform such sampling and analysis itself at the applicant's expense.

WATER RECYCLING

EBMUD's Policy 8.01 requires that customers use non-potable water, including recycled water, for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant, fish and wildlife to offset demand on EBMUD's limited potable water supply. Appropriate recycled water uses could include landscape irrigation, commercial and industrial process uses, toilet and urinal flushing in non-residential buildings and other applications.

The North Camino Ramon Specific Plan area is in the vicinity of EBMUD's current and future recycled water supply through Dublin San Ramon Services District / EBMUD Recycled Water Authority's (DERWA) facilities and infrastructure. EBMUD recommends that the City and its project developers maintain continued coordination and consultation with EBMUD during planning and implementation phases of future projects regarding the feasibility of providing recycled water for appropriate non-potable uses.

WATER CONSERVATION

Individual projects within the North Camino Ramon Specific Plan area may present an opportunity to incorporate water conservation measures. EBMUD would request that the County include in its conditions of approval a requirement that the project sponsors comply with California Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). Project sponsors for individual projects should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsors' expense.

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

Sincerely,

William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AMW:djr
sb10_204.doc

STATE OF CALIFORNIA—BUSINESS, TRANSPORTATION AND HOUSING AGENCY ARNOLD SCHWARZENEGGER, Governor

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 622-5491
FAX (510) 286-5559
TTY 711

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October 7, 2010

CC680567
CC-680-R0.01
SCH# 2010092014

Mr. Lauren Barr
City of San Ramon
Planning Services Division
2226 Camino Ramon
San Ramon CA 94583

Dear Mr. Barr:

North Camino Ramon Specific Plan Project – Notice of Preparation (NOP)

Thank you for including the California Department of Transportation (Department) in the early stages of the environmental review process for the North Camino Ramon Specific Plan project. The following comments are based on the NOP. As the lead agency, the City of San Ramon is responsible for all project mitigation, including any needed improvements to State highways. The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures. This information should also be presented in the Mitigation Monitoring and Reporting Plan of the environmental document. Required roadway improvements should be completed prior to issuance of the Certificate of Occupancy. Since an encroachment permit is required for work in the state right of way (ROW), and the Department will not issue a permit until our concerns are adequately addressed, we strongly recommend that the City of San Ramon work with both the applicant and the Department to ensure that our concerns are resolved during the California Environmental Quality Act (CEQA) process, and in any case prior to submittal of a permit application. Further comments will be provided during the encroachment permit process; see the end of this letter for more information regarding encroachment permits.

Community Planning

The Department encourages you to locate any needed housing, jobs and neighborhood services near major mass transit nodes, and connected to these nodes with streets configured to facilitate walking and biking, as a means of promoting mass transit use and reducing regional vehicle miles traveled and traffic impacts on the state highways.

Please consider developing and applying pedestrian, bicycling and transit performance or level/quality of service measures and modeling pedestrian, bicycle and transit trips that your

project will generate so that impacts can be quantified. Mitigation measures resulting from this analysis could improve pedestrian and bicycle access to transit facilities, thereby reducing traffic impacts on state highways.

In addition, please analyze secondary impacts on pedestrians and bicyclists that may result from any traffic impact mitigation measures. Describe any pedestrian and bicycle mitigation measures that would in turn be needed as a means of maintaining and improving access to transit facilities and reducing traffic impacts on state highways.

Traffic Impact Study (TIS)

Please include the information detailed below in the TIS to ensure that project-related impacts to State roadway facilities are thoroughly assessed. We encourage the City to coordinate preparation of the study with our office, and we would appreciate the opportunity to review the scope of work. The Department's *"Guide for the Preparation of Traffic Impact Studies"* should be reviewed prior to initiating any traffic analysis for the project; it is available at the following website: http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/reports/tisguide.pdf

The TIS should include:

1. Vicinity map, regional location map, and a site plan clearly showing project access in relation to nearby State roadways. Ingress and egress for all project components should be clearly identified. State ROW should be clearly identified.

2. The maps should also include project driveways, local roads and intersections, parking, and transit facilities.

3. Project-related trip generation, distribution, and assignment. The assumptions and methodologies used to develop this information should be detailed in the study, and should be supported with appropriate documentation.

4. Average Daily Traffic, AM and PM peak hour volumes and levels of service (LOS) on all significantly affected roadways, including crossroads and controlled intersections for existing, existing plus project, cumulative and cumulative plus project scenarios. Calculation of cumulative traffic volumes should consider all traffic-generating developments, both existing and future, that would affect study area roadways and intersections. *The analysis should clearly identify the project's contribution to area traffic and degradation to existing and cumulative levels of service. Lastly, the Department's LOS threshold, which is the transition between LOS C and D, and is explained in detail in the Guide for Traffic Studies, should be applied to all State facilities.*

5. Schematic illustration of traffic conditions including the project site and study area roadways, trip distribution percentages and volumes as well as intersection geometrics, i.e., lane configurations, for the scenarios described above.

6. The project's consistency with both the Circulation Element of the General Plan and the Contra Costa County Congestion Management Agency's Congestion Management Plan should be evaluated.

7. Mitigation should be identified for any roadway mainline section or intersection with insufficient capacity to maintain an acceptable LOS with the addition of project-related and/or cumulative traffic.

8. Special attention should be given to the following trip-reducing measures:
   - Encouraging mixed-use,
   - Maximizing density through offering bonuses and/or credits,
   - Coordinating with AC Transit and the County Connection, to increase transit use by expanding routes and emphasizing express service to regional rail stations, and by providing bus shelters with seating at any future bus pullouts,
   - Providing transit information to all future project employees and patrons, and
   - Encouraging bicycle- and pedestrian-friendly design.

Please forward three hard copies and one CD of the environmental document, along with the TIS, including Technical Appendices, and staff report to the address below as soon as they are available.

Luis Melendez
Community Planning Office, Mail Station 10D
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Traffic Impact Fees
Please identify traffic impact fees. Development plans should require traffic impact fees based on projected traffic and/or based on associated cost estimates for public transportation facilities necessitated by development. Please refer to the California Office of Planning and Research (OPR) *2003 General Plan Guidelines*, page 163, which can be accessed on-line at the following website: http://www.opr.ca.gov/index.php?a=planning/gpg.html

Scheduling and costs associated with planned improvements on Departmental ROW should be listed, in addition to identifying viable funding sources correlated to the pace of improvements for roadway improvements, if any. Please refer to the state OPR's *2003 General Plan Guidelines*, page 106.

Encroachment Permit
Please be advised that any work or traffic control that encroaches onto the state ROW requires an encroachment permit that is issued by the Department. To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the address below. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information. http://www.dot.ca.gov/hq/traffops/developserv/permits/

Michael Condie, District Office Chief
Office of Permits
California DOT, District 4
P.O. Box 23660
Oakland, CA 94623-0660

Please feel free to call or email Luis Melendez of my staff at (510) 286-5606 or Luis_Melendez@dot.ca.gov with any questions regarding this letter.

Sincerely,

Lisa Carboni

LISA CARBONI
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

save MOUNT DIABLO

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Malcolm Sproul
President
Amara Morrison
Secretary
Frank Varenchik
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Arthur Bonwell
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Seth Adams
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Julie Seelen
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Website
www.savemountdiablo.org

Founders
Arthur Bonwell
Mary L. Bowerman

Proud member of
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RECEIVED
SEP 23 2010
CITY OF SAN RAMON
PLANNING SERVICES

September 23, 2010

Lauren Barr, Senior Planner
City of San Ramon
Planning/Community Development Department
2226 Camino Ramon
San Ramon, CA 94583

Re: Notice of Preparation of an Environmental Impact Report for the North Camino Ramon Specific Plan

Mr. Barr,

Save Mount Diablo appreciates the opportunity to comment on the Notice of Preparation (NOP) of an Environmental Impact Report (EIR) for the North Camino Ramon Specific Plan.

The city is guilty of extreme arrogance. Holding a public meeting on this project at 3 pm on a week day is convenient for city staff but incredibly inconvenient for the public.

Frankly, we don't have an opinion about the proposed Specific Plan other than that it's massive – on 295 acres along North Camino Ramon south of Fostoria, you're proposing another 1500 dense residential units and to tear down and build 5 million square feet of commercial. In addition to the 1500 residences that's a net increase of 4.3 million square feet of commercial.

But how big is that? San Francisco's Transamerica Pyramid is 530,000 square feet of commercial – so you're proposing a net increase that's the equivalent of eight Transamerica Pyramids.

That's on top of the 2 million square foot City Center project, which is not yet built. Another 4 Transamerica Pyramids.

In total 1500 residences and the equivalent of 12 new Transamerica Pyramids in an area about half the size of Bishop Ranch.

The problem is, the Transamerica Pyramid is served by ferries, streetcars, buses, underground Muni and BART, all within walking distance. Almost everyone who works or lives at City Center and in this Specific Plan Area will drive, causing

massive impacts on existing residents who already wait through multiple stoplight cycles to get through town.

I could list a whole bunch more questions that you should have provided answers to before including North Camino Ramon in Measure W and asking voters to lock in the approvals.

Besides the streets and traffic—how will you handle the congestion? Are the sewers and water supply up to it? The schools are already full, but you're expecting the school district to find more space for 1500 more households in this area. How many trees are you going to cut down. How will all this development compete with existing businesses? How much will all this cost, the infrastructure requirements that are bound to be necessary? Who will be paying for all these costs. Will business in the area who don't want to redevelop have to share the improvement costs?

San Ramon residents will decide whether they want to sign this blank check.

What Save Mount Diablo does have a strong opinion on, is the process you're using to consider this huge project.

More arrogance. You're just beginning environmental investigations about North Camino Ramon – you can't tell us what it will do to traffic for example – but you've included the single most important approval for this project in Measure W.

You're asking San Ramon residents to add this massive Specific Plan to the city's General Plan—in essence to amend the city's constitution—before you've completed studies about how it will affect them. You're also asking them to lock in with voter approval the zoning, in an attempt to limit possible challenges to the General Plan Amendment and the zoning later, once people actually know how they will be affected.

It's the same way the city is asking residents to approve in Measure W the breaking and expansion of the city's Urban Growth Boundary to add a big part of Tassajara Valley and several areas on the west side before you've told them anything about what you plan to do there.

City officials say out of one side of their mouths, "we have no plans for the Tassajara Valley, we want to protect it", while saying out of the other side "we need to break the urban growth boundary and grab the Tassajara Valley to meet our housing projections."

Just two land speculators own half the land you want in the Tassajara Valley, and one of them also owns more land on the west side. The only reason to break and expand an urban growth boundary is to expand urban growth and for development. If that weren't the case, the land speculators and developers who own the land would have no reason to allow their land to be added to the city.

You're doing the same thing here, saying "approve the General Plan "constitutional" amendment for the North Camino Ramon Specific Plan now, we'll tell you about the impacts on you later."

If Measure W passes, the Specific Plan and its unit numbers will be locked in even though they're just starting environmental review about the development's affects.

Bottom line is the city's hoping that the public won't understand Measure W, what's been included, or what it means. What is it? It's 10 pages approving and including a 423 pg General Plan and a 195 pg Climate Action Plan, supported by an 1300 pg Environmental Report. 1,928

pages total that residents are supposed to understand before voting, in which the city has thrown in everything including the kitchen sink.

And nowhere in that 1,928 pages do you tell us what you plan to do in the Tassajara Valley, let alone the ramifications, or in the case of North Camino Ramon, what the impacts would be – you're just starting to figure that out and won't reveal the answers before the election.

Measure W should never have included the entire General Plan.

A vote on whether to break and expand the urban growth boundary in three places should be separate ~~for~~ from the General Plan, and only after the city has revealed its proposals for those areas

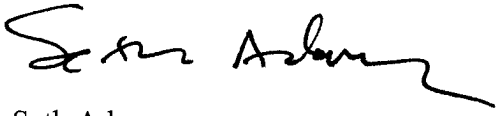
You shouldn't be proposing to adopt General Plan amendments for North Camino Ramon as part of Measure W before you've figured out what the impacts will be and included the public in a substantial public hearing process to discuss those impacts.

If the City actually wanted to solicit input from San Ramon's residents on environmental review, the EIR for the North Camino Ramon Specific Plan would have been conducted long before you made the decision to include the Specific Plan in Measure W.

It appears that City officials are addicted to growth and development fees.

We hope residents will vote no on Measure W on November 2. Then you can actually inform and include them in understanding the impacts of this project before you ask them to approve it.

Sincerely,



Seth Adams
Director of Land Programs