

RESOLUTION NO. 10-20

**A RESOLUTION OF THE PLANNING COMMISSION
OF THE CITY OF SAN RAMON CERTIFYING
THE ENVIRONMENTAL IMPACT REPORT FOR THE PROPOSED
CITYWALK MASTER PLAN PROJECT (SCH#201909056) ADOPTING CEQA
FINDINGS, AND THE MITIGATION MONITORING AND REPORTING
PROGRAM**

**FILED BY SUNSET DEVELOPMENT COMPANY
(Applicant)**

**CBCA, LLC (APN: 213-110-121, 122, and 128); BR3A, LLC (APN: 213-133-098,
099, and 100); and BR 2600 CR, LLC (APN: 213-133-093, 096, and 097)
(Owners)**

CITYWALK MASTER PLAN

WHEREAS, the City of San Ramon, as the Lead Agency, caused a Draft Environmental Impact Report (“Draft EIR”) and Response to Comments to be prepared, to determine if the proposed City Walk Master Plan (the “Project”) could have a significant impact on the environment, in accordance with the California Environmental Quality Act (“CEQA”) and the Guidelines for the Implementation of the California Environmental Quality Act (“CEQA Guidelines”); and

WHEREAS, the City issued Notice of Preparation (“NOP”) for the Project on September 25, 2019, which circulated for public comments for the statutory 30-day period. Comments on the NOP were obtained during a public scoping meeting held on October 15, 2019 with the Planning Commission. Notices for the NOP were mailed to the State Clearinghouse and other agencies (local and Federal) and to interested persons. Notices for the NOP were also posted at the City Hall, San Ramon Senior Center, San Ramon Community Center, Dougherty Station Community Center, San Ramon Library, Dougherty Station Library, and the City website. Comments were received on the NOP and were subsequently incorporated into the Draft EIR; and

WHEREAS, the City made various outreach efforts to consult with and solicit input from agencies and the community regarding the scope of the Draft EIR. Between August 2019 and January 2020, the City sponsored several public meetings that included presentations to various City Commissions, Boards, and Advisory Committees about the project and provided opportunities for public comments:

- Joint City Council/Planning Commission Study Session- August 26, 2019
- Parks and Community Services Study Session- September 11, 2019
- Joint City Council/ Parks and Community Services Commission Study Session- October 9, 2019
- Transportation Advisory Committee Meeting-October 17, 2019
- Housing Advisory Committee Meeting-October 24, 2019

- Planning Commission Study Session- November 5, 2019 -
- Economic Development Advisory Committee Meeting- November 13, 2019 -
- Transportation Demand Advisory Committee Meeting- November 18, 2019 -
- Planning Commission Study Session- December 3, 2019 -
- Parks and Community Services Study Session- December 11, 2019 -
- Architectural Review Board Meeting- December 12, 2019 -
- Planning Commission Study Session- January 7, 2020; and

WHEREAS, in addition to the City initiated meetings, the project applicant conducted the following informational presentations and outreach to the community and civic groups:

- Open House - September 26, 2019
- Mayor’s Breakfast - October 25, 2019
- Kiwanis Club - January 9, 2020
- Chamber of Commerce - January 28, 2020
- Innovate Tri-Valley - February 14, 2020; and

WHEREAS, on March 4, 2020, Governor Gavin Newsom declared a state of emergency in California due to the number of confirmed cases of COVID-19 in the state; and

WHEREAS, on April 22, 2020, Governor Gavin Newsom issued Executive Order N-54-20, which includes provisions that suspended the filing, posting, notice, and public access requirements related to certain notices under CEQA for a period of 60 days.

WHEREAS, this suspension did not apply to provisions governing the time for public review; and

WHEREAS, Section 8 of Executive Order N-54-20 will also allow certain notice requirements under CEQA to be satisfied through electronic means in order to allow public access and involvement consistent with COVID-19 public health concerns; and

WHEREAS, the order’s electronic noticing provisions are as follows:

In the event that any lead agency, responsible agency, or project applicant is operating under any of these suspensions, and the lead agency, responsible agency, or project applicant would otherwise have been required to publicly post or file materials concerning the project with any county clerk, or otherwise make such materials available to the public, the lead agency, responsible agency, or project applicant (as applicable) shall do all of the following:

- a) Post such materials on the relevant agency's or applicant's public-facing website for the same period of time that physical posting would otherwise be required;
- b) Submit all materials electronically to the State Clearinghouse CEQAnet Web Portal; and
- c) Engage in outreach to any individuals and entities known by the lead agency, responsible agency, or project applicant to be parties interested in the project in the manner contemplated by the Public Resources Code § 21100 *et seq.* and California Code of Regulations, Title 14, § 15000 *et seq.*; and

WHEREAS, on May 19, 2020, the City posted copies of all CEQA review documents to the City's webpage for public access and review instead of physical posting as many City facilities were closed to the public due to the COVID-19 crisis; and

WHEREAS, as an additional consideration for public access, City Staff was available for individual appointments to allow public review of the Draft EIR documents in person (subject to social distancing protocols) at the San Ramon Permit Center; and

WHEREAS, on May 19, 2020, the City also submitted a Notice of Completion ("NOC") and copies of the Draft EIR to the State Clearinghouse CEQAnet Web Portal, as well as local and State responsible and trustee agencies, and received confirmation of its submission; and

WHEREAS, on May 19, 2020, the City also distributed a Notice of Availability ("NOA") to all responsible and trustee agencies, other local and Federal agencies, interested groups, organizations, and individuals for the Draft EIR; and

WHEREAS, on May 19, 2020, in an effort to maximize public awareness of the Project, the City also sent the NOA to all property owners in the project area, to property owners within an approximately 1,000 foot radius of the Project area, anyone who had requested to be included on the mailing list for the Project, and occupants of properties immediately adjacent to the Project area, and posted copies of the NOA on the City Website, as well as, made a copy of the NOA available at those City facilities accessible to the public during the COVID-19 pandemic; and

WHEREAS, since the release of the CityWalk Draft EIR, City staff has provided an additional 23 social media posts across NextDoor, Facebook, and Twitter regarding meetings, availability of documents, and comment deadlines; and

WHEREAS, on May 19, 2020, while not required by Executive Order N-54-20, the City also filed the NOA with the County Clerk to provide an additional method of public notice and outreach regarding the Draft EIR availability and period of public review timeline; and

WHEREAS, the 45-day state agency review period of the Draft EIR began on May 19, 2020 and ended on July 2, 2020 as shown on the State Clearinghouse website; and

WHEREAS, CEQA Guidelines Section 15105 (PRC § 21091) establishes a 45-day review period for a Draft EIR that is submitted to the State Clearinghouse (SCH) for review by state agencies; and

WHEREAS, the 45-day public review period for the Draft EIR began on May 19, 2020 and ended on July 2, 2020, the same timeframe as the state agency review period, and circulated for the proscribed 45-day period in accordance with the CEQA Guidelines Section 15087(e) (PRC § 21091(c)(2)); and

WHEREAS, on June 16, 2020, the City Planning Commission held a public hearing to receive public testimony regarding the accuracy and adequacy of the Draft EIR; and

WHEREAS, in response to the COVID-19 crisis and Governor's Executive Order N-29-20, Public Hearing were conducted utilizing teleconferencing technology; and

WHEREAS, the responses to comments made at the hearing are included in the Final EIR; and

WHEREAS, on July 17, 2020, the City posted the Draft EIR Responses to Comments document on the City Website and notice provided to commenting agencies and interested parties; and

WHEREAS, the Responses to Comments was available to the public at City facilities open to the public during the COVID-19 limitations including the City Permit Center and City Hall; and

WHEREAS, the Planning Commission held public hearings on July 21, 2020 and August 4, 2020 to solicit comments on the Citywalk project and the Final EIR; and

WHEREAS, the Final EIR (FEIR) consists of the Draft EIR (including appendices), Responses to Comments document, Mitigation Monitoring and Reporting, and any documents or materials incorporated in the FEIR by reference; and

WHEREAS, the Planning Commission reviewed, commented on and approved all documents and materials prepared by and relied upon by its consultants in preparing the FEIR; and

WHEREAS, the FEIR evaluated the potential environmental impacts that could result from the approval of the Project, alternatives to the Project and measures designed to mitigate or avoid the potentially significant impacts from the Project; and

WHEREAS, where applicable, mitigation measures were identified to reduce those impacts to a less-than-significant level or to avoid those impacts, where feasible; and

WHEREAS, the Planning Commission certifies that the mitigation measures set forth in the Mitigation Monitoring and Reporting Program (“MMRP”), attached to this Resolution as Exhibit B, are specific and enforceable and are incorporated into the Project; and

WHEREAS, the Planning Commission certifies that the MMRP satisfies the requirements of CEQA; and

WHEREAS, the FEIR was prepared, published, circulated and reviewed and completed in accordance with the requirements of CEQA, the CEQA Guidelines and the San Ramon Municipal Code, and constitutes an adequate, accurate, objective and complete EIR in accordance with the requirements of CEQA, the CEQA Guidelines and the San Ramon Municipal Code; and

WHEREAS, the FEIR reflects the independent judgment and analysis of the City of San Ramon; and

WHEREAS, the FEIR reflects the best efforts of the City to undertake all reasonably feasible and prudent actions to discover, analyze, disclose and mitigate all potentially significant environmental impacts of the Project; and

WHEREAS, the FEIR has been presented to the Planning Commission and the Planning Commission has reviewed and considered the information contained therein and in the record supporting the FEIR prior to making these findings or taking action on the proposed Project and related applications thereto; and

NOW, THEREFORE, BE IT RESOLVED, that the Planning Commission has considered staff recommendations and all of the aforesaid materials and all of the evidence in the record of the proceedings and based on that evidence hereby adopts this Planning Commission Resolution No. 10-20 certifying the FEIR as being complete and prepared in compliance with the provisions of CEQA; and

BE IT FURTHER RESOLVED, that the Planning Commission hereby adopts the CEQA Findings (Exhibit A) and the MMRP (Exhibit B).

(Vote on the following page)

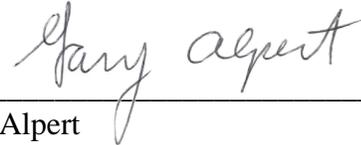
PASSED, APPROVED AND ADOPTED on this 4th day of August 2020 by the following vote:

AYES: Vice Chair Wallis, Commissioners Marks, Frank, Kuznik, and Chair Alpert

NOES:

ABSTAIN:

ABSENT:



Gary Alpert
Planning Commission Chairperson

ATTEST:



Jennifer Chavez, Planning Commission Clerk

Attachments:

Exhibit A –Planning Commission Findings for the Citywalk Master Plan
Environmental Impact Report

Exhibit B –Mitigation Monitoring and Reporting Program (MMRP)

Exhibit C: Draft Environmental Impact Report (By Reference)

Exhibit D: Response to Comments Document (By Reference)

Resolution No. 10-20

EXHIBIT A

**CITY OF SAN RAMON PLANNING COMMISSION FINDINGS FOR THE
CITYWALK MASTER PLAN ENVIRONMENTAL IMPACT REPORT
REQUIRED (SCH# 2019090586) UNDER THE CALIFORNIA
ENVIRONMENTAL QUALITY ACT**

EXHIBIT A

CITY OF SAN RAMON PLANNING COMMISSION FINDINGS FOR THE CITYWALK MASTER PLAN ENVIRONMENTAL IMPACT REPORT REQUIRED (SCH# 2019090586) UNDER THE CALIFORNIA ENVIRONMENTAL QUALITY ACT

I. INTRODUCTION AND PROJECT OVERVIEW

The City of San Ramon (the “City”) prepared an environmental impact report (“EIR”) in accordance with the requirements of the California Environmental Quality Act (“CEQA”) (Public Resources Code section 21000 et seq.) and the CEQA Guidelines (California Code of Regulations, title 14, section 15000 et seq.) for the CityWalk Master Plan project (the “Master Plan” or the “Project”), including the following related discretionary entitlements: (1) Development Plan; (2) Major Subdivision Application for a Vesting Tentative Map; (3) Land Use Permit for Shared Parking Reduction and Blended Ratio for Multi-Family Development; (4) Land Use Permit (Community Buildings, Privately Owned Parks, Amphitheater, Lodging Uses, and Conference/Conventions Uses anticipated by the Master Plan); (5) Architectural Review application for the Master Plan Architecture and Landscape Design Guidelines; and (6) Development Agreement (optional – subject to City/Applicant agreement).

The Master Plan area is 134.98 acres consisting of 3 large blocks and is located in the Bishop Ranch Business Park in the City of San Ramon, in Contra Costa County, California. It encompasses areas commonly known as Bishop Ranch 1A (BR 1A), Bishop Ranch 3A (BR 3A), and Bishop Ranch 2600 (BR 2600). The Master Plan area is generally located around the Bollinger Canyon Road/Camino Ramon intersection.

Sunset Development (the project applicant) is proposing the Master Plan to guide the development of residential uses, commercial uses, and public facilities within the Master Plan area to complement and support City Center Bishop Ranch. The proposed Master Plan involves amendments to existing land use entitlements that were approved for the City Center Project in 2007. The proposed Master Plan will guide project review by providing the vision and guidelines for the design of all phases of development.

The EIR will serve as the primary environmental document for all actions associated with implementation of the proposed Master Plan, including all discretionary approvals requested or required to implement the Master Plan. The EIR analyzed the whole of the Project and was not limited to the net new development relative to the development previously approved in 2007. In addition, the EIR is the primary reference document in the formulation and implementation of a Mitigation Monitoring and Reporting Program for subsequent development under the proposed Master Plan. Each subsequent phase of development will be required to prepare a Development Plan for approval and will also be required to undergo Architectural Review prior to construction.

The buildout potential of the proposed Master Plan includes development of:

1. Up to 4,500 dwelling units within the three properties. All units would be multi-family with floor plans including studio, 1-bedroom, 2-bedroom, and 3-bedroom. Fifteen percent of the 4,500 units (approximately 675) would be deed-restricted as affordable to low and very low-income households per the City's inclusionary requirements.
2. Up to 166,000 square feet of retail or office uses would be developed within BR 3A and BR 2600. This includes the 70,000 square feet of retail uses originally entitled on the BR 3A site as part of the 2007 City Center project, which are now being integrated into the Master Plan's development profile. Retail uses including restaurants, health and beauty, personal services, business, financial services, offices and other uses are allowed as permitted by the CCMU zoning district.
3. A 169-key hotel, which was previously entitled by the 2007 City Center Project with additional Development Plan and Architectural Review application approved by Planning Commission on July 7, 2020 is being carried forward into the Master Plan. The hotel will be a five-story structure located within Bishop Ranch 3A. Parking for the hotel will be provided in the nearby existing Bishop Ranch 3 South parking structure as part of a shared parking arrangement also approved by Planning Commission on July 7, 2020.
4. Three new parking structures. Residential buildings would include garages on the ground and lower levels. Multi-level parking garages would be developed within BR 2600 to maintain required parking for the existing office uses as the existing surface parking lots are redeveloped. Shared parking arrangements will be used.
5. Approximately 40.7 acres of publicly accessible, privately owned and maintained, parks, open space, and other public facilities. This includes new park spaces and improvements to existing BR 2600 facilities. The new park spaces will be located throughout the Master Plan area as follows:
 - **Bishop Ranch 1A:** 1.1 acres of public park
 - **Bishop Ranch 3A:** 0.6 acre of public park
 - **Bishop Ranch 2600:** 5.7 acres of public park
 - **Bishop Ranch 1A/3A/2600:** 10.8 acres of linear parkways
6. Improvements to existing BR 2600 facilities. The existing Annabel Lake and Lake Cecilia, as well as the proposed improvements, would be publicly accessible and privately owned and maintained. Annabel Lake would continue to be available for sailing, boating, and fishing. Lake Cecilia would continue to be available for fishing. An approximately 15,000-square-foot community center would be developed on the south shore of Annabel Lake. The community center would include flex space, a boat dock, and upstairs lodging units. An approximately 1,500 seat outdoor amphitheater would be developed on the north shore of Annabel Lake. The existing pathway around the perimeter of BR 2600 would be improved as a 6-foot-wide all-weather bicycle/pedestrian path.
7. Transit Hubs, which would serve public transit, private buses, ride-hailing services, and other forms of motorized transportation at BR 1A, BR 3, and BR 2600. These facilities

would provide covered platforms with seating and transit information, as well as limited commercial services such as package pick-up (e.g., Amazon lockers), food and beverage (e.g., coffee stand), and bike share facilities.

8. Installation of on-site charging units for electric vehicles that meet or exceed electric vehicle parking provisions required by the California Green Building Standards and the project Mitigation Measures

The EIR provides adequate project level environmental clearance under CEQA for the City's discretionary approvals for the Master Plan. The EIR consists of the draft EIR, published and circulated for public review on May 19, 2020 (the "DEIR"), and the final EIR published on July 17, 2020 (the "Final EIR"). The DEIR and Final EIR have been filed with the State Office of Planning and Research under State Clearinghouse (SCH) No. 2019090586.

As permitted by CEQA Guidelines Section 15150, the Master Plan-level EIR, where applicable, incorporates by reference information and analyses contained in previously certified environmental documents, including the City of San Ramon General Plan 2035 (adopted April 28, 2015, last amended October 21, 2019); City of San Ramon General Plan 2030 EIR (SCH No. 2000082002, certified July 19, 2010); Addendum to the City of San Ramon General Plan 2030 EIR (prepared November 25, 2014); San Ramon Municipal Code; City of San Ramon Climate Action Plan (adopted August 23, 2011); and San Ramon City Center Final Subsequent EIR (SCH No. 2007042022, certified December 2007). When all or part of another document is incorporated by reference, the incorporated portion is treated as if it were set forth in full in the EIR (CEQA Guidelines Section 15150(a)). The referenced documents are available for review at the City of San Ramon, Community Development Department, Planning Services Division, 2401 Crow Canyon Road, San Ramon, CA 94583 or online at: http://www.sanramon.ca.gov/our_city/departments_and_divisions/community_development/planning_services.

The findings and recommendations set forth below (the "Findings") are made and adopted by the San Ramon Planning Commission (the "Commission"), as the City's findings under CEQA and the CEQA Guidelines relating to the Master Plan. The Findings provide the written analysis and conclusions of this Commission regarding the Master Plan's environmental impacts, mitigation measures, and alternatives to the Master Plan. The EIR did not find any remaining significant environmental effects after mitigation. Thus, the Commission has not adopted a statement of overriding considerations to justify approval of the Master Plan.

The remainder of this document is organized as follows:

- Part II provides an overview of the proposed Master Plan's relationship to City Center Bishop Ranch, the procedural history of the EIR, the record of proceedings, and the Commission's consideration of the EIR.
- Part III provides findings and recommendations regarding significant impacts of the proposed Master Plan that are either avoided or mitigated to less than significant levels.
- Part IV explains how the proposed Master Plan will not have any significant and unavoidable impacts.

- Part V provides findings and recommendations regarding impacts that are less than significant without mitigation.
- Part VI discusses CEQA considerations, including growth-inducing impacts and significant and irreversible impacts.
- Part VII provides findings and recommendations regarding the proposed Master Plan's cumulative impacts.
- Part VIII discusses alternatives to the proposed Master Plan.
- Part IX provides general CEQA findings.

II. OVERVIEW

A. Relationship to City Center Bishop Ranch

The concept for a City Center was first contemplated in the mid-1980s, during the early years of the City of San Ramon. Over the next two decades, City Center planning efforts evolved and included different concepts and locations. These efforts ultimately culminated with the 2007 San Ramon City Center Project located within the boundaries of the Bishop Ranch Business Park at the intersection of Bollinger Canyon Road and Camino Ramon.

The 2007 City Center Project envisioned 2.1 million square feet of retail, office, entertainment, residential (487 dwelling units) and civic uses (City Hall and library) on the BR 1A, BR 2, and BR 3A sites. The San Ramon City Council approved the City Center Project and certified the associated EIR (San Ramon City Center Final Subsequent EIR: SCH No. 2007042022) in December 2007.

The subsequent economic downturn caused the property owner to revisit the City Center concept and it was ultimately scaled back. In 2014, the entitlements were amended to relocate the civic uses from the City Center Project to nearby Central Park. A 44,000-square-foot City Hall was constructed within the park, which opened in 2016. In November 2018, City Center Bishop Ranch, an approximately 300,000-square-foot lifestyle retail/entertainment center opened on the former BR 2 site.

The proposed Master Plan involves amending the existing land use entitlements that were approved by the San Ramon City Council for the City Center Project in 2007. The proposed Master Plan would be developed in phases over an approximately 27-year planning horizon.

B. Procedural Background

On May 19, 2020, the DEIR was made available for public review and comment and submitted with the State Office of Planning and Research under State Clearinghouse No. 2019090586. The State Clearinghouse distributed the CEQA document to state agencies on the same day, making May 19th day one of the state and public review period (PRC §21091(c)(2) and CEQA Guidelines Section 15087(e)). The DEIR was available for review and comment by interested persons and public agencies through July 2, 2020, for a review period of 45 days, consistent with PRC §21091(a). The City conducted a public hearing on June 16, 2020 to provide an additional opportunity for public comment on the DEIR.

The City prepared written Responses to the Comments received during the comment period and included these responses in a separate volume, the Final EIR. In addition to the DEIR, the Final EIR consists of (1) Lists of Persons and Agencies Commenting, and (2) Comments and Responses. The Final EIR was made available for public review on July 17, 2020. On August 4, 2020 the City Planning Commission at a duly noticed public hearing certified the Final EIR.

C. Record of Proceedings and Custodian of Record

For purposes of CEQA and the findings set forth herein, the record of proceedings for the City's findings and determinations consists, at a minimum, of the following documents and testimony:

- The Notice of Preparation, issued on September 25, 2019, and all other public notices issued by the City in connection with the proposed Master Plan and EIR.
- The DEIR for the proposed CityWalk Master Plan (Released for review on May 19, 2020).
- All written comments submitted by agencies or members of the public during the public review period for the DEIR (May 19, 2020 through July 2, 2020).
- All testimony received at the public hearing held on June 16, 2020 during the comment period for the DEIR, and all testimony received at the public hearing held on July 21, 2020, and on August 4, 2020 on the certification of the Final EIR and approval of the project.
- The Final EIR for the proposed CityWalk Master Plan, and all comments received on the DEIR and responses.
- All City staff written and oral reports at public hearings relating to the EIR and the proposed CityWalk Master Plan.
- The Mitigation Monitoring and Reporting Program.
- The Resolution of the City Planning Commission Certifying the Final Environmental Impact Report, Making Findings Concerning Mitigation Measures, Adopting a Mitigation Monitoring and Reporting Program, and Making Findings Concerning Alternatives in Accordance with the California Environmental Quality Act for the CityWalk Master Plan project (Resolution No. 10-20).
- All other public reports, documents, studies, memoranda, maps, or other planning documents relating to the CityWalk Master Plan project or the Final EIR prepared by the Applicant, City, consultants to the City, or responsible or trustee agencies with respect to the City's compliance with the requirements of CEQA and the Master Plan Entitlements.

- The City of San Ramon General Plan 2035 (adopted April 28, 2015, last amended October 2019) and all environmental review documents prepared pursuant to section 21081 of the Public Resources Code related thereto.
- All related environmental review documents for the City Center Project.
- All public matters of common knowledge to this Commission, including, but not limited to (1) the City of San Ramon General Plan and other applicable policies, (2) the City of San Ramon Zoning Ordinance and other applicable ordinances, (3) information regarding the City's fiscal status, (4) applicable City policies, guidelines, and regulations, (5) reports, projections, and documentation regarding development within and surrounding the City, and (6) federal, state, and county laws, regulations, guidelines, and publications.

The documents described above comprising the record of proceedings are located in the offices of the Planning/Community Development Department, in the City of San Ramon. The custodian of these documents is the Director of Planning/Community Development or her designee.

D. Consideration of the Environmental Impact Report

In recommending adoption of these findings, this Commission finds that the EIR was presented to this Commission, which reviewed and considered the information in the EIR prior to making a determination on the Master Plan Entitlements. This Commission adopts the CEQA Findings herein as being in compliance with CEQA, prior to recommending approval of the Master Plan Entitlements. By these CEQA Findings, this Commission ratifies, adopts and incorporates the analysis, explanation, findings, responses to comments and conclusions of the EIR, which represent the independent judgment and analysis of the Planning Commission.

E. Severability

If any term, provision, or portion of these CEQA Findings, or the application of these CEQA findings to a particular situation, is held by a court to be invalid, void or unenforceable, the remaining provisions of these CEQA Findings, or their application to other actions related to the San Ramon City Center project and the Master Plan Entitlements, shall continue in full force and effect unless amended or modified by the City.

III. FINDINGS AND RECOMMENDATIONS REGARDING SIGNIFICANT IMPACTS WHICH ARE AVOIDED OR MITIGATED TO A LESS THAN SIGNIFICANT LEVEL

A. Air Quality

1. Conflict with or Obstruct Implementation of the Applicable Air Quality Plan (Impact AIR-1)

a. Potential Impact. The proposed Master Plan could conflict with or obstruct implementation of the applicable air quality plan – i.e., BAAQMD’s 2017 Clean Air Plan. Specifically, the proposed Master Plan could conflict with Building and Control Measure SS36 governing particulate matter.

b. Mitigation Measures AIR-2a, AIR-2e. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Mitigation Measure AIR-2a. The following Best Management Practices (BMPs), as recommended by the BAAQMD, shall be included in the design of all development contemplated by the proposed Master Plan and implemented during all construction:

- All active construction areas shall be watered at least two times per day.
- All exposed non-paved surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and access roads) shall be watered at least three times per day and/or non-toxic soil stabilizers shall be applied to exposed non-paved surfaces.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered and/or shall maintain at least 2 feet of freeboard.
- All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 miles per hour.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage regarding idling restrictions shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.
- The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The City of San Ramon and the construction contractor shall take corrective action within 48 hours. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations.

Mitigation Measure AIR-2e. Prior to issuance of the final certificate of occupancy for any non-residential building developed under the proposed Master Plan, the project applicant shall provide documentation to the City of San Ramon that development under the proposed Master Plan would adhere to the existing approved Transportation Demand Management (TDM) Program for the Bishop Ranch Business Park that has been shown to promote trip reductions. The incentive programs outlined in the Bishop Ranch Business Park TDM Program promote trip reductions through the use of strategies and include, but are not limited to:

- A Bishop Ranch Transportation Center with travel information kiosks and on-site TDM coordinators to provide transportation information educational programs
- Tenant Employee Transportation Coordinator
- Fully subsidized transit passes on County Connection buses
- Promotion and support of carpools, vanpools and rideshare
- Bicycle amenities such as secure racks and showers
- Incentives for using alternative travel modes, including access to 511 Contra Costa Guaranteed Ride Home Program
- Promotion of TDM Public Outreach Campaigns—511 Contra Costa
- New employee orientation meetings detailing TDM opportunities
- Meetings with City TDM Advisory Committee

c. **Findings.** Based on the EIR and the entire record before this City, this City finds that:

(i) **Effects of Mitigation.** The potential impacts associated with mud and dirt trackout will be mitigated to a less than significant level through implementation of Mitigation Measure AIR-2a by implementing BMPs recommended by the BAAQMD for fugitive dust emissions during construction. Mud and dirt that may be tracked out onto nearby public roads during construction activities would be removed promptly by the contractor based on the BAAQMD’s requirements.

In addition, implementation of MM AIR-2e, which requires the Master Plan to participate in the existing TDM plan, would ensure compliance the Clean Air Plan’s ride sharing provisions. The project applicant currently manages a TDM Plan that includes a set of strategies designed to reduce peak-hour vehicular traffic to and from the Bishop Ranch Business Park, which encompasses the Master Plan area. Promoting and supporting carpools and rideshare is one of the strategies included in the TDM. In addition, Transit Hubs would be developed at BR 1A, BR 3A, and BR 2600. Transit hubs would serve public transit, private buses, ride-hailing services, and other forms of motorized transportation

2. Cumulatively significant Net Increase of any Criteria Pollutant for which Project Region is in Non-Attainment (Impact AIR-2)

a. **Potential Impact.** The region is in non-attainment for the federal and State ozone standards, the State PM₁₀ standards, and the federal and State PM_{2.5} standards. Potential impacts would result in exceedances of State or federal standards for nitrogen oxide (NO_x) or particulate matter (PM₁₀ and PM_{2.5}). The proposed Master Plan would generate emissions from construction equipment exhaust, worker travel, and fugitive dust as PM₁₀ and PM_{2.5}. PM is of concern during construction because of the potential to emit fugitive dust during earth-disturbing activities (construction fugitive dust). Construction emissions would also slightly exceed the BAAQMD-recommended threshold for emissions of NO_x.

In addition, implementation of the proposed Master Plan would result in total organic gas (ROG) and NO_x emissions that would exceed BAAQMD’s thresholds of significance for both

annual operational emissions and daily operational emissions, indicating that on-going operations would be considered to have the potential to generate a significant quantity air pollutants.

b. Mitigation Measures AIR-2a, AIR-2b, AIR-2c, AIR-2d, AIR-2e, AIR-2f, AIR-2g, AIR-2h. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring and Reporting Program:

Mitigation Measure AIR-2a. For a summary of MM AIR-2a, please see the summary provided under the discussion of Impact AIR-2 on Page 7 of these Findings. .

Mitigation Measure AIR-2b. Prior to the issuance of any grading or building permits (whichever occurs earliest), the project applicant and/or construction contractor shall prepare a construction operations plan that, during construction activities, requires all off-road equipment with engines greater than 50 horsepower to meet United States Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier 4 Final off-road emission standards. This plan shall be implemented prior to construction activities to ensure that all off-road equipment with engines greater than 50 horsepower meet either EPA or ARB Tier 4 Final off-road emission standards. The construction contractor shall maintain records concerning its efforts to comply with this requirement during construction, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of San Ramon.

Mitigation Measure AIR-2c. The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations:

- Provision of outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment.

Mitigation Measure AIR-2d. The following measures shall be applied under the proposed Master Plan during both construction and operation to reduce ROG emissions:

- Use super-complaint architectural coatings. These coatings are defined as those with volatile organic compound (VOC) less than 10 grams per liter. South Coast Air Quality Management District (SCAQMD) 8 provides a list of manufacturers that provide this type of coating.
- Keep lids closed on all paint containers when not in use to prevent ROG emissions and excessive odors.
- Use compliant low reactive organic gas (ROG) cleaning solvents (also known as low VOC cleaning solvents) to clean paint application equipment.
- Keep all paint and solvent laden rags in sealed containers to prevent ROG emissions.

Mitigation Measure AIR-2e. For a summary of MM AIR-2e, please see the summary provided under the discussion of Impact AIR-2 on Page 8 of these Findings.

Mitigation Measure AIR-2f. The following measure shall be applied to all development under the proposed Master Plan to facilitate and promote the use of electric vehicles during operations.

- Prior to issuance of building permits, the project applicant shall prepare and submit building plans to the City of San Ramon that demonstrates that all buildings meet or exceed building code standards.
- Prior to issuance of building permits, the project applicant shall prepare and provide documentation demonstrating that the new development under the proposed Master Plan would include installation of on-site charging units for electric vehicles. Plans for on-site electric vehicle charging shall demonstrate that proposed Master Plan would meet or exceed electric vehicle parking provisions required by California Green Building Standards.

Mitigation Measure AIR-2g. Prior to the issuance of building permits necessary for construction of any residential components of the proposed Master Plan, the project applicant shall provide documentation to the City of San Ramon demonstrating that all new residential land uses will be designed as all-electric developments. All-electric developments shall not include natural gas.

Mitigation Measure AIR-2h. MM AIR-2h will be implemented to offset ROG and NO_x emissions generated during project operation that are above the applicable BAAQMD emissions thresholds.

- **Step 1.** The project applicant shall, prior to the occupancy of the 1,775th dwelling unit under the proposed Master Plan, demonstrate to the City of San Ramon that long-term operational ROG and NOX emissions would be below the levels established by the BAAQMD thresholds. This may be achieved by providing refined emission estimates prepared by a qualified air quality specialist which verifies that development under the proposed Master Plan would not exceed the applicable regional thresholds during project operations for ROG and NOX. As Phase 7 is not anticipated to begin operations until 2034, there are several factors that could result in lower operational emissions than those presented in this EIR. For instance, the project applicant may employ technologies that are not available at the present date (2020) to reduce operational emissions to below levels of significance. In addition, development under the proposed Master Plan could benefit from compliance with regulations affecting mobile-source and area-source operational emissions that are currently not proposed. In addition, emission factors available at the time Phase 7 is expected to begin operations would likely differ from those available at the time of this writing (2020). Step 1 requires the project applicant to demonstrate, to the satisfaction of the City, that the proposed Master Plan's long-term operational emissions would not exceed the applicable BAAQMD's regional thresholds. If the proposed Master Plan's estimated emissions continue to exceed any applicable BAAQMD regional threshold, the requirements outlined in Steps 2 and 3 of this mitigation measure would apply.

- **Step 2.** The project applicant shall, prior to the occupancy of the 1,775th dwelling unit under the proposed Master Plan, enter into an agreement with the City of San Ramon to develop or participate in a verifiable offsite mitigation program to offset operational ROG and NOX emissions to the levels established by the BAAQMD thresholds for the years in which the proposed Master Plan's operational emissions exceed the BAAQMD thresholds after incorporation of MM AIR-2c through MM AIR-2g. The offsite mitigation program shall require the project applicant to provide payment to fund emission reduction projects through grants or similar mechanisms within the San Francisco Bay Area Air Basin. All offsite reductions must be quantifiable, verifiable, and enforceable. During the years of exceedance, the offset cost would be equal to the difference between the proposed Master Plan operational emissions and the applicable BAAQMD threshold multiplied by the emissions fee(s).
- **Step 3.** If Step 2 is required, the project applicant shall provide a report within 15 months of occupancy of the 1,775th dwelling unit under the proposed Master Plan demonstrating compliance with Step 2 of this mitigation measure. The report shall demonstrate that operational emissions of ROG and NOX emissions for development under the proposed Master Plan did not exceed levels established by the BAAQMD thresholds in the year of operations being analyzed. The emissions inventory shall be prepared using BAAQMD's approved/recommended emissions inventory model at the time of preparation of the report, using inputs and assumptions generally consistent with the model runs provided in the EIR prepared for the project. Following the submittal of the first required report, update reports shall be submitted to the City on an annual basis. Annual reporting of the implementation of emissions reduction projects shall be required until the proposed Master Plan's emissions are less than the applicable BAAQMD's regional thresholds without offsets.

If annual reports indicate that emission reductions do not adequately reduce project emissions to a level below the regional BAAQMD's threshold for any year, then any emissions not offset in a previous year shall be offset in the following year (e.g., if the 2045 emissions exceed the threshold by five tons after the emissions reductions from credits, then those five tons of emissions must be offset in the following year).

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) *Effects of Mitigation.* With implementation of MM AIR-2a, cumulative construction impacts associated with violating an air quality standard or contributing substantially to an existing or projected air quality violation in terms of criteria air pollutant emissions specific to fugitive dust would be less than significant with mitigation.

Cumulative construction impacts associated with violating an air quality standard or contributing substantially to an existing or projected air quality violation in terms of criteria air pollutant emissions specific to ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5} would be less than significant after incorporation of MM AIR-2b.

MM AIR-2c and MM AIR-2d require design plans to use low ROG paint supplies and electric landscaping by all components of the proposed Master Plan. Although requiring the use of low ROG paint supplies during construction would not reduce the amount of operational ROG generated during operations, it would serve to reduce the proposed Master Plan's overall generation of ROGs.

MM AIR-2e (requiring non-residential components of the proposed Master Plan to participate in a Transportation Demand Management Program) and MM AIR-2f (requiring the proposed Master Plan to meet or exceed electric vehicle parking provisions required by California Green Building Standards) will reduce emissions of NO_x generated by the proposed Master Plan during operations from mobile sources to less than significant levels.

Implementation of MM AIR-2g would eliminate emissions from residential uses of natural gas, including emissions of ROG and NO_x associated with residential use of natural gas.

The proposed Master Plan's long-term operational emissions of ROG and NO_x could continue to exceed the applicable thresholds after implementation of MM AIR-2c through MM AIR-2g. Because there are approximately 26 years between the anticipated date of first occupancy of development under the proposed Master Plan and the anticipated date of full buildout, operational emissions were also estimated for each phase for informational purposes. Based on emission estimates prepared for each phase, development under the proposed Master Plan is not anticipated to exceed any applicable operational threshold in Phases 1 through 6. Therefore, prior to the occupancy of the 1,775th dwelling unit under the proposed Master Plan, the applicant must demonstrate to the City of San Ramon that long-term operational ROG and NO_x emissions would be below the levels established by the BAAQMD thresholds, as required by MM AIR-2h. With the implementation of MM AIR-2h, impacts associated with the project's generation of criteria pollutants and precursors attributable to later phases of development would be less than significant due to the project applicant's participation in a verifiable offsite mitigation program to offset operational ROG and NO_x emissions.

In addition, as Phase 7 is not anticipated to begin operations until 2034, there are several factors that could result in lower operational emissions than those presented in the DEIR. For instance, the project applicant may employ technologies that are not available at the present date (2030) to reduce operational emissions to below levels of significance. In addition, development under the proposed Master Plan could benefit from compliance with regulations affecting mobile-source and area-source operational emissions that are currently not proposed. However, even if factors do not occur in the future that could result in lower emissions, implementation of mitigation measures AIR-2a, AIR-2b, AIR-2c, AIR-2d, AIR-2e, AIR-2f, AIR-2g, AIR-2h would reduce emissions to less than significant levels.

3. Exposing Sensitive Receptors to Substantial Pollutant Concentrations (Impact AIR-3)

a. Potential Impact. Construction activities associated with development of the proposed Master Plan would include site preparation, grading, building construction, paving, and architectural coating. Generally, the most substantial air pollutant emissions would be dust generated from site grading. If uncontrolled, these emissions could lead

to both health and nuisance impacts. Construction activities would also temporarily create emissions of equipment exhaust and other air contaminants. In addition, during construction, the proposed Master Plan would result in the emissions of toxic air contaminants (TACs) that could potentially impact nearby sensitive receptors.

The proposed Master Plan would locate new sensitive receptors (residents) that could be subject to existing sources of TACs at the project site. However, the California Supreme Court concluded in *California Building Industry Association v. BAAQMD*, 62 Cal.4th 369 (2015), that agencies generally subject to CEQA are not required to analyze the impact of existing environmental conditions on a project's future users or residents. Although impacts from existing sources of TAC emissions on sensitive receptors on the Master Plan area are not subject to CEQA, the BAAQMD recommends assessing the potential cumulative impacts from sources of TACs within 1,000 feet of a project when siting new sensitive land uses. The EIR concluded that health impacts from existing TAC emission sources located within 1,000 feet of the Master Plan area would exceed the BAAQMD's cumulative health significance thresholds for cancer risk and PM2.5 concentrations.

b. Mitigation Measures AIR-2a, AIR-2b, AIR3a. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring and Reporting Program:

Mitigation Measure AIR-2a. For a summary of MM AIR-2a, please see the summary provided under the discussion of Impact AIR-1 on Page 7 of these Findings.

Mitigation Measure AIR-2b. For a summary of MM AIR-2b, please see the summary provided under the discussion of Impact AIR-2 on Page 9 of these Findings.

Mitigation Measure AIR-3a. The project applicant shall install high efficiency Minimum Efficiency Reporting Value (MERV) filters with a rating of 13 in the intake of the residential ventilation systems. Prior to the issuance of any building permit associated with residential development, the project applicant shall provide to the City for review and approval evidence that in-unit filtration systems with efficiencies equal to or exceeding a 13, as defined by defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers (ASHRAE) Standard 52.2, are included in the proposed Master Plan development as a standard design feature. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the owner/property manager shall commit to maintaining and replacing the MERV 13 filters in accordance with the manufacturer's recommendations. A signed commitment letter from the owner/property manager shall be submitted to the City of San Ramon within the first 60 days of occupancy of any residential land uses developed under the proposed Master Plan.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. The BAAQMD bases the determination of significance for fugitive dust on a consideration of the control measures to be implemented. If all appropriate emissions control measures recommended by the BAAQMD are implemented, then fugitive dust emissions during construction are not considered significant. MM

AIR-2a includes the fugitive dust control measures recommended by the BAAQMD, thereby reducing this impact to less than significant.

Construction of the proposed Master Plan would exceed the applicable BAAQMD thresholds for one of the three health impact metrics prior to the application of mitigation beyond that required by MM AIR-2a. Specifically, the diesel particulate matter (DPM) concentration during construction of the proposed Master Plan could exceed the applicable cancer risk significance threshold in multiple scenarios. This represents a potentially significant construction TAC exposure impact. Therefore, additional mitigation is required to reduce the impact during the construction period to below a level of significance. MM AIR-2b requires the project applicant and/or construction contractor to provide documentation to the City of San Ramon that all off-road diesel-powered construction equipment greater than 50 horsepower meet EPA or ARB Tier IV Final off-road emissions standards. After incorporation of MM AIR-2a and MM AIR-2b, the proposed Master Plan would not exceed any applicable health risk thresholds at any off-site sensitive receptors. However, the proposed Master Plan's construction emissions would continue to exceed the applicable BAAQMD significance threshold for cancer risk after the incorporation of MM AIR-2a and MM AIR-2b in at least one scenario that analyzes impacts at proposed on-site residential sensitive receptors.

To reduce impacts at future residential sensitive receptors within the proposed Master Plan area, MM AIR-3a is recommended in addition to MM AIR-2a and MM AIR-2b. MM AIR-3a requires the installation of MERV 13 filters to address cancer risks and PM concentrations on the proposed Master Plan area during project operations. The proposed Master Plan's health impacts from construction emissions would not exceed any applicable significance threshold with implementation of MM AIR-2a, MM AIR-2b, and MM AIR-3a. Therefore, project-related emissions would not result in significant health impacts to nearby existing and proposed sensitive receptors during construction of the proposed Master Plan.

In addition, after incorporation of MM AIR-2a and MM AIR-2b, the cumulative health impacts at the Maximum Impacts Sensitive Receptor ("MIR") from existing TAC emission sources located within 1,000 feet of the proposed Master Plan, combined with the mitigated construction-related emissions would not exceed BAAQMD's recommended cumulative health significance thresholds. The cumulative TACs impact during construction of the proposed Master Plan at off-site receptors would be less than significant after incorporation of mitigation.

Furthermore, the proposed Master Plan would meet the recommended buffer distances between sensitive receptor land uses and TAC-generating land uses for all sources of TACs identified in the ARB Air Quality and Land Use Handbook with the exception of heavily traveled roads. Incorporation of MM AIR-3a, requiring the installation and maintenance of filters meeting the MERV 13 standard, would reduce impacts to future residents within the proposed Master Plan from heavily traveled roads.

MM AIR-3a would reduce impacts to residential sensitive receptors from all sources of TACs. Cumulative impacts would be below the BAAQMD-recommended thresholds at future residential on-site receptors after the incorporation of MM AIR-2a, and MM AIR-2b, and MM AIR-3a.

B. Biological Resources

1. Habitat Modification (Impact BIO-1)

a. Potential Impact. Implementation of the proposed Master Plan may have a potentially significant impact on portions of the Project site containing suitable habitat for burrowing owl and nesting birds. Therefore, development activities associated with the proposed Master Plan could impact burrowing owl or nesting birds protected by the Migratory Bird Treaty Act (“MBTA”).

b. Mitigation Measures BIO-1, BIO-2. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Mitigation Measure BIO-1. Prior to any ground disturbance activities on BR 1A or BR 3A, a qualified Biologist shall conduct a focused survey to determine the presence or absence of burrowing owls on-site. The survey shall be conducted according to the standard protocol established by the California Department of Fish and Wildlife (CDFW) and the Burrowing Owl Consortium (BOC). If burrowing owl is determined to be present on the site, mitigation for potential impacts to owls shall follow the guidelines outlined by the BOC, including passive relocation. If vegetation removal or ground disturbance begins within 30 days of the focused survey, no pre-construction survey would be required. If vegetation removal or ground disturbance activities begin after 30 days of the focused survey, a pre-construction survey would be required to be performed no earlier than 30 days prior to vegetation removal or ground disturbance.

Mitigation Measure BIO-2. 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 no more than 15 days prior to ground disturbance. 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 (e.g., 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.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. Under Mitigation Measure BIO-1a, a pre-construction survey for the burrowing owl must be performed prior to any ground-disturbing activities. Mitigation Measure BIO-1b requires a pre-construction nesting bird survey to be performed prior to any vegetation removal during the nesting season, generally the period between February 1 and August 31. In the event that sensitive species are identified during these surveys, both Mitigation Measures require additional measures be taken that will avoid any significant impacts of any species discovered on site. Therefore, impacts would be less than significant with mitigation incorporated.

C. Cultural Resources and Tribal Cultural Resources

1. Change in the Significance of an Historical Resource (Impact CUL-1)

a. Potential Impact. There are no recorded resources within the Master Plan area or the 0.5-mile radius of the Master Plan area and none were encountered during the pedestrian field survey. While unlikely, subsurface construction activities always have the potential to damage or destroy previously undiscovered historic resources such as wood, stone, foundations, and other structural remains; debris-filled wells or privies; and deposits of wood, glass, ceramic, and other refuse, if encountered.

b. Mitigation Measure CUL-1. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

An archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology should be present during the initial grading on BR 1A, BR 3A, and BR 2600 to check for the inadvertent exposure of cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic “spot-check” monitoring, but full-time archaeological monitoring is not recommended at this time. In the event cultural resources are encountered during subsurface activities, all construction within a 100-foot radius of the find shall cease until the 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 Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of CEQA 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, or historic dumpsites. The Archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resource, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. Implementation of Mitigation Measure (MM) CUL-1 would ensure that, in the event a previously undiscovered 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. Therefore, impacts would be less than significant with mitigation incorporated.

2. Change in the Significance of an Archaeological Resource (Impact CUL-2).

a. Potential Impact. No archeological resources are within the planning area or the 0.5-mile search radius, and none were observed over the course of the pedestrian survey. A significant prehistoric habitation site (P-07-000718) has been recorded 0.6

miles from the project however, and ground cover obscured much of the survey area during the pedestrian survey, increasing the chances that undiscovered archaeological resources may be present within the Master Plan area.

b. Mitigation Measure CUL-1. Mitigation Measure CUL-1 is hereby adopted and will be implemented as provided by the Mitigation Monitoring and Reporting Program. For a summary of MM CUL-1, please see the summary provided under the discussion of Impact CUL-1 on Page 16 of these Findings.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. Implementation of Mitigation Measure (MM) CUL-1 would ensure that in the event a previously undiscovered archeological 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. Therefore, impacts would be less than significant with mitigation incorporated.

(ii) Remaining Impacts. Any remaining impacts related to a substantial adverse change in the significance of an archaeological resource pursuant to Section 25064.5 will not be significant.

3. Disruption to Human Remains (CUL-3).

a. Potential Impact. No human remains or cemeteries are known to exist within or near the Master Plan area. However, there is always the possibility that subsurface construction activities associated with the proposed Master Plan, such as trenching and grading, could potentially damage or destroy previously undiscovered human remains.

b. Mitigation Measure CUL-3. Mitigation Measure CUL-3 is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program.

If during the course of construction activities there is accidental discovery or recognition of any human remains, the following steps shall be taken:

1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code Section 5097.98.

2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:

- The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.
- The descendant identified fails to make a recommendation.
- The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.

Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:

- When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the Native American Heritage Commission as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the Native American Heritage Commission.

c. **Findings.** Based on the DEIR and the entire record before this City, this City finds that:

(i) **Effects of Mitigation.** Implementation of Mitigation Measure CUL-3 would require that work be halted, and the County Coroner be called to make a determination as to the nature of human remains and to confirm the next steps regarding contacting the NAHC and appropriate tribal representatives. CEQA Guidelines Section 15064.5(d)—Effects on Human Remains, Health and Safety Code Section 7050.5, and Public Resources Code Sections 5097.94 and Section 5097.98 must also be followed. Therefore, with implementation of MM CUL-3 and compliance with the aforementioned CEQA Guidelines, direct and indirect impacts related to disturbance of human remains would be less than significant.

D. Geology, Soils, and Seismicity

1. Soil Erosion or the Loss of Topsoil (Impact GEO-2)

a. **Potential Impact.** Construction activities associated with buildout of the Master Plan would involve vegetation removal, grading, and excavation activities that could expose barren soils to sources of wind or water, resulting in erosion and sedimentation on and off the Master Plan area.

b. Mitigation Measure HYD-1a. Mitigation Measure HYD-1a is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program.

Prior to the issuance of grading permits, the project applicant shall file a Notice of Intent (NOI) with and obtain a facility identification number from the State Water Resources Control Board. The project applicant shall also submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of San Ramon that identifies specific actions and BMPs to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, site restoration, contingency measures, responsible parties, and agency contacts.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. Implementation of Mitigation Measure HYDA-1a (including the preparation and implementation of a SWPPP and compliance with City Code requirements) would reduce potential construction-related erosion impacts to less than significant levels. The proposed Master Plan would result in the coverage of the Master Plan area with mostly impervious surfaces and landscaping, which would eliminate the potential for erosion to occur once the proposed Master Plan has been completed. Therefore, impacts would be less than significant.

2. Directly or Indirectly Destroy a Unique Paleontological Resource or Site or Unique Geologic Feature (Impact GEO-5)

a. Potential Impact. No recorded paleontological resources are known to be present within the Master Plan area, nor were any encountered during the field survey. However, the Master Plan area was a lowland of riparian woodlands and grassy plains during the Pleistocene Epoch and could contain significant vertebrate fossils.

b. Mitigation Measure GEO-5. Mitigation Measure GEO-5 is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program.

Prior to initiation of deep excavation procedures at depths greater than 10 feet, a qualified Paleontological Monitor shall be retained to conduct an on-site monitoring program to ensure protection of previously unknown paleontological specimens. In the event a fossil is discovered during construction of the proposed Master Plan area 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 of San Ramon and the 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.

c. **Findings.** Based on the EIR and the entire record before this City, this City finds that:

(i) **Effects of Mitigation.** Implementation of Mitigation Measure GEO-5 will reduce potentially significant impacts to vertebrate fossils to less than significant levels.

E. Greenhouse Gas Emissions

1. Conflict with an Applicable Plan, Policy, or Regulation for the Purpose of Reducing Greenhouse Gas Emissions (Impact GHG-2).

a. **Potential Impact.** In determining whether a project or plan conflicts with any applicable plan, policy, or regulation, the California Natural Resources Agency has stated that in order to be used for the purpose of determining significance, an applicable plan, policy, or regulation must contain specific requirements that result in reductions of GHG emissions to a less than significant level. Significance for this impact was determined by the proposed Master Plan's consistency with the City of San Ramon Climate Action Plan (CAP) adopted in August 2011, and the Air Resources Board (ARB) adopted 2017 Climate Change Scoping Plan Update.

The CAP has been determined to be a "Qualified Greenhouse Gas Reduction Strategy" and can be used as guidance for local decision makers and staff to ensure that future actions and land use decisions are also consistent with State and local greenhouse gas (GHG) reduction goals as they relate to climate change and CEQA. The CAP ensures consistency with AB 32 GHG reduction goals but does not address SB 32 (the California Global Warming Solutions Act) GHG reduction goals. Since AB 32 goals are based on targets for the year 2020, the CAP can no longer solely be relied upon to determine project significance. To address post-2020 GHG reduction goals, the proposed Master Plan is also assessed for compliance with the ARB adopted 2017 Climate Change Scoping Plan Update. This would be achieved with an assessment of the proposed Master Plan's compliance with applicable Scoping Plan measures.

Construction

Impacts related to a project's consistency with a GHG emissions reduction plan are primarily related to long-term operational activities. However, short-term construction activities would comply with and use equipment and fuel consistent with Statewide requirements set forth in the 2017 Scoping Plan Update. For example, fuel used during construction of the proposed Master Plan would comply with the California Low Carbon Fuel Standard. Because construction of the proposed Master Plan would not conflict with the 2017 Scoping Plan Update, the construction impact related to consistency with an applicable GHG emissions reduction plan would be less than significant.

Operation

As discussed above, the CAP identifies policies that will achieve the State-recommended GHG target of 15 percent below 2008 levels by the year 2020. The proposed Master Plan is consistent with measures in the CAP governing energy, land use and mobility, and transportation. For instance, the proposed Master Plan will:

- Comply with the applicable Title 24 Energy Efficiency Standards in effect at the time building permits are received. Title 24 Energy Efficiency Standards are expected to increase in stringency over time. Adherence to Title 24 Energy Efficiency Standards would ensure that development under the proposed Master Plan would include energy conservation features.
- Comply with the California Energy Code, the California Updated Model Landscape Ordinance, and local regulations. General Plan policies 8.6-I-1, 8.6-I-2, 8.6-I-3, and 8.6-I-4 irrigation design standards includes several items to ensure the efficient use of water, including the requirement for new development projects to implement water conservation and demand management measures for both indoor and outdoor uses. Policy 8.6-I-3 requires new development in areas where recycled water service exists or is planned to be plumbed with “purple pipe” and other measures necessary to accommodate nonpotable water service. An existing recycled water main is located within the Iron Horse Trail corridor. The proposed Master Plan uses would connect to this existing recycled water main located within the Iron Horse Trail corridor. With adherence to these regulations and General Plan policies, the proposed Master Plan would consume energy and water in an efficient manner and would be consistent with the CAP.
- Provide code- required bicycle parking spaces throughout the Master Plan area. The proposed Master Plan would also include bicycle parking and storage facilities.
- Provide transit hubs within BR 1A, BR 3A, and BR 2600 that would be integrated into the existing TDM program. One of the objectives of the transit hubs is to centralize pick- up and drop-off points so as to avoid circuitous and lengthy bus routes within the Bishop Ranch Business Park. Inclusions of the transit hubs would improve the effectiveness and efficiency of transit.

However, the EIR did include a mitigation measure to be consistent with CAP Measure T-6 (improving the effectiveness of existing TDM Programs and ensuring that new developments with large employee concentrations implement TDM Programs). Mitigation Measure AIR-2e is adopted, which requires the proposed Master Plan to participate in the existing TDM Program for the Bishop Ranch Business Park, which would ensure compliance with measure T-6.

The proposed Master Plan is also consistent with the 2017 Climate Change Scoping Plan Update. Specifically, consistent with the provisions of BAAQMD Regulation 6, Rule 3, no wood-burning devices are proposed as part of the proposed Master Plan. Natural gas hearths produce very little black carbon compared to wood-burning fireplaces. Furthermore, MM AIR-2g requires all new residential land uses to be designed as all-electric developments. Inclusion of MM AIR-2g further ensures that development under the proposed Master Plan would not include major sources of black carbon. The remaining non-residential portions of the proposed Master Plan would not be major sources of black carbon. Therefore, the proposed Master Plan would not include major sources of black carbon.

b. Mitigation Measure AIR-2e. Mitigation Measure AIR-2e is hereby adopted and will be implemented as provided by the Mitigation Monitoring and Reporting

Program. For a summary of MM AIR-2e, please see the summary of Transportation Demand Management program mitigations provided under the discussion of Impact AIR-1 on Page 8 of these Findings.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. The project applicant currently manages a TDM Plan that includes a set of strategies designed to reduce peak- hour vehicular traffic to and from the Bishop Ranch Business Park, which encompasses the Master Plan area. Implementation of MM AIR-2e, which requires the project to participate in the existing approved TDM Program for the Bishop Ranch Business Park, would ensure compliance with the CAP.

F. Hazards and Hazardous Materials

1. Upset and Accident Conditions Involving the Release of Hazardous Materials (Impact HAZ-2)

a. Potential Impact. The Subsurface Investigation for BR 3A found that small concentrations of diesel and motor oil were detected in upper soil layers (i.e., 3 feet or less). The source is unknown. The Subsurface Investigation noted that standard grading and soil engineering practices would abate this condition. The Subsurface Investigation noted that soils excavated during site grading may not be suitable for unrestricted use.

b. Mitigation Measure HAZ-2. Mitigation Measure HAZ-2 is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program.

Soil generated by construction activities on BR 3A shall be stockpiled onsite in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported and disposed of in a safe and secure manner. Prior to off-site disposal of any excavated soils from BR 3A, the applicant shall retain a qualified consultant to test the soils for petroleum hydrocarbons. If testing reveals concentrations above acceptable levels, the applicant shall either treat the soils or dispose of them at an approved disposal facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board (RWQCB), Contra Costa Health Services and policies of the City of San Ramon.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. The Subsurface Investigation for BR 3A noted that soils excavated during site grading may not be suitable for unrestricted use and recommended that the soils be tested for petroleum hydrocarbons prior to disposal. This recommendation is reflected in Mitigation Measure (MM) HAZ-2. With implementation of MM HAZ-2, impacts would be less than significant.

G. Hydrology and Water Quality

1. Potential to Violate Water Quality Standards, Waste Discharge Requirements, and Degrade Surface Water Quality (Impact HYD-1)

a. Potential Impact. Construction activities associated with buildout of the Master Plan would involve vegetation removal, grading, and excavation activities on-site. Ground-disturbing activities related to construction would temporarily increase the amount of debris on-site. Grading activities may increase erosion and sedimentation that could be carried by runoff, along with other pollutants onsite, into the storm drainage system, thereby potentially degrading downstream water quality or groundwater quality. Chemicals such as gasoline, diesel fuel, lubricating oil, hydraulic oil, lubricating grease, automatic transmission fluid, paints, solvents, glues, and other substances would be utilized during construction. An accidental release of any of these substances could degrade surface water quality in downstream water bodies or groundwater quality.

In addition, buildout of the Master Plan would increase the amount of impervious surface coverage and would create the potential for discharge of urban pollutants into downstream waterways. Such pollutants would include sediment and turbidity, nutrients, organic compounds, oxygen demanding substances, trash and debris, bacteria and viruses, oil and grease, pesticides, and metals.

b. Mitigation Measures HYD-1a and HYD-1b. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Mitigation Measure HYD-1a. For a summary of MM HYD-1a please see the summary provided under the discussion of Impact GEO-2 on Page 19 of these Findings

Mitigation Measure HYD-1b. Prior to the issuance of site development permits, the project applicant shall submit a final Stormwater Control Plan (SCP) to the City of San Ramon for review and approval. The SCP shall be developed using the Contra Costa Stormwater C.3 Guidebook and be designed to discourage prolonged standing/ponding of water onsite.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. Implementation of MM HYD-1a, which would require the project applicant to prepare and implement a SWPPP, would ensure that potential, short-term, construction water quality impacts are reduced to a level of less than significant. Final elements of the SWPPP would be confirmed by the City of San Ramon prior to the issuance of a grading permit. In addition, MM HYD-1b would ensure that that potential, long-term, operational water quality impacts are reduced to a level of less than significant. MM HYD-1b requires that the project applicant prepare and submit a SCP to the City of San Ramon for review and approval. Final elements of the SCP would be confirmed by the City of San Ramon prior to the issuance of a grading permit.

H. Noise

1. Conflict with any Land Use Plan, Policy, or Regulation for the Purpose of Avoiding or Mitigating an Environmental Effect (Impact NOI-1)

a. **Potential Impact.** The proposed future residential land use developments would be setback a minimum of 60 feet from all adjacent roadways, according to the CityWalk Design Guidelines. The DEIR analyzed nine roadway segments with the highest projected traffic noise levels in the Master Plan area in comparison to the City's normally acceptable exterior noise level standard for residential types of land use development. All but two roadway segments would exceed the normally acceptable exterior noise level standard as measured at the nearest residential facades. With windows open, the interior noise levels of the proposed units nearest to and facing these roadway segments would not meet the State's interior noise standard for multi-family residential development. Only traffic noise levels from I-680 would exceed the City's conditionally acceptable noise level standard for residential types of land use development as measured at the nearest facades or proposed development within the Master Plan area.

b. **Mitigation Measures NOI-1a and NOI-1b.** The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Mitigation Measure NOI-1a. To reduce potential traffic noise impacts, prior to issuance of building permits, the applicant shall submit evidence to the satisfaction of the Planning Division to demonstrate that the proposed Master Plan includes a code compliant mechanical ventilation system that would permit windows to remain closed for prolonged periods for all proposed residential units fronting the following roadway segments.

- Camino Ramon—From Norris Canyon Road to Executive Parkway
- Camino Ramon—From Executive Parkway to Bishop Drive
- Camino Ramon—From Bishop Drive to Bollinger Canyon Road
- Sunset Drive—From The Shops at Bishop Ranch/Bishop Ranch 2 to Bollinger Canyon Road
- Bollinger Canyon Road—From Camino Ramon to Bishop Ranch 1 East
- Interstate 680 North of Bollinger Canyon Road

Mitigation Measure NOI-1b. The project shall provide upgraded wall and window assemblies for all residential units that would have a line of sight to I-680 (and would be located within 390 feet of I-680). The combined wall and window assembly shall have a minimum Standard Transmission Class (STC) rating of 32-STC or provide design level analysis to the City for review and approval that shows that the residential interior noise level standard of 45 dBA CNEL will be achieved. Prior to issuance of building permits, the applicant shall have a professional acoustic consultant review the final design plans to provide assurance to City staff that the design would provide the required STC rating.

c. **Findings.** Based on the EIR and the entire record before this City, this City finds that:

(i) **Effects of Mitigation.** Inclusion of alternate ventilation systems such as mechanical air conditions, which satisfies the requirements of the UBC, would allow windows to remain closed for prolonged periods of time, sufficiently reducing traffic noise levels to meet interior noise level standards. Therefore, implementation of MM NOI-1a would ensure that the proposed residential uses adjacent to Camino Ramon, Sunset Drive, and Bollinger Canyon not result in a conflict with the City's adopted land use-noise compatibility guidelines and traffic noise impacts would be mitigated to less than significant levels.

However, even with implementation of MM NOI-1a, interior noise levels of the proposed residential units nearest to I-680 would not meet the State's interior noise standard. Therefore, upgraded wall and window assemblies would be required for all residential units that have a line of sight to I-680 and that are within 390-feet of the centerline of I-680. Prior to issuance of building permits, the applicant shall have a professional acoustic consultant review the final design plans to provide assurance to City staff that the design would provide the required STC rating. MM NOI-1b specifies this enhanced STC rating for wall and window assemblies to ensure compliance with the State's interior noise standard for multi-family residential development. Therefore, with implementation of MM NOI-1a and NOI-1b traffic noise impacts would be mitigated to less than significant.

2. Generate a Substantial Temporary or Permanent Increase in Ambient Noise Levels in the Vicinity of the Master Plan Area (Impact NOI-2)

a. Potential Impact. Construction associated with buildout of the Master Plan is expected to require the use of front-end loaders, excavators, haul trucks, water trucks, concrete mixer trucks, and pickup trucks. The maximum noise level generated by each concrete mixing truck is assumed to be 85 dBA L_{max} at 50 feet from this equipment. Each front-end loader would also generate 85 dBA L_{max} at 50 feet. The maximum noise level generated by excavators is approximately 85 dBA L_{max} at 50 feet. Each doubling of sound sources with equal strength increases the noise level by 3 dBA. These operations would be expected to result in a reasonable worst-case hourly average of 86 dBA L_{eq} at a distance of 50 feet from the acoustic center of a construction area. In addition to the compressible nature of the soils on BR 1A, 14-inch concrete piles would be required as part of the building foundations to avoid expansive soil impacts. As a result, construction of the structures on BR 1A would require a pile driver to be used. The closest sensitive-receptor to where pile driving could occur is the Residence Inn by Marriott San Ramon located approximately 230 feet east of BR 1A. At this distance, the pile driver activity would result instantaneous maximum noise levels of up to 82 dBA L_{max} at this closet sensitive receptor.

A significant impact would occur if noise producing construction activities would result in generation of a substantial temporary increase in excess of the City's construction noise standards. The City of San Ramon has not established a quantitative threshold of significance for a temporary increase in noise levels due to construction activity, but rather limits construction noise by restricting construction activities to the hours between Monday through Friday, between 7:30 a.m. and 7:00 p.m. and on Saturdays and Sundays, between 9:00 a.m. and 6:00 p.m. In addition, construction activity is prohibited on federally recognized holidays. Limiting construction activities to daytime hours would reduce the effects of noise levels produced by these activities on

longer-term ambient noise levels, and would reduce potential impacts that could result in annoyance or sleep disturbance at nearby sensitive receptors.

Furthermore, while CEQA does not require an analysis of the project's impact on the project itself, mitigation measure NOI-2 will be implemented during each phase of development and will reduce any significant impacts construction noise may have on residents of the proposed Master Plan to less than significant levels.

The proposed Master Plan would also generate operational noise levels from stationary noise sources, specifically, parking lot activities and from new exterior mechanical equipment, such as mechanical ventilation systems. In addition, the proposed Master Plan would generate operational noise levels from mobile sources. These operational noise impacts would be less than significant and no mitigation is required.

b. Mitigation Measures NOI-2. The following mitigation measure is hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

To reduce potential construction noise impacts, the following noise- reduction measure shall be implemented during construction:

- The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment.
- The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited.
- The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists.
- At all times during grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from the nearest residential land uses.
- The construction contractor shall designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (starting too early, bad muffler, etc.) and establishment reasonable measures necessary to correct the problem. The construction contractor shall visibly post a telephone number for the disturbance coordinator at the construction site.
- The construction contractor shall ensure that construction hours are limited to between 7:30 a.m. and 7:00 p.m. Monday through Friday and limited to between 9:00 a.m. to 6:00 p.m. on Saturdays and Sundays.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) *Effects of Mitigation.* Compliance with the City's permissible hours of construction (Monday through Friday, between 7:30 a.m. and 7:00 p.m. and on Saturdays and Sundays, between to 9:00 a.m. and 6:00 p.m.), as well as implementing the best

management noise reduction techniques and practices outlined in MM NOI-2, would ensure that construction noise would not result in a significant temporary increase in ambient noise levels. Therefore, with implementation of MM NOI-2, construction noise impacts would be reduced to less than significant.

I. Transportation

1. Contribute Traffic to Facilities that Would Operate Below Acceptable Levels of Services Under Existing Plus Project Conditions (Impact TRANS-1)

a. Potential Impact. The proposed Master Plan would contribute new trips to facilities that would operate at deficient levels. The intersections at Bollinger Canyon Road and Norris Canyon Road, Sunset Drive and Bollinger Canyon Road, and Alcosta Boulevard and Bollinger Canyon Road are anticipated to operate at Level of Service (LOS) E during the afternoon peak-hour under Existing with Project Conditions. This represents a conservative, worst-case scenario for traffic conditions because the Master Plan will be constructed over the course of 20-27 years. Impacts to the intersections at Bollinger Canyon Road and Norris Canyon Road, and Alcosta Boulevard and Bollinger Canyon Road would have to be mitigated.

The proposed Master Plan's impact at Sunset Drive/Bollinger Canyon Road would be mitigated by the interchange improvement at Bollinger Canyon Road and I-680 Northbound On-Ramp. As discussed in the Transportation Impact Study, the interchange will be improved with a continuous green operation that provides westbound vehicles on Bollinger Canyon Road with a permanent green phase that will allow them to bypass the signal at the intersection of Bollinger Canyon Road and I-680 Northbound Off-ramp, which is anticipated to reduce congestion and queue lengths for westbound Bollinger Canyon Road to less than significant levels by providing more westbound through capacity at the Sunset Drive intersection.

b. Mitigation Measures TRANS-1a and TRANS-1b. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring Program:

Mitigation Measure TRANS-1a. The intersection of Bollinger Canyon Road and Norris Canyon shall be signalized when warranted based on a full warrant analysis. The project applicant shall either install the signal (subject to reimbursement for costs outside its fair share) or provide equitable share fees to the City of San Ramon for installation of the improvement.

Mitigation Measure TRANS-1b. The existing intersection at Alcosta Boulevard and Bollinger Canyon Road shall be widened to provide a northbound right turn lane. The project applicant shall provide equitable share fees to the City of San Ramon to pay for installation of the improvement.

c. Findings. Based on the EIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. The proposed Master Plan is required to implement MM TRANS-1a and TRANS-1b, which require the project applicant to install

roadway improvements or provide equitable share fees to the City of San Ramon for the installation of such improvements, when warranted. Therefore, impacts would be mitigated to a level of less than significant.

2. Contribute Traffic to Facilities that Would Operate Below Acceptable Levels of Services Under Cumulative Plus Project Conditions (Impact TRANS-2)

a. Potential Impact. Estimates of future traffic conditions both with and without the Project, representing Year 2040 conditions, were developed to evaluate the potential impacts of the proposed Master Plan on the local street system.

The Transportation Impact Study for the proposed Master Plan conducted a future conditions analysis, which considered roadway and intersection improvements via capital projects that are reasonably expected to be implemented prior to the buildout of the proposed Master Plan (Year 2040) based on the City’s Capital Improvement Program 2019/2020–2023/24 Final Report (CIP), which the City of San Ramon adopted on June 11, 2019.

Prior to construction, planned improvements that are not currently funded will be programmed for funding from various sources including bond proceeds, development impact fees, grants, taxes, etc. A number of the improvements are also mitigation measures for larger projects that have already undergone CEQA review. Therefore, substantial evidence supports the conclusion that these capital projects will be completed when warranted prior to any phase of the proposed Master Plan that could cause a significant impact.

The future conditions also considered a future interchange improvement at Bollinger Canyon Road and I-680 Northbound On-Ramp, which was not directly included in the CIP. The interchange will be improved with a continuous green operation that provides westbound vehicles on Bollinger Canyon Road with a permanent green phase that would allow vehicles to bypass the signal at the intersection of Bollinger Canyon Road and I-680 Northbound Off-ramp, which will potentially reduce congestion and queue lengths for westbound Bollinger Canyon Road. This improvement will be completed and in operation by mid-2020.

The relative impact of the added proposed Master Plan traffic volumes during peak-hours was evaluated based on analysis of future operating conditions at the study intersections with and without the proposed Master Plan. The proposed Master Plan is expected to result in significant impacts at three intersections in Year 2040 prior to mitigation. These intersections include Bishop Drive/Annabel Lane and Norris Canyon Road, Camino Ramon and Norris Canyon Road, and Alcosta Boulevard and Bollinger Canyon Road.

b. Mitigation Measures TRANS-2a, TRANS-2b, and TRANS-2c. The following mitigation measures are hereby adopted and will be implemented as provided by the Mitigation Monitoring and Reporting Program:

Mitigation Measure TRANS-2a. When monitoring determines that the intersection of Bishop Drive/Annabel Lane and Norris Canyon Road is approaching deficient LOS, the City of San Ramon shall restripe the northbound approach to provide one exclusive left-turn lane and one shared left-turn/through/right-turn lane, and modify the signal phasing to provide a split phase for

the northbound and southbound approaches. The project applicant is responsible for the cost of the improvement.

Mitigation Measure TRANS-2b. When monitoring determines that the intersection of Camino Ramon and Norris Canyon Road is approaching deficient levels of service, the City of San Ramon shall widen the Norris Canyon Road westbound approach to add an exclusive right-turn lane. The right-turn lane should begin at Camino Ramon and continue easterly to the first driveway. The project applicant is responsible for the cost of the improvement.

Mitigation Measure TRANS-2c. When monitoring determines that the intersection of Alcosta Boulevard and Bollinger Canyon Road is approaching deficient levels of service, the City shall modify the existing signal operation to provide northbound right-turn overlap phase during the protected westbound left-turn phase. The project applicant is responsible to provide the cost of the improvement.

c. Findings. Based on the DEIR and the entire record before this City, this City finds that:

(i) Effects of Mitigation. The proposed Master Plan would be required to implement MM TRANS-2a through TRANS-2c, which requires the project applicant to install roadway improvements or provide equitable share fees to the City of San Ramon for the installation of such improvements. Therefore, impacts would be mitigated to a level of less than significant.

IV. SIGNIFICANT AND UNAVOIDABLE IMPACTS

The proposed Master Plan was analyzed for potentially significant impacts related to each of the CEQA environmental impact areas. The results of the analysis demonstrate that the proposed Master Plan would not result in significant and unavoidable impacts.

V. FINDINGS AND RECOMMENDATIONS REGARDING IMPACTS THAT ARE LESS-THAN-SIGNIFICANT WITHOUT MITIGATION

Specific impacts within the following categories of environmental effects were found to be less than significant as set forth in more detail in the DEIR.

A. Aesthetics, Light, and Glare

1. Scenic Vistas. The proposed Master Plan would not have a substantial adverse effect on a scenic vista.

2. Scenic Resources. The proposed Master Plan would not substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway.

3. Visual Character. The proposed Master Plan is in an urbanized area and would not conflict with applicable zoning and other regulations governing scenic quality.

4. New Source of Light/Glare. The proposed Master Plan could create a new source of substantial light or glare which could adversely affect day or nighttime views in the area. However, light emitted from the Master Plan area would be consistent with surrounding sources of light emissions and is not expected to substantially alter the ambient light conditions. Nonetheless, a standard condition of project approval would require that, prior to issuance of building permits, the project applicant shall submit a site lighting plan to City of San Ramon for review and approval. The plan will identify necessary requirements established in the Zoning Ordinance (D3-7 and D3-33) and will provide detailed information regarding lighting levels by the use of photometrics to indicate the maximum, minimum, and average foot-candle lighting level proposed for this Master Plan. The plan will also identify the type of light fixtures and pole height.

B. Air Quality

1. Odors. Diesel exhaust would be emitted during construction, the odors of which are objectionable to some. However, construction activity would be short-term and finite in nature. Furthermore, equipment exhaust odors would dissipate quickly and are common in an urban environment. In addition, the proposed Master Plan contemplates mixed-use development and is not expected to produce any offensive odors that would result in odor complaints. During operation of the proposed Master Plan, odors would primarily consist of passenger vehicles traveling to and from the site. These occurrences would not produce objectionable odors affecting a substantial number of people. Therefore, the proposed Master Plan would not result in other emissions (such as those including odors) adversely affecting a substantial number of people.

C. Biological Resources

1. Riparian Habitat and Sensitive Natural Communities. The Master Plan area does not contain or lie adjacent to any riparian habitat or other sensitive natural community. Therefore, the proposed Master Plan would not have an effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, and regulations or by the California Department of Fish and Wildlife or United States Fish and Wildlife Service.

2. Wetlands. The Master Plan area does not contain any jurisdictional wetland features. BR 2600 contains three large artificial freshwater ponds; however, these water bodies are not considered jurisdictional as they have no known connectivity to any nearby water bodies. Therefore, the proposed Master Plan would not have any effect on State or federally protected wetlands (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means.

3. Wildlife Movement. The Master Plan area does not contain any physical features commonly associated with wildlife movement such as riparian corridors or ridgelines. I-680 is located adjacent to and west of the Master Plan area and serves as a significant physical barrier to wildlife movement between the hills on the west side of San Ramon and Dougherty Hills on the east side. Additionally, the Master Plan area is located within a densely populated urban area surrounded by highly trafficked roadways. Therefore, the proposed Master Plan would not interfere substantially with the movement of any native resident or migratory fish or wildlife

species or with established native resident or migratory wildlife corridors, or impede the use of wildlife nursery sites.

4. Local Biological Policies or Ordinances. The proposed Master Plan would not conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance.

5. Habitat Conservation Plan. The proposed Master Plan would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

D. Cultural Resources and Tribal Cultural Resources

1. Resources Under California Register of Historical Resources or Local Historical Register. The proposed Master Plan would not cause a substantial adverse change in the significance of a Tribal Cultural Resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code Section 5020.1(k).

2. Resource Determined to be Significant in Lead Agency's Discretion. The proposed Master Plan would not cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code Section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is a resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1.

E. Energy

1. Energy Consumption. The proposed Master Plan would not result in a potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation.

2. Conflict with State or Local Plan. The proposed Master Plan would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency.

F. Geology and Soils

1. Seismic Hazards. The proposed Master Plan would not expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, including liquefaction, and landslides.

2. Unstable Geologic Unit. The proposed Master Plan would not be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the proposed Master Plan, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse.

3. Soil Hazards. The proposed Master Plan would not be susceptible to expansive soil hazards.

G. Greenhouse Gas Emissions

Generate Greenhouse Gas Emissions. The EIR's GHG emissions analysis evaluated emissions of the GHGs identified as those of California concern by AB 32, which include CO₂, methane, nitrous oxide, HFC, PFC, and SF₆. The proposed Master Plan would generate a variety of GHG emissions during construction and operation, including several defined by AB 32 such as CO₂, methane, nitrous oxide, and HFCs. Certain GHGs defined by AB 32 such as PFCs and SF₆ would not be generated by the proposed Master Plan.

The emission estimates were developed consistent with the proposed land uses and construction schedule. The California Emissions Estimator Model (CalEEMod version 2016.3.2) was used to estimate the proposed Master Plan's construction and operational-related GHG emissions. CalEEMod was developed in cooperation with air districts throughout the State and is designed as a uniform platform for government agencies, land use planners, and environmental professionals to quantify potential GHG emissions associated with construction and operation from a variety of land uses.

Construction of the proposed Master Plan would emit GHG emissions during construction from the off-road construction equipment, worker vehicles, and any hauling that may occur. Total GHG emissions generated during all construction activities were quantified and combined. In order to assess the construction emissions, the total emissions generated during construction were amortized based on the life of the development (30 years) and added to the operational emissions. Construction of the proposed Master Plan would generate approximately 102,847 MT CO₂e over the entire construction duration, which is approximately 3,428 MT CO₂e per year when amortized over 30 years. The amortized emissions from construction were added to the operational emissions to determine the total emissions.

Operational or long-term emissions occur over the life of a project. The operational GHG emissions are combined with the amortized construction emissions and compared with the applicable threshold to make a significance determination. Major sources for operational emissions are motor vehicles, natural gas, indirect electricity, water transport, and waste.

Emissions were assessed for full buildout operations in years 2030, 2048, and 2050. The 2030 scenario was prepared to assess the proposed Master Plan's consistency with the SB 32 2030 target. The proposed Master Plan would generate approximately 24,435 MT CO₂e per year in the 2030 scenario with the addition of amortized construction emissions. The estimated total annual emissions that would be generated by the proposed Master Plan, including operational emissions and amortized construction emissions, were compared with the applicable threshold of 2.6 MT CO₂e/service population/year.

The estimated total annual emissions that would be generated by the proposed Master Plan in the Year 2030 scenario was 1.8 CO₂e/service population/year and 1.1 CO₂e/service population/year for the Year 2048 scenario. Both scenarios are below the applicable threshold of 2.6 MT CO₂e/service population/year. Thus, the proposed Master Plan's combined long-term operational emissions and amortized construction emissions would not exceed applicable thresholds of significance in the 2030 or 2048 scenarios. Therefore, the proposed Master Plan would not result in a significant generation of GHG emissions. *See also* the discussion of mitigation measures for Impact GHG-2 at Section III (E), *supra*.

H. Hazards and Hazardous Materials

1. Routine Transport, Use, or Disposal of Hazardous Materials/Risk Upset. The proposed Master Plan would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

2. Exposure to Schools to Hazardous Materials. The proposed Master Plan would not emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school.

3. Hazardous Materials Site. The proposed Master Plan would not be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would not create a significant hazard to the public or the environment.

4. Conflicts with Emergency Response or Evacuation Plan. The proposed Master Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan.

I. Hydrology and Water Quality

1. Groundwater. The proposed Master Plan would not substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the proposed Master Plan may impede sustainable groundwater management of the basin.

2. Alter Draining Patterns. The proposed Master Plan would not substantially alter the existing drainage pattern of the Master Plan site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces.

J. Land Use

1. Division of an Established Community. The proposed Master Plan would not physically divide an established community.

2. Consistency with Applicable Plans, Policies, or Regulations. The proposed Master Plan would not cause a significant environmental impact due to a conflict with any land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect.

General Plan Policy Consistency

Development of the proposed Master Plan area is envisioned by the General Plan. As indicated by several policies, as well as related supporting language, the General Plan envisions the City Center Bishop Ranch concept as a vibrant, integrated, and cohesive mix of civic, retail, office, residential, and open space uses that promotes a walkable environment in the Master Plan area. The proposed Master Plan would be consistent with policies outlined in the General Plan, as shown in Table 3.10-4 on the EIR. Therefore, the proposed Master Plan would be consistent with the General Plan and impacts would be less than significant.

Zoning Ordinance Consistency

The three properties that make up the Master Plan area (BR 1A, BR 3A, and BR 2600) are zoned as CCMU by the San Ramon Zoning Ordinance. The proposed residential, hotel, office/retail, and public facilities uses would be consistent with allowable uses within the CCMU zoning designation and would further facilitate the development of the City Center into a “cultural, recreational, and compatible retail center that provides for a cohesive mix of civic, retail, office, and open space uses” as defined by the Zoning Ordinance. The proposed structures within BR 2600 will be subject to a maximum height of 85 feet, per Division D3-6 of the San Ramon Zoning Ordinance. The proposed structures within BR 1A and BR 3A are not subject to any height restrictions, per the CCMU Zoning Designation. In addition, the proposed Master Plan would be subject to the City’s architectural approval process to ensure consistency with the Zoning Code. Furthermore, the proposed Master Plan’s design, integrated open space, amenities, housing, and structured parking would be consistent with the CCMU zoning ordinance.

The CCMU provisions allow a 0.70 floor area ratio (FAR), which can be increased to 1.35 FAR if affordable housing and significant public benefits or amenities such as public art and plazas, public facilities, or a transit facility is nearby. The Master Plan’s FAR is estimated to be between 1.20 and 1.35, allowed due to approximately 40.7 proposed acres of publicly accessible parks, open space, and other public facilities, and use of transit hubs.

Therefore, the proposed Master Plan would be consistent with the San Ramon Zoning Ordinance and impacts would be less than significant.

Residential

At full buildout, up to 4,500 multi-family dwelling units would be developed within the proposed Master Plan area. BR 1A, BR 3A, and BR 2600 are all designated as Mixed Use-City Center by the City of San Ramon General Plan and zoned as CCMU by the San Ramon Zoning Ordinance. The surrounding area is designated as Mixed Use-Commercial, Mixed Use-City Center, Thoroughfare Commercial, and Office by the City of San Ramon General Plan. Further to the west beyond I-680 are Single Family-Low Medium Density and Single Family-Low Density uses. The residential component of the Master Plan would be consistent with the surrounding land uses.

Hotel

The 169-key hotel entitled by the 2007 City Center Project, with additional Development Plan and Architectural Review application approved by Planning Commission on July 7, 2020, is being carried forward into the proposed Master Plan. The hotel would be a multi-story structure located within BR 3A. Parking for the hotel would be provided in the nearby existing BR 3 South parking structure as part of a shared parking arrangement.

Retail/Office

Up to 166,000 square feet of retail/office uses would be developed within BR 3A and BR 2600. Retail and office uses are permitted within the CCMU designation.

K. Noise

1. Groundborne Noise and Vibration. The proposed Master Plan would not result in generation of excessive groundborne vibration or groundborne noise levels.

2. Exposure to Noise for Projects Located Near Airports. The proposed Master Plan would not expose people residing or working in the proposed Master Plan area to excessive noise levels for a project located within the vicinity of a private airstrip or an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport.

L. Population and Housing

1. Induce Unplanned Population Growth. The proposed Master Plan would not induce substantial unplanned population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure).

M. Public Services and Recreation

1. Fire Protection. The Fire District has nine separate Standards of Cover that apply to first unit response, fire response, medical response, call processing time, and turnout time. Within some of these categories, there are different standards depending on location (e.g., urban, suburban, rural, and wilderness). For urban areas, the Fire District has a 7-minute first unit response standard. In 2019, the Fire District was able to meet this standard for 98 percent of incidents

The proposed Master Plan area is within 0.5 mile of Fire Station No. 34. This station is staffed 24 hours a day, 7 days a week. This distance is sufficient to meet the Fire District's 7-minute first unit response standard. In addition, based on correspondence with Roy Wendel at the San Ramon Valley Fire Protection District, the Fire District would require a new station with full equipment, crews, and an additional ladder truck by 2023 to serve the proposed Master Plan area. At 50 percent buildout of the proposed Master Plan, the Fire District would require an additional ambulance with a staff of two persons per shift for a total of 3 shifts. Sunset Development would provide development fees to the Fire District for capital improvements to fire facilities. This would allow the Fire District to develop additional facilities as the proposed Master Plan builds out so

that it can continue to meet its 7-minute first unit response standard. In addition, Sunset Development would continue to provide private security 24 hours a day, 7 days a week within the Master Plan area. Security personnel would be able to respond to non-serious incidents that do not necessarily warrant a fire response. This would serve to reduce the burden on the Fire District's resources so that it can continue to meet its response standards. The City may also substitute equivalent or more effective features to ensure that the Fire District can continue to meet its 7-minute first unit response standard as the proposed Master Plan builds out. Therefore, the proposed Master Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered fire facilities.

2. Police Facilities. The Police Department's response time objective is to arrive within five minutes of any emergency call. Correspondence with Craig Stevens, Chief of Police, concluded that the San Ramon Police Department currently meets this objective.

Based on correspondence with Craig Stevens at the San Ramon Police Department, the Police Department anticipates that in 20-25 years a new Beat and/or substation would be needed in the vicinity of the proposed Master Plan area to serve the future uses. However, Mr. Stevens stated that there is no immediate need for additional equipment, staffing, etc., to serve the proposed Master Plan because the proposed Master Plan would be phased over 27 years. Sunset Development would continue to provide private security 24 hours a day, 7 days a week within the Master Plan area. Security personnel would be able to act a 'first line of defense' in terms of assessing the situation and notifying the appropriate public safety incidents, as well as responding to non-serious incidents that do not necessarily warrant a police response. This would serve to reduce the burden on the Police Department's resources, avoid the need for new or expanded police facilities, and allow the Police Department to continue to meet its objective of arriving within five minutes of any emergency call. Lastly, Sunset Development would provide development fees or facilities based on a funding agreement with the City that would contribute toward capital improvements to police facilities for the San Ramon Police Department. This would allow the Police Department to develop additional facilities, as appropriate, as the proposed Master Plan builds out, so that the police department to continue to meet its objective of arriving within five minutes of any emergency call. The City may also substitute equivalent or more effective features to ensure that the Police Department can continue to meet its objective of arriving within five minutes of any emergency call as the proposed Master Plan builds out. Therefore, the proposed Master Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered police facilities.

3. Park Facilities. The City of San Ramon's established parkland standard, as described in the General Plan, is a city-wide standard of 6.5 acres of public parks per 1,000 residents at General Plan buildout (2035). While Sunset Development is only obligated to pay park fees, it may enter into a development agreement to receive certain park fee credits for the Master Plan's approximately 40.7 acres of publicly accessible, privately owned and maintained, parks, open space, and other public facilities, as acceptable to the City. This includes new park spaces and improvements to existing BR 2600 facilities. Sunset Development will also be constructing three off-site parks. The proposed 40.7 acres of park and recreational facilities along with applicable development impact fees and construction of off-site parks would assist the City in meeting the parkland standard at General Plan buildout. Furthermore, the City of San Ramon Parks and Community Services Master Plan Update determined that the construction of all planned

parks would meet the City’s established goal of 6.5 acres of parkland per 1,000 residents by 2035. Therefore, the proposed Master Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered school facilities.

4. Schools. The School District provided letters to the City of San Ramon in September 2019 and October 2019 indicating that it had accounted for student generation from the 487 dwelling units associated with the 2007 City Center Project. The School District also noted that the proposed Master Plan would require the payment of development impact fees to reduce impacts to existing school facilities. Pursuant to Government Code Section 65995, payment of development fees is “full and complete” mitigation for school impacts. Therefore, the proposed Master Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered park facilities.

5. Library Services. The nearest library to the Master Plan area is the San Ramon Library, located 0.1 mile away from BR 1A in the Marketplace shopping center. As such, future residents would be within walking distance of a library. According to the City of San Ramon Capital Improvement Program for 2019/2020 to 2023/2024, the San Ramon Library is included in planned improvements to City facilities, which include upgrades to HVAC systems, flooring, roofing, and exterior maintenance. The Capital Improvement Program receives funding from required development fees; the project applicant would be required to pay applicable development fees to contribute to City capital improvements, which could include library facilities, helping to ensure that the library can serve the projected increase in population from Master Plan implementation. Therefore, the proposed Master Plan would not result in substantial adverse physical impacts associated with the provision of new or physically altered other public facilities, such as libraries.

N. Transportation

1. Caltrans Facilities. The proposed Master Plan would not contribute to deficient operations on Caltrans facilities.

2. Consistency with VMT Policy. CHS Consulting Group prepared an analysis of vehicle miles traveled (VMT) for the proposed Master Plan. The VMT analysis showed that per capita VMT estimated from the Contra Costa Transportation Authority Model, and adjusted to reflect feasible TDM measures for the proposed Master Plan, is likely to result in per capita VMT at a level below a 15 percent reduction in countywide average per capita VMT, which is a less than significant impact. Since the City and County does not have an adopted Traffic Impact Analysis framework that incorporates VMT as a metric, this analysis was provided for informational purposes only. In addition, the CEQA Guidelines do not require the City to adopt a Traffic Impact Analysis Framework that incorporates VMT as a metric until July 1, 2020, and draft EIRs are only required to comply with standards in effect at the time they are published. The proposed Master Plan would not conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b) (VMT).

3. Geometric Design Feature. The proposed Master Plan would not substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment).

4. Emergency Access. The proposed Master Plan would not result in inadequate emergency access.

5. Consistency with Transit, Bicycle, and Pedestrian Policies or Programs. The proposed Master Plan would not conflict with policies or programs associated with transit, bicycles, and pedestrians.

O. Utilities and Service Systems

1. Expansion of Facilities. The proposed Master Plan would not require or result in the relocation or construction of new or expanded water, wastewater treatment or stormwater drainage, electric power, natural gas, or telecommunications facilities, the construction or relocation of which could cause significant environmental effects.

2. Water Supplies. A water supply assessment (WSA) was prepared by the East Bay Municipal Utility District (EBMUD) for the proposed Master Plan in October 2019 to assess the water supply availability for the buildout of the proposed Master Plan. EBMUD estimated a water demand of 952,000 gallons per day (GPD), including approximately 19,600 GPD of recycled water demand. EBMUD determined that this amount is accounted for in EBMUD's water demand projections published in the 2015 Urban Water Management Plan (UWMP). The 2015 UWMP concluded that EBMUD has, and will have, adequate water supplies to serve existing and projected demand within the Ultimate Service Boundary during normal and wet years, but that deficits are projected for multi-year droughts. During multi-year droughts, EBMUD may require significant customer water use reductions and may also need to acquire supplemental supplies to meet customer demand. The WSA states that the proposed Master Plan will be subject to the same drought restrictions that apply to all EBMUD customers.

3. Wastewater. The proposed Master Plan would not result in a determination by the wastewater treatment provider which serves or may serve the proposed Master Plan that it has adequate capacity to serve the proposed Master Plan's projected demand in addition to the provider's existing commitments.

4. Solid Waste. The proposed Master Plan would not result in a determination by the wastewater treatment provider which serves or may serve the proposed Master Plan that it has adequate capacity to serve the proposed Master Plan's projected demand in addition to the provider's existing commitments.

VI. OTHER CEQA CONSIDERATIONS

A. Growth-Inducing Impacts

The City of San Ramon's 2020 population estimate of 83,118 persons exceeds ABAG's Projections for 2020, 2025, 2030, and 2035, but is within the General Plan's population estimate of 96,179 for 2035. Implementation of the proposed Master Plan would result in an increase in 13,365 persons at full project buildout, for a total of 96,483 persons within the City of San Ramon by 2048. However, the proposed Master Plan would be constructed over 27 years and would thus

increase population in San Ramon by approximately 495 persons per year. The San Ramon General Plan 2035 anticipates a population of 96,179 at buildout by 2035, which represents an additional 816 persons per year from 2020 to 2035. As such, annual population growth resulting from the proposed Master Plan (495 persons per year) is within the General Plan's annual population growth projections through 2035 (816 persons per year). Although the planning horizon for the proposed Master Plan extends beyond the planning horizon for the General Plan, population growth from the Master Plan would occur in phases, ensuring that the proposed Master Plan would not result in substantial unplanned growth beyond 2035. Thus, because annual population growth through 2035 is within the General Plan's population projections and would not result in substantial unplanned growth beyond 2035, the proposed Master Plan's direct growth impacts would be less than significant.

The proposed Master Plan would create new employment opportunities associated with the hotel and retail uses and therefore may have the potential to induce population growth because new employees may move into the City. Hotel employment is estimated at 200 and the retail uses are estimated to employ 332 workers. In total, the proposed Master Plan would increase employment by an estimated 532 workers over a 27-year period. This percentage of employment growth, which within the context of the larger East Bay region would not be considered unplanned or growth inducing. Impacts would be less than significant.

The Master Plan area is currently served by urban infrastructure and utilities including roads, potable water, recycled water, sewer, storm drainage, electricity, natural gas, and telecommunications. The Master Plan area is also currently served by urban services, such as fire, police, school, and community services. Furthermore, the provision of utilities and services to the Master Plan area has been previously considered as a part of General Plan buildout. As such, the proposed Master Plan would not result in indirect population growth through providing an extension of infrastructure or services, or through the removal of a barrier to growth. Impacts would be less than significant.

B. Significant Irreversible Environmental Changes

Construction of the proposed Master Plan would include the consumption of resources that are not replenishable or which may renew so slowly to be considered nonrenewable. These resources would include the following: certain types of lumber and other forest products; aggregate materials used in concrete and asphalt such as sand, gravel, and stone; metals such as steel, copper, and lead; petrochemical construction materials such as plastics; and water. Fossil fuels such as gasoline and oil would also be consumed in the use of construction vehicles and equipment. Consumption of building materials and energy is common to most other development in the region, and commitments of resources are not unique or unusual to the proposed Master Plan. Development would not be expected to involve an unusual commitment of nonrenewable resources, nor be expected to consume any resources in a wasteful manner.

At operation, the proposed Master Plan would include the consumption of energy as part of building operations and transportation activities (vehicle trips associated with the proposed Master Plan). Fossil fuels would represent the primary energy source during operation of the project, and the existing, finite supplies of these nonrenewable resources would be incrementally

reduced. The proposed Master Plan would be designed and constructed in accordance with the City's latest adopted energy efficiency standards, which are based on the State's Title 24 energy efficiency standards. Furthermore, the proposed Master Plan would be required to comply with applicable policies in the City of San Ramon General Plan 2035 and CAP that promote efficient energy consumption. Lastly, the project applicant currently manages a TDM Plan that includes a set of strategies designed to reduce peak-hour vehicular traffic to and from the Bishop Ranch Business Park, which encompasses the Master Plan area. Several of the strategies aim to reduce vehicle miles traveled and fuel consumption demand, including promoting and supporting carpools and rideshare. Thus, although the proposed Master Plan would result in an irretrievable commitment of nonrenewable resources at operation, the resources would not be consumed inefficiently, unnecessarily, or wastefully.

As such, the proposed Master Plan would not result in significant irreversible environmental changes in the form of a large commitment of nonrenewable resources or the wasteful use of energy.

Implementation of the proposed Master Plan represents an essentially irreversible commitment of land uses that would change the existing uses on-site (paved parking lots and ruderal/disturbed land) to mixed-use development. The restoration of the site to pre-developed conditions after development would not be feasible given the level of capital investment and degree of disturbance needed to develop the properties in the first place. Therefore, future generations would be committed to similar uses and the irreversible long-term environmental changes discussed below.

The irreversible long-term environmental changes associated with the proposed Master Plan would include a change in the visual character of the site as a result of the conversion of the undeveloped ruderal/disturbed land to a mixed-use development. Additional irreversible environmental changes are associated with the increase in local and regional vehicular traffic, and the resultant increase in air pollutants, greenhouse gas emissions, and noise generated by this traffic. The proposed Master Plan would also irreversibly increase the commitment of energy resources, potable water supply, wastewater treatment, solid waste disposal, and public services, such as providing police and fire services, to support the proposed Master Plan through its lifetime. However, features have been incorporated into the proposed Master Plan and mitigation measures are proposed in this EIR that would avoid the significant effects of the environmental changes associated with project.

The proposed Master Plan does not include any uses in which irreversible damage could result from potential environmental accidents associated with the Master Plan. As a mixed-use development, the proposed Master Plan would not introduce highly hazardous land uses or activities such that there would be a potential for irreversible damage from incidents such as a release of hazardous materials, explosion or other potentially catastrophic event. The proposed uses would not require the use of large quantities of hazardous materials. Small quantities of hazardous materials would be used on-site, including cleaning solvents (e.g., degreasers, paint thinners, and aerosol propellants), paints (both latex- and oil-based), acids and bases (such as many cleaners), disinfectants, and fertilizers. However, compliance with existing regulations regarding

the storage, handling, usage, and disposal of the hazardous materials would reduce the potential for irreversible damage from environmental accidents to less than significant levels.

VII. FINDINGS AND RECOMMENDATIONS REGARDING CUMULATIVE IMPACTS

A. Aesthetics, Light, and Glare

The analysis area for evaluation of cumulative impacts on aesthetics, light, and glare is the City of San Ramon, primarily the portions of the City immediately surrounding the Master Plan area and the areas of the City from which the Master Plan area is publicly visible. The proposed Master Plan, in conjunction with the cumulative projects, would result in changes related to views of scenic vistas, views from I-680, visual character, and light and glare. However, the incremental changes that would occur relative to the existing conditions would not be cumulatively significant because of the extent and nature of existing development in the Bishop Ranch Business Park and the City San Ramon. Moreover, planned development would be required to comply with development guidelines and would be reviewed by the City to ensure consistency with architectural standards, viewshed policies, and lighting requirements. Therefore, the proposed Project, in conjunction with other future development projects, would not have cumulatively significant impacts on aesthetics, light, and glare.

B. Air Quality

The geographic scope of the cumulative air quality emissions analysis is the San Francisco Bay Area Air Basin (Air Basin), which encompasses most of the nine-county San Francisco Bay Area region including Contra Costa County.

The assessment of the proposed Master Plan's air quality impacts uses the thresholds and methodologies from BAAQMD's May 2017 CEQA Air Quality Guidelines to determine the potential impacts of the proposed Master Plan on the existing environment. In developing thresholds of significance for air pollutants, the BAAQMD considered the emission levels for which a project's individual emissions would be cumulatively significant. Thus, if a project does not exceed the identified significance thresholds, its emissions would not be cumulatively significant. As discussed below, because the proposed Master Plan would not exceed applicable BAAQMD thresholds with mitigation, the Mater Plan would not result in cumulatively significant adverse air quality impacts to the region's existing air quality conditions.

The cumulative projects analyzed in the DEIR would result in new air emissions during construction and/or during project operations. The Air Basin is currently in non-attainment of the federal and State standards for ozone, the State standards for PM10 and the federal and State standards for PM2.5. Therefore, there is an existing cumulatively significant air quality impact with respect to these pollutants.

The proposed Master Plan would emit construction criteria pollutant emissions at levels that would exceed the BAAQMD thresholds for NO_x (an ozone precursor) during construction. Mitigation is proposed to reduce emissions of NO_x during construction. MM AIR-2b requires the project applicant and/or construction contractor to provide documentation to the City of San

Ramon that all off-road diesel-powered construction equipment greater than 50 horsepower meets EPA or ARB Tier IV Final off-road emissions standards. With the incorporation of mitigation, construction emissions would not exceed the BAAQMD's recommended thresholds of significance regarding emissions ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5}.

Cumulative construction impacts associated with violating an air quality standard or contributing substantially to an existing or projected air quality violation in terms of criteria air pollutant emissions specific to ROG, NO_x, exhaust PM₁₀, and exhaust PM_{2.5} would be less than significant after incorporation of MM AIR-2b.

Incorporation of MM AIR-2a, requiring the implementation of the BMPs identified in the in the BAAQMD's Air Quality Guidelines, is required to reduce construction impacts associated fugitive dust. Cumulative construction impacts associated with violating an air quality standard or contributing substantially to an existing or projected air quality violation in terms of criteria air pollutant emissions specific to fugitive dust would be less than significant with mitigation.

The proposed Master Plan would emit operational criteria pollutant emissions at levels that would exceed the BAAQMD thresholds for ROG and NO_x prior to the incorporation of mitigation. Overall, cumulative operational criteria air pollutant emissions impacts would be less than significant with mitigation (MM AIR-2c, MM AIR-2d, MM AIR-2e, MM AIR-2f, MM AIR-2g, and MM AIR-2h).

Cumulative cancer, non-cancer chronic and acute health impacts, and PM_{2.5} concentrations were evaluated at the most impacted off-site sensitive receptor from all sources of TAC emissions located within 1,000 feet of the proposed Master Plan boundaries. With implementation of MM AIR-2a, which requires the application of BMPs recommended by the BAAQMD, construction of the proposed Master Plan would exceed the applicable BAAQMD thresholds for cancer risk. The health impacts from existing TAC emission sources located within 1,000 feet of the Master Plan area would exceed the BAAQMD's cumulative health significance thresholds for cancer risk and PM_{2.5} concentrations. MM AIR-2b requires the project applicant and/or construction contractor to provide documentation to the City that all off-road diesel-powered construction equipment greater than 50 horsepower meet EPA or ARB Tier IV Final off-road emissions standards. MM AIR-3a requires the installation of MERV 13 filters to address cancer risks and PM_{2.5} concentrations on the proposed Master Plan area during project operations. The proposed Master Plan's health impacts from construction emissions would not exceed applicable significance thresholds with implementation of MM AIR-2a, MM AIR-2b, and MM AIR-3a. In addition, cumulative impacts would be below the BAAQMD-recommended thresholds at future residential on-site receptors after mitigation.

C. Biological Resources

The geographic scope of the cumulative biological resources analysis is the region surrounding the Master Plan area, which is mostly built out and is considered an urban environment. The habitat types present within the Master Plan area include ruderal/disturbed as well as urban/developed; no sensitive habitats were identified anywhere within the boundaries of the Master Plan area.

Within the Master Plan area, BR 1A and BR 3A contain ruderal vegetation and ground squirrel burrows that may provide suitable habitat and prey for burrowing owl. Thus, burrowing owl could potentially occur on-site. In addition, the ornamental trees located on BR 2600, BR 1A, and BR 3A could be utilized by nesting birds protected by the MBTA and the three artificial lakes might attract local and migratory waterfowl that may utilize these man-made bodies of water. MM BIO-1a and MM BIO-1b are proposed, requiring pre-construction surveys for these species and implementation of protection measures if they are found to be present on-site.

Development activities associated with other cumulative projects in the region are located on sites with similar biological attributes and, therefore, may impact burrowing owl or nesting birds protected by the MBTA, if present. Standard pre-construction surveys and, if necessary, avoidance or relocation procedures would be required for any project with the potential to affect burrowing owl and nesting birds protected by the MBTA. Therefore, the proposed Master Plan, in conjunction with other cumulative projects, would not have cumulatively significant impacts on biological resources.

D. Cultural Resources

The geographic scope of the cumulative cultural resource analysis is the areas within 500 feet of the proposed Master Plan boundaries. The Master Plan area and areas within 500 feet of its boundaries are mostly built out and considered an urban environment. With the exception of BR 1A and BR 3A, the Master Plan area and vicinity have been previously graded and developed or substantially disturbed. In addition, no cultural resources are known to exist within the Master Plan area or the 0.5-mile search radius, and the closest known resource is approximately 0.6-mile northwest of the Master Plan area boundary.

Nonetheless, construction activities associated with the proposed Master Plan, as well as other cumulative projects in the vicinity, would result in ground-disturbing activities that may encounter previously undiscovered cultural resources. Standard construction monitoring and, if necessary, avoidance or recovery procedures would be required for the proposed Master Plan and any cumulative project with the potential to adversely affect cultural resources. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to cultural resources and tribal cultural resources.

E. Energy

The geographic scope of the cumulative energy analysis is the PG&E service area. The proposed Master Plan would require an estimated 51.41 million kWh of electricity and 57.30 million cubic feet of natural gas on an annual basis. Buildings associated with the proposed Master Plan, as well as buildings associated with the cumulative projects identified in the DEIR, would be designed in accordance with Title 24, California's Energy Efficiency Standards for Residential and Nonresidential Buildings to reduce energy usage and demand. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to energy consumption.

F. Geology, Soils, and Seismicity

The geographic scope of the cumulative geology, soils, and seismicity analysis is the vicinity of the proposed Master Plan. The Master Plan area is located within a seismically active region. However, the Geotechnical Investigations provided recommendations for soil engineering and construction practices that would abate potential hazards from strong ground shaking. Other cumulative projects would be exposed to similar seismic hazards and, therefore, would implement site-specific recommendations for soil engineering and construction practices. As such, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact associated with seismic hazards.

Regarding soil erosion, development activities could lead to increased erosion rates within the Master Plan area, which could cause unstable ground surfaces and increased sedimentation in nearby streams and drainage channels. MM HYD-1a requires implementation of standard stormwater pollution prevention measures to ensure that earthwork activities do not result in substantial erosion off-site. Other cumulative projects would be required to implement standard erosion control measures to ensure that ground-disturbing activities do not create off-site hazards. As such, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact associated with soil erosion.

Finally, the Master Plan area is underlain by clay soils. Standard grading and soil engineering practices would abate any limitations associated with these soils. Other cumulative projects would be exposed to expansive soil hazards or unstable geologic units and, therefore, would implement similar grading and soil engineering practices to address those impacts. As such, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact due to expansive soils or unstable soil units.

G. Greenhouse Gas Emissions

GHG emissions related to implementation of the proposed Master Plan are not confined to a particular air basin but are dispersed worldwide. The analysis under Impacts GHG-1 and GHG-2 address cumulative impacts on that basis.

The proposed Master Plan would not emit construction and operational GHG emissions at levels that would exceed the BAAQMD thresholds. In the 2030 scenario, buildout of the Master Plan would result in 1.8 MT CO₂e/service population/year for GHG emissions in year 2030, which is less than the BAAQMD threshold of 2.6 MT CO₂e/service population/year. In the 2048 scenario, the proposed Master Plan would result in 15,690 MT CO₂e per year, resulting in 1.1 MT CO₂e/service population/year for GHG emissions in year 2048, which is less than the BAAQMD threshold of 2.6 MT CO₂e/service population/year. With the incorporation of MM AIR-2e, which requires proof of adherence to the existing TDM Program for the Bishop Ranch Business Park, the proposed Master Plan is consistent with the goals, policies, and actions set for in San Ramon's Climate Action Plan and would not impede or interfere with the City's goal to achieve the AB 32 State-recommended reduction targets. Therefore, the proposed Master Plan's contribution of GHG emissions would not be cumulatively significant.

All cumulative projects would be required to comply with City ordinances, City of San Ramon General Plan 2035 policies, and adopted Climate Action Plans to reduce GHG emissions. Cumulative projects will also be required to comply with existing federal, State, and local regulations and policies to reduce communitywide GHG emissions. As such, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to GHG emissions.

H. Hazards and Hazardous Materials

The geographic scope of the cumulative hazards and hazardous materials analysis is the vicinity of the proposed Master Plan. There are no land uses in the vicinity of the proposed Master Plan that are known to utilize large quantities of hazardous materials or involve hazardous activities. There are four sites within 0.5 mile of the Master Plan area that are associated with USTs. Of the four sites, three are permitted UST sites with no reported releases. The fourth was a suspecting LUST at the gas station at 1091 Market Place. Groundwater at that location was monitored for petroleum hydrocarbon concentrations and a Case Closure letter was issued by the San Francisco Bay RWQCB in 2000. As such, none of the four sites present a risk to human health or the environment from past or current USTs.

The PG&E research tap runs adjacent to the east side of the Master Plan area along the Iron Horse Trail, but there is no definitive evidence indicating that exposure to electromagnetic fields constitutes a substantial health hazard.

The proposed Master Plan's residential and non-residential uses would not require the use of large quantities of hazardous materials. The Geotechnical Subsurface Investigation for BR 3A found that small concentrations of diesel and motor oil were detected in upper soil layers (i.e., 3 feet or less). However, standard grading and soil engineering practices, as prescribed in MM HAZ-2, would abate this condition. Other cumulative projects would be required to comply with applicable federal, State, and local statutes and regulations related to the transportation, storage, use, and disposal of hazardous materials during construction activities and at operation. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have cumulatively significant impacts on hazards and hazardous materials.

I. Hydrology and Water Quality

The geographic scope of the cumulative hydrology and water quality analysis is the vicinity of the proposed Master Plan, generally areas within 0.5 mile of the proposed Master Plan boundaries. Development contemplated by the proposed Master Plan would involve short-term construction and long-term operational activities that would have the potential to degrade water quality in downstream water bodies.

MM HYD-1a and MM HYD-1b require implementation of various construction and operational water quality control measures to prevent the release of pollutants into downstream waterways. Other cumulative projects are required to implement similar construction and operational water quality control and treatment facilities that would detain runoff and treat it prior to discharge, including obtaining a General Construction Permit. Cumulative projects would also be required to comply with applicable City codes, ordinances, and policies related to preventing

pollutants from being conveyed off-site. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have cumulatively significant impacts on hydrology and water quality.

The proposed Master Plan would utilize existing drainage infrastructure, where possible, and would install LID storm drainage systems throughout the Master Plan area to prevent flooding. Other cumulative projects would be required to comply with applicable City codes, ordinances, and policies related to drainage to prevent flooding. Thus, the proposed Master Plan, in conjunction with other planned and approved projects, would slow, reduce, and meter the volume of runoff leaving project sites and ensure that downstream storm drainage facilities are not inundated with stormwater runoff that could create cumulatively significant drainage impacts.

J. Land Use

The geographic scope of the cumulative land use analysis is the San Ramon Sphere of Influence, which includes areas within the city limits as well as unincorporated areas that are within the City's "probable future boundary." The proposed Master Plan was found to be consistent with policies outlined in the City of San Ramon General Plan 2035 and consistent with applicable regulations of the San Ramon Zoning Ordinance. The cumulative projects identified in the DEIR that have been previously approved by the City of San Ramon have been deemed consistent with all applicable planning documents. For pending projects, the City of San Ramon would be required to issue findings demonstrating consistency with the applicable planning documents when they are approved. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to land use.

K. Noise

The geographic scope of the cumulative noise analysis is the ambient noise environment in the vicinity of the proposed Master Plan, including surrounding sensitive receptors. Outdoor noise measurements taken at the proposed Master Plan boundaries indicate that the average ambient noise levels are within the "normally acceptable" or "conditionally acceptable" range for all land uses.

The proposed Master Plan would not generate a substantial temporary or permanent increase in ambient noise levels in the vicinity of the Master Plan area in excess of standards established in the local general plan or noise ordinance. As such, the impact of noise produced by parking lot activities and stationary equipment within the Master Plan area to off-site sensitive receptors would be less than significant. Therefore, the proposed Master Plan would not contribute to a cumulatively significant impact related to noise generated from parking lot activities and stationary equipment.

Construction noise associated with buildout of the Master Plan may cause a temporary substantial increase in noise levels at nearby receptors. MM NOI-2 would require implementation of construction noise attenuation measures to reduce noise levels to a less than significant level. While CEQA generally does not require an analysis of the project's impact on the project itself, mitigation measure NOI-2 will be implemented during each phase of development and will reduce any significant impacts construction noise may have on residents of the proposed Master

Plan to less than significant levels. In addition, cumulative projects identified in the DEIR would be required to implement similar mitigation and adhere to San Ramon Municipal Code restrictions regarding construction noise. It is highly unlikely that a substantial number of the cumulative projects would be constructed simultaneously and close enough to one another for noise impacts to be compounded, since the cumulative projects identified are at widely varying stages of approval and development. Therefore, construction noise from the proposed Master Plan would not combine with noise from other development projects to cause cumulatively significant noise impacts.

Vibration during construction would not exceed significance thresholds at the sensitive receptor (Residence Inn by Marriott San Ramon) and, therefore, would not be cumulative considerable. Because vibration is a highly localized phenomenon, there is a low possibility for vibration associated with the proposed Master Plan to combine with vibration from other projects because of their distances from the proposed Master Plan boundaries. Therefore, the proposed Master Plan would not contribute to a cumulatively significant vibration impact.

The proposed Master Plan's contribution to vehicular noise levels would not exceed the applicable thresholds of significance, which take into account existing noise levels as well as noise from trips associated with other planned or approved projects. Thus, the proposed Master Plan would not combine with other projects to cause a cumulatively significant increase in ambient roadway noise.

Other cumulative projects identified in the DEIR would be required to evaluate noise and vibration impacts and implement mitigation, if necessary, to minimize noise impacts pursuant to local regulations. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to noise.

L. Population and Housing

The geographic scope of the cumulative population and housing analysis is the City of San Ramon. The proposed Master Plan contemplates up to 4,500 dwelling units, which could add up to 13,365 persons to the City of San Ramon's population over a period of 27 years. This represents an average annual increase of 495 additional persons to the City's population, which was estimated to be 83,118 in January 2020. The Master Plan area is within the San Ramon city limits, is currently designated for urban use by the City of San Ramon General Plan 2035 and San Ramon Zoning Ordinance, and thus is contemplated to support population growth. Growth-inducing impacts were found to be less than significant. Other cumulative projects in the City would be reviewed for impacts on population growth and would be required to address any potential impacts with mitigation. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to population and housing.

M. Public Services and Recreation

The geographic scope of the cumulative public services and recreation analysis is the service area of each of the providers serving the Master Plan area. The proposed Project and future development projects would increase demands for fire protection, police protection, schools,

libraries, parks, trails, and other recreational facilities. These projects would be required to provide development fees to finance capital improvements to the facilities to maintain acceptable service ratios and performance standards. No existing cumulatively significant impacts have been identified for any of these areas, as all service providers are able to achieve the requisite level of service, capacity, or response times.

N. Utilities and Water Service Systems

1. Potable Water

The geographic scope of the cumulative potable water analysis is the EBMUD service area, which encompasses portions of Alameda and Contra Costa counties. EBMUD has adequate potable water supplies to serve the proposed Master Plan, as well as other existing and future users. Therefore, there is no existing cumulatively significant impact related to potable water supply.

A Water Supply Assessment (WSA) was prepared by EBMUD for the proposed Master Plan to assess the water supply availability for the buildout of the Master Plan. EBMUD determined that the proposed Master Plan's water demand is accounted for in EBMUD's water demand projections published in the 2015 Urban Water Management Plan (UWMP). However, the 2015 UWMP concluded that water deficits are projected for multi-year droughts. During multi-year droughts, EBMUD may require significant customer water use reductions and may also need to acquire supplemental supplies to meet customer demand. The proposed Master Plan will be subject to the same drought restrictions that apply to all EBMUD customers. In addition, the WSA already accounted for the water demands of the other cumulative impacts. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to water supply.

2. Wastewater

The geographic scope of the cumulative wastewater analysis is the area tributary to the Central San treatment plant. The proposed Master Plan would generate approximately 507,000 gallons of wastewater per day for an approximate total of approximately 185 million gallons per year. Central San sewage treatment plant in Martinez has an effluent discharge limit of approximately 54 mgd, and a wet weather flow of 240 mgd. Based on the estimated daily capacity of the treatment plant in Martinez, the proposed Master Plan would represent the addition of approximately 0.01 percent in flows per day to the wastewater treatment plant. Therefore, the proposed Master Plan would not require the expansion of wastewater facilities and impacts would be less than significant. Other cumulative projects would be required to demonstrate that sewer service is available to ensure that adequate sanitation can be provided. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to wastewater.

3. Storm Drainage

The geographic scope of the cumulative storm drainage analysis is the Alameda Creek watershed. The proposed Master Plan would install a network of storm drainage facilities within the proposed Master Plan boundaries. This would ensure that the proposed Master Plan would not contribute to downstream flooding conditions during peak storm events and would avoid

cumulatively significant stormwater impacts to downstream waterways at times when capacity is most constrained. The proposed Master Plan would also implement pollution prevention measures during construction and operation to ensure that downstream water quality impacts are minimized. Other cumulative projects in the Alameda Creek watershed would be required to provide drainage facilities that collect and detain runoff such that off-site releases are controlled and do not create flooding. These projects would also be required to implement pollution prevention measures during construction and operation. Therefore, the proposed Master Plan, in conjunction with other planned and approved projects, would not have a cumulatively significant impact related to storm drainage.

4. Solid Waste

The geographic scope of the cumulative solid waste analysis is the area served by the Vasco Road Landfill and the Altamont Landfill in Alameda County. The proposed Master Plan would generate construction and operational solid waste that would need to be disposed of in two landfills that serve the Master Plan in San Ramon. The two landfills can accommodate the solid waste generated during construction and at operation of the proposed Master Plan. In addition, the Bishop Ranch Business Park has an existing recycling program that would be expected to be expanded to include to the Master Plan area, which would divert waste. Other cumulative projects, depending on the volumes and end uses, would implement recycling and waste reduction measures. Accordingly, the proposed Master Plan, in conjunction with other future projects, would not have a cumulatively significant impact related to solid waste.

VIII. PROJECT ALTERNATIVES

A. Background - Legal Requirements

CEQA requires that EIRs assess feasible alternatives or mitigation measures that may substantially lessen the significant effects of projects prior to approval. Cal. Pub. Res. Code § 21002. With the exception of the “no project” alternative, the specific alternatives or types of alternatives that must be assessed are not specified. CEQA “establishes no categorical legal imperative as to the scope of alternatives to be analyzed in an EIR. Each case must be evaluated on its own facts, which in turn must be reviewed in light of the statutory purpose.” *Citizens of Goleta Valley v. Bd. of Supervisors*, 52 Cal.3d. 553, 556 (1990). The legislative purpose of CEQA is to protect public health, welfare and the environment from significant impacts associated with all types of development, by ensuring that agencies regulate activities so that major consideration is given to preventing environmental damage while providing a decent home and satisfying living environment for every Californian. Cal. Pub. Res. Code § 21000. In short, the objective of CEQA is to avoid or mitigate environmental damage associated with development. This objective has been accomplished in the proposed Master Plan through the inclusion of mitigation measures that reduce the potentially significant impacts to an acceptable level.

B. Identification of Project Objectives

The CEQA Guidelines state that the “range of potential alternatives to the proposed Project shall include those that could feasibly accomplish most of the basic purposes of the Project and

could avoid or substantially lessen one of more of the significant effects” of the Project. CEQA Guidelines § 15126(d)(2). Thus, an evaluation of the proposed Master Plan’s objectives is key to determining which alternatives should be assessed in the EIR.

Several specific Project objectives are discussed in the DEIR on pages 2-11 to 3-12 and are incorporated herein by reference. A key objective of the proposed Master Plan is to develop an appropriate mix of multi-family units (including affordable units), retail, and office uses within the Master Plan area that meets regional housing goals. The proposed Master Plan is also intended to develop housing on undeveloped and underutilized infill sites within the Bishop Ranch Business Park in order to complement the existing employment center and maximize the use of existing infrastructure. Another key objective of the Project is to provide affordable housing units in accordance with the City of San Ramon Housing Element (2015-2023).

C. Alternatives Analysis in the DEIR

The CEQA Guidelines state that the “range of potential alternatives to the proposed Project shall include those that could feasibly accomplish most of the basic purposes of the Project and could avoid or substantially lessen one or more of the significant effects” of the Project. The DEIR analyzed the following alternatives:

- **No Project/Existing Entitlements Alternative:** The proposed Master Plan would not be pursued and instead the existing City Center entitlements for Bishop Ranch (BR) 1A and BR 3A would be developed. No new development would occur on BR 2600. Under this alternative, 487 dwelling units, 935,000 square feet of retail/office space, and a 169-key hotel would be developed.
- **Reduced Density Alternative:** A 25 percent reduction in development would be applied to each proposed Master Plan use, except for the hotel, which would remain at 169 keys. Under this alternative, 3,375 dwelling units, 124,500 square feet of retail/office use, and a 169-key hotel would be developed.
- **BR 2600/Existing Entitlements Alternative:** BR 2600 would be developed with similar uses as the proposed Master Plan and the existing City Center entitlements would be pursued on BR 1A and BR 3A. Under this alternative, 3,544 dwelling units, 1,031,000 square feet of retail/office space, and a 169-key hotel would be developed.
- **BR 1A and BR 3A Only Alternative:** BR 1A and BR 3A would be developed with similar uses as the proposed Master Plan. No development would occur on BR 2600; the existing parking lots and landscaping would remain in their current condition. Under this alternative, 1,443 dwelling units, 70,000 square feet of retail/office use, and a 169-key hotel would be developed.

1. No Project/Existing Entitlements Alternative

a. **Findings.** The No Project Alternative is rejected as an alternative because it would not achieve most of the Project’s objectives.

b. Explanation. The No Project/Existing Entitlements Alternative would lessen the severity of the proposed Master Plan’s less-than-significant impacts associated with aesthetics, light, and glare, biological resources, cultural resources/tribal cultural resources, geology, soils, and seismicity, hazards and hazardous materials, hydrology and water quality, noise, public services and recreation, and utilities and service systems. However, this alternative would increase the severity of the proposed Master Plan’s less-than-significant impacts associated with air quality, energy, greenhouse gas emissions, land use, population and housing, and transportation. Specifically, at operation, this alternative could result in approximately 1,015 more daily trips than the proposed Master Plan, which could increase the severity of the proposed Master Plan’s less-than-significant impacts associated with air quality, energy, GHG emissions, and transportation. In addition, this alternative would provide 4,013 fewer dwelling units and approximately 600 fewer affordable units than the proposed Master Plan. As such, this alternative would be less effective in meeting land use policies in the City of San Ramon General Plan 2035 that promote housing on infill sites (Policy 2.3-I.6), provide a diversity of housing types and affordability levels (Policies 3.1-I-3c and 11.5-G-1), and provide a wide range of housing opportunities (Policy 4.6-I-10). Furthermore, in providing fewer affordable housing units, this alternative would be less effective in meeting the City’s goal of providing affordable housing in accordance with the City of San Ramon Housing Element (2015– 2023).

The No Project would meet the Project objectives related to providing high-quality architecture and landscaping and enhancing property values; however, it would not meet several of the Project’s key objectives, including improving public facilities and delivery of services, developing a mixed-use district, creating new property and sales tax revenues, increasing housing options, and enhancing mobility.

The Alternative does not meet most of the project objectives because of the reduction in buildout potential. For example, this alternative would provide 4,013 fewer dwelling units and approximately 600 fewer affordable units than the Proposed Master Plan. As such, this alternative would not meet the objective of providing affordable housing units in accordance with the City of San Ramon Housing Element (2015–2023). This alternative would not meet the objective of locating housing next to jobs to reduce or eliminate motor vehicle travel for home-to-work trips. Since improvements to the existing BR 2600 facilities would not occur under this alternative – such as improving the pathway around the perimeter of BR 2600, development of a new community center, or development of an outdoor amphitheater – this alternative would not meet the objective of providing public access to and enhancing existing Bishop Ranch facilities, which are currently private.

2. Reduced Density Alternative

a. Findings. The Reduced Density Alternative is rejected as an alternative because it would not meet most of the project objectives because of the reduction in buildout potential.

b. Explanation. The Reduced Density Alternative would lessen the severity of the proposed Master Plan’s less-than- significant impacts associated with aesthetics, light, and glare, noise, public services and recreation, and utilities and service systems. However, this alternative would increase the severity of the proposed Master Plan’s less-than-significant

impacts associated with air quality, energy, greenhouse gas emissions, land use, population and housing, and transportation. Specifically, the residential units in the Master Plan as currently proposed would provide opportunities to enhance the job/housing balance in San Ramon and Bishop Ranch, specifically. As such, the Reduced Density Alternative, by providing fewer units, could result in a less effective job/housing balance, thereby generating a greater number of trips on the transportation network, as a greater number of employees would commute to the Master Plan area from other locations, which could increase the severity of the proposed Master Plan's less-than-significant impacts associated with air quality, GHG emissions, energy, and transportation. In addition, this alternative would provide 1,125 fewer dwelling units and approximately 168 fewer affordable units than the Proposed Master Plan. As such, this alternative would be less effective in meeting land use policies in the City of San Ramon General Plan 2035 that promote housing on infill sites (Policy 2.3-I.6), provide a diversity of housing types and affordability levels (Policies 3.1-I-3c and 11.5-G-1), and provide a wide range of housing opportunities (Policy 4.6-I-10). Furthermore, in providing fewer affordable housing units, this alternative would be less effective in meeting the City's goal of providing affordable housing in accordance with the City of San Ramon Housing Element (2015–2023).

This alternative would have similar impacts to the proposed Master Plan's less-than-significant impacts associated with biological resources, cultural resources/tribal cultural resources, geology, soils, and seismicity, hazards and hazardous materials, and hydrology and water quality.

The Reduced density Alternative does not meet most of the project objectives because of the reduction in buildout potential. For example, this alternative would provide 1,125 fewer dwelling units and approximately 168 fewer affordable units 10 than the proposed Master Plan. As such, this alternative would not meet the objective of providing affordable housing units in accordance with the City of San Ramon Housing Element (2015–2023). This alternative would not meet the objective of locating housing next to jobs to reduce or eliminate motor vehicle travel for home-to-work trips. In addition, this alternative would provide less retail/office uses and would not meet the objective of promoting positive economic contributions to the local economy through new capital investment, expansion of tax base, creation of new jobs, and opportunities for new taxable sales.

3. BR2600/Existing Entitlements Alternative

a. Findings. The BR2600/Existing Entitlements Alternative is rejected as an alternative because it would not meet the objective of providing affordable housing units in accordance with the City of San Ramon Housing Element (2015–2023).

b. Explanation. The BR 2600/Existing Entitlements Alternative would increase the severity of the proposed Master Plan's less-than-significant impacts associated with aesthetics, light, and glare, air quality, energy, greenhouse gas emissions, land use, noise, population and housing, and transportation. Specifically, this alternative would construct 956 fewer dwelling units, retail/office would increase by 865,000 square feet and, thus, the height of the structures on BR 1A and BR 3A may be slightly increased as compared to the proposed Master Plan, resulting in an increased potential to impact views of scenic vistas. In addition, this alternative could result in approximately 15,684 more daily trips than the proposed Master Plan,

which could result in greater air quality, energy, GHG emissions, and transportation impacts. Furthermore, this alternative would provide 956 fewer dwelling units and approximately 143 fewer affordable units than the proposed Master Plan. As such, this alternative would be less effective in meeting land use policies in the City of San Ramon General Plan 2035 that promote housing on infill sites (Policy 2.3-I.6), provide a diversity of housing types and affordability levels (Policies 3.1-I-3c and 11.5-G-1), and provide a wide range of housing opportunities (Policy 4.6-I-10). In providing fewer affordable housing units, this alternative would be less effective in meeting the City's goal of providing affordable housing in accordance with the City of San Ramon Housing Element (2015–2023). Finally, because retail/office would increase by 865,000 square feet under this alternative and the height of the structures on BR 1A and 3A may be slightly increased, noise generation during construction would be greater than the proposed Master Plan. At operation, the addition of approximately 15,684 more daily trips than the proposed Master Plan would likely result in greater noise generation at operation as well.

This alternative would lessen the severity of the proposed Master Plan's less-than-significant impacts associated with public services and recreation and utilities and service systems. This alternative would have similar impacts to the proposed Master Plan's less-than-significant impacts associated with biological resources, cultural resources/tribal cultural resources, geology, soils, and seismicity, hazards and hazardous materials, and hydrology and water quality.

The BR 2600/Existing Entitlements Alternative meets most the project objectives. For example, with the improvements to the existing BR 2600 facilities, such as improving the pathway around the perimeter of BR 2600 for public access, this alternative would meet the objective of providing public access to existing Bishop Ranch facilities, which are currently private. In addition, this alternative would provide more retail/office uses and would meet the objective of promoting positive economic contributions to the local economy through new capital investment, expansion of tax base, creation of new jobs, and opportunities for new taxable sales. The BR 2600/Existing Entitlements Alternative would meet the objective of attracting new businesses to San Ramon that are well suited for the retail/entertainment sector. However, by providing 956 fewer dwelling units and approximately 143 fewer affordable units than the proposed Master Plan, this alternative would not meet the objective of providing affordable housing units in accordance with the City of San Ramon Housing Element (2015–2023). Since that important project objective is not met and this alternative does not avoid any significant and unavoidable impact (because the Project itself has no significant and unavoidable impacts), the City rejects this alternative.

4. BR 1A and BR 3A Only Alternative

a. Findings. The BR 1A and BR 3A Only Alternative is rejected as an alternative because it would not meet most of the project objectives because of the reduction in buildout potential.

b. Explanation. The BR 1A and BR 3A Only Alternative would lessen the severity of the proposed Master Plan's less- than-significant impacts associated with aesthetics, light, and glare, biological resources, cultural resources/tribal cultural resources, geology, soils, and seismicity, hazards and hazardous materials, hydrology and water quality, noise, public services and recreation, and utilities and service systems. However, this alternative would increase the severity of the proposed Master Plan's less-than-significant impacts associated

with air quality, energy, greenhouse gas emissions, land use, population and housing, and transportation. Specifically, the residential units in the Master Plan as currently proposed would provide opportunities to enhance the job/housing balance in San Ramon and Bishop Ranch, specifically. As such, the BR 1A and BR 3A Only Alternative, by providing fewer dwelling units, could result in a less effective job/housing balance, thereby generating a greater number of trips on the transportation network, as a greater number of employees would commute to the Master Plan area from other locations. Because this alternative could result in a greater number of trips on the transportation network, it would result in greater air quality, energy, GHG emissions, and transportation impacts. In addition, this alternative would provide 3,057 fewer dwelling units and approximately 458 fewer affordable units than the Proposed Master Plan. As such, this alternative would be less effective in meeting land use policies in the City of San Ramon General Plan 2035 that promote housing on infill sites (Policy 2.3-I.6), provide a diversity of housing types and affordability levels (Policies 3.1-I-3c and 11.5-G-1), and provide a wide range of housing opportunities (Policy 4.6-I-10). Furthermore, in providing fewer affordable housing units, this alternative would be less effective in meeting the City’s goal of providing affordable housing in accordance with the City of San Ramon Housing Element (2015–2023).

The BR 1A and BR 3A Only Alternative does not meet most of the project objectives because of the reduction in buildout potential. For example, this alternative would provide 3,057 fewer dwelling units and approximately 458 fewer affordable units than the Proposed Master Plan. As such, this alternative would not meet the objective of providing affordable housing units in accordance with the City of San Ramon Housing Element (2015–2023). This alternative would not meet the objective of locating housing next to jobs to reduce or eliminate motor vehicle travel for home-to-work trips. Since improvements to the existing BR 2600 facilities would not occur under this alternative – such as improving the pathway around the perimeter of BR 2600, development of a new community center, or development of an outdoor amphitheater – this alternative would not meet the objective of providing public access to and enhancing existing Bishop Ranch facilities, which are currently private.

5. Environmentally Superior Alternative

CEQA requires that EIRs identify the Environmentally Superior Alternative. In many cases, the “no project” alternative would have the fewest or least intense impacts. However, the CEQA Guidelines provide that if the environmentally superior alternative is the “no project” alternative, the EIR must identify an environmentally superior alternative among the other alternatives. Because there are no significant and unavoidable impacts, the EIR analyzed the qualitative environmental effects of each alternative in relation to the proposed Master plan for informational purposes only.

Here, the No Project/Existing Entitlements Alternative and the BR 1A and BR 3A Only Alternative would both be the Environmentally Superior Alternative because they would have the same qualitative environmental effects in relation to the proposed Master Plan. The No Project/Existing Entitlements Alternative, and the BR 1A and BR 3A Only Alternative would further reduce the proposed Master Plan’s less-than-significant impacts associated with nine environmental topic areas. Although the No Project/Existing Entitlements Alternative and the BR1A and BR 3A Only Alternative would result in less ground disturbance and a smaller footprint than the proposed Master Plan, as discussed above, both alternatives would increase the proposed

Master Plan's less-than-significant impacts associated with air quality, energy, GHG emissions, land use, population and housing, and transportation.

Both the No Project/Existing Entitlements Alternative and the BR1A and BR 3A Only Alternative do not meet most the objectives of the proposed Master Plan because of the reduction in buildout potential. For example, both alternatives provide fewer dwelling units (and fewer affordable units) than the Proposed Master Plan. As such, both alternatives would not meet the objective of providing affordable housing units in accordance with the City of San Ramon Housing Element (2015–2023). Both alternatives would not meet the objective of locating housing next to jobs to reduce or eliminate motor vehicle travel for home-to-work trips. Since improvements to the existing BR 2600 facilities would not occur under both alternatives---such as improving the pathway around the perimeter of BR 2600, development of a new community center, or development of an outdoor amphitheater---both alternatives would not meet the objective of providing public access to and enhancing existing Bishop Ranch facilities, which are currently private.

IX. GENERAL FINDINGS

1. The City is the “Lead Agency” for the proposed Master Plan evaluated in the EIR. The City finds that the EIR was prepared in compliance with CEQA and the CEQA Guidelines. The City finds that it has independently reviewed and analyzed the EIR for the proposed Master Plan, that the DEIR which was circulated for public review reflected its independent judgment and that the Final EIR reflects the independent judgment of the City.
2. The EIR evaluated the following potential project and cumulative environmental impacts: Aesthetics, Light and Glare; Air Quality; Biological Resources; Cultural Resources and Tribal Cultural Resources; Energy; Geology, Soils, and Seismicity; Greenhouse Gas Emissions; Hazards and Hazardous Materials; Hydrology and Water Quality; Land Use; Noise; Population and Housing; Public Services and Recreation; Transportation; Utilities and Services Systems. Additionally, the EIR considered, in separate sections, Significant Irreversible Environmental Changes and Growth Inducing Impacts. The significant environmental impacts of the proposed Master Plan and the alternatives were identified in the EIR.
3. The City finds that the EIR provides objective information to assist the decision makers and the public at large in their consideration of the environmental consequences of the proposed Master Plan. The public review periods provided all interested jurisdictions, agencies, private organizations, and individuals the opportunity to submit comments regarding the Draft EIR. The Final EIR was prepared after the review periods and responds to comments made during the public review periods.
4. The Commission evaluated comments on environmental issues received from persons who reviewed the Draft EIR. In accordance with CEQA, the Commission prepared written responses describing the disposition of significant environmental issues raised. The Final EIR provides adequate, good faith and reasoned responses to the comments. The Commission reviewed the comments received and responses thereto and has determined that neither the comments received nor the responses to such comments add significant

new information regarding environmental impacts to the DEIR. The Lead Agency has based its actions on full appraisal of all viewpoints, including all comments received up to the date of adoption of these findings, concerning the environmental impacts identified and analyzed in the EIR.

5. The Final EIR documents changes to the DEIR. Having reviewed the information contained in the DEIR, the Final EIR, and the administrative record, as well as the requirements of CEQA and the CEQA Guidelines regarding recirculation of Draft EIRs, the City finds that there is no new significant impact, substantial increase in the severity of a previously disclosed impact, significant new information in the record of proceedings or other criteria under CEQA that would require additional recirculation of the Draft EIR, or that would require preparation of a supplemental or subsequent EIR. Specifically, the City finds that:
 - a. The Responses to Comments contained in the Final EIR fully considered and responded to comments claiming that the proposed Master Plan would have significant impacts or more severe impacts not disclosed in the DEIR and include substantial evidence that none of these comments provided substantial evidence that the proposed Master Plan would result in changed circumstances, significant new information, considerably different mitigation measures, or new or more severe significant impacts than were discussed in the Draft EIR.
 - b. The City has thoroughly reviewed the public comments received regarding the proposed Master Plan and the Final EIR as it relates to the proposed Master Plan to determine whether under the requirements of CEQA, any of the public comments provide substantial evidence that would require recirculation of the EIR prior to its adoption and has determined that recirculation of the EIR is not required.
 - c. None of the information submitted after publication of the Final EIR, including testimony at the public hearings on the proposed Master Plan, constitutes significant new information or otherwise requires preparation of a supplemental or subsequent EIR. The City does not find this information and testimony to be credible evidence of a significant impact, a substantial increase in the severity of an impact disclosed in the Final EIR, or a feasible mitigation measure or alternative not included in the Final EIR.
 - d. The mitigation measures identified for the proposed Master Plan were included in the DEIR and Final EIR. As revised, the final mitigation measures for the proposed Master Plan are described in the Mitigation Monitoring and Reporting Program (MMRP). Each of the mitigation measures identified in the MMRP is incorporated into the proposed Master Plan. The City finds that the impacts of the proposed Master Plan have been mitigated to the extent feasible by the mitigation measures identified in the MMRP.
6. CEQA requires the Lead Agency approving a project to adopt a Mitigation Monitoring and Reporting Program (MMRP) or the changes to the project which it has adopted or made a

condition of project approval in order to ensure compliance with the mitigation measures during project implementation. The mitigation measures included in the EIR as certified by the City and revised in the MMRP as adopted by the City serve that function. The MMRP includes all of the mitigation measures and project design features adopted by the City in connection with the approval of the proposed Master Plan and has been designed to ensure compliance with such measures during implementation of the Master Plan. In accordance with CEQA, the MMRP provides the means to ensure that the mitigation measures are fully enforceable. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts the MMRP.

7. In accordance with the requirements of Public Resources Code Section 21081.6, the City hereby adopts each of the mitigation measures expressly set forth herein as conditions of approval for the proposed Master Plan.
8. The custodian of the documents or other materials which constitute the record of proceedings upon which the City decision is based is the City of San Ramon Planning Commission.
9. The City finds and declares that substantial evidence supports each and every finding made herein is contained in the EIR, which is incorporated herein by this reference, or is in the record of proceedings in the matter.
10. The City is certifying an EIR for, and is approving and adopting findings for, the entirety of the actions described in these Findings and in the EIR as comprising the Master Plan.
11. The EIR is a project EIR for purposes of environmental analysis of the proposed Master Plan. A project EIR examines the environmental effects of a specific project. The EIR serves as the primary environmental compliance document for entitlement decisions regarding the proposed Master Plan by the City and the other regulatory jurisdiction.

Resolution No. 10-20

EXHIBIT B

CITYWALK EIR

MITIGATION AND MONITORING REPORTING
PROGRAM

**Mitigation Monitoring and Reporting Program
for the
CityWalk Master Plan
Draft Environmental Impact Report
City of San Ramon, Contra Costa County, California
State Clearinghouse Number 2019090586**

Prepared for:

City of San Ramon

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Date: July 15, 2020

PREFACE

Pursuant to Public Resources Code Section 21081.6, the City of San Ramon (Lead Agency) hereby finds that the mitigation measures set forth in the Mitigation Monitoring and Reporting Program (MMRP) will reduce or avoid potentially significant impacts of the CityWalk Master Plan to the extent feasible for the reasons described in the Draft Environmental Impact Report (Draft EIR) and administrative record. The Lead Agency intends for each of the mitigation measures to be adopted as recommended in the Draft EIR. In the event of any inconsistencies between the mitigation measures set forth in the Draft EIR and the MMRP, the MMRP shall govern.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Section 3.2—Air Quality					
<p>MM AIR-2a: The following Best Management Practices (BMPs), as recommended by the Bay Area Air Quality Management District (BAAQMD), shall be included in the design of all development contemplated by the proposed Master Plan and implemented during all construction:</p> <ul style="list-style-type: none"> • All active construction areas shall be watered at least two times per day. • All exposed non-paved surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and access roads) shall be watered at least three times per day and/or non-toxic soil stabilizers shall be applied to exposed non-paved surfaces. • All haul trucks transporting soil, sand, or other loose material off-site shall be covered and/or shall maintain at least 2 feet of freeboard. • All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. • All vehicle speeds on unpaved roads shall be limited to 15 miles per hour. • All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. • Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations). Clear signage regarding idling restrictions shall be provided for construction workers at all access points. • All construction equipment shall be maintained and properly tuned in accordance with manufacturer’s specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. <p>The prime construction contractor shall post a publicly visible sign with the telephone number and person to contact regarding dust complaints. The City of San Ramon and the construction contractor shall take corrective action</p>	<p>Incorporation into project construction documents</p> <p>On-site inspection</p> <p>Submittal of proof of BMP implementation during construction</p>	<p>Prior to construction</p> <p>During construction</p> <p>During construction</p>	<p>City of San Ramon Engineering Services Division; project applicant; construction contractor</p>		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
within 48 hours. The BAAQMD’s phone number shall also be visible to ensure compliance with applicable regulations.					
MM AIR-2b: Prior to the issuance of any grading or building permits (whichever occurs earliest), the project applicant and/or construction contractor shall prepare a construction operations plan that, during construction activities, requires all off-road equipment with engines greater than 50 horsepower to meet United States Environmental Protection Agency (EPA) or California Air Resources Board (ARB) Tier 4 Final off-road emission standards. This plan shall be implemented prior to construction activities to ensure that all off-road equipment with engines greater than 50 horsepower meet either EPA or ARB Tier 4 Final off-road emission standards. The construction contractor shall maintain records concerning its efforts to comply with this requirement during construction, including equipment lists. Off-road equipment descriptions and information may include but are not limited to equipment type, equipment manufacturer, equipment identification number, engine model year, engine certification (Tier rating), horsepower, and engine serial number. The project applicant and/or construction contractor shall submit the construction operations plan and records of compliance to the City of San Ramon.	Submittal of construction operations plan and records of compliance On-site inspection	Prior to issuance of grading or building permit; prior to any construction activities During construction	City of San Ramon Community Development Department; project applicant; construction contractor		
MM AIR-2c: The following measure shall be applied to all development under the proposed Master Plan during construction to facilitate the use of electric landscaping equipment during project operations: <ul style="list-style-type: none"> Provision of outlets on the outside of buildings or in other accessible areas to facilitate the use of electrically powered landscape equipment. 	Incorporation into project construction documents On-site inspection	Prior to construction During construction	City of San Ramon Community Development Department		
MM AIR-2d: The following measures shall be applied to all development under the proposed Master Plan during both construction and operation to reduce ROG emissions: <ul style="list-style-type: none"> Use super-compliant architectural coatings. These coatings are defined as those with volatile organic compound (VOC) less than 10 grams per liter. 	Incorporation into project construction documents On-site inspection	Prior to construction During construction	City of San Ramon Community Development Department; construction contractor		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>South Coast Air Quality Management District (SCAQMD)¹ provides a list of manufacturers that provide this type of coating.</p> <ul style="list-style-type: none"> ● Keep lids closed on all paint containers when not in use to prevent reactive organic gas (ROG) emissions and excessive odors. ● Use compliant low ROG cleaning solvents (also known as low VOC cleaning solvents) to clean paint application equipment. ● Keep all paint and solvent laden rags in sealed containers to prevent ROG emissions. 					
<p>MM AIR-2e: Prior to issuance of the final certificate of occupancy for any non-residential building developed under the proposed Master Plan, the project applicant shall provide documentation to the City of San Ramon that development under the proposed Master Plan would adhere to the existing approved Transportation Demand Management (TDM) Program for the Bishop Ranch Business Park that has been shown to promote trip reductions. The incentive programs outlined in the Bishop Ranch Business Park TDM Program promote trip reductions using strategies that include, but are not limited to:</p> <ul style="list-style-type: none"> ● A Bishop Ranch Transportation Center with travel information kiosks and on-site TDM coordinators to provide transportation information educational programs ● Tenant Employee Transportation Coordinator ● Fully Subsidized transit passes on County Connection buses ● Promotion and support of carpools, vanpools, and rideshare ● Bicycle amenities such as secure racks and showers ● Incentives for using alternative travel modes, including access to 511 Contra Costa Guaranteed Ride Home Program ● Promotion of TDM Public Outreach Campaigns – 511 Contra Costa ● New employee orientation meetings detailing TDM opportunities ● Meetings with City TDM Advisory Committee 	Submittal of proof of adherence to existing, approved TDM Program	Prior to issuance of final certificate of occupancy for any non-residential building	City of San Ramon Community Development Department		

¹ The availability of super-compliant architectural coatings for purchase is not limited to any geographical area.

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>MM AIR-2f: The following measure shall be applied to all development under the proposed Master Plan to facilitate and promote the use of electric vehicles during operations.</p> <ul style="list-style-type: none"> • Prior to issuance of building permits, the project applicant shall prepare and submit building plans to the City of San Ramon that demonstrates that all buildings meet or exceed building code standards. • Prior to issuance of building permits, the project applicant shall prepare and provide documentation demonstrating that the new development under the proposed Master Plan would include installation of on-site charging units for electric vehicles. Plans for on-site electric vehicle charging shall demonstrate that proposed Master Plan would meet or exceed electric vehicle parking provisions required by California Green Building Standards. 	Submittal of building plans that meet or exceed building code standards; Submittal of plans for on-site electric vehicle charging	Prior to issuance of building permits	City of San Ramon Community Development Department		
<p>MM AIR-2g: Prior to the issuance of building permits necessary for construction of any residential components of the proposed Master Plan, the project applicant shall provide documentation to the City of San Ramon demonstrating that all new residential land uses will be designed as all-electric developments. All-electric developments shall not include natural gas.</p>	Submittal of proof that all new residential land uses will be designed as all-electric development	Prior to issuance of residential building permits	City of San Ramon Community Development Department		
<p>MM AIR-2h: Step 1) The project applicant shall, prior to the occupancy of the 1,775th dwelling unit under the proposed Master Plan, demonstrate to the City of San Ramon that long-term operational ROG and NO_x emissions would be below the levels established by the BAAQMD thresholds. This may be achieved by providing refined emission estimates prepared by a qualified air quality specialist which verifies that development under the proposed Master Plan would not exceed the applicable regional thresholds during project operations for ROG and NO_x. As Phase 7 is not anticipated to begin operations until 2034, there are several factors that could result in lower operational emissions than those presented in this EIR. For instance, the project applicant may employ technologies that are not available at the present date (2020) to reduce operational emissions to below levels of significance. In addition, development under the proposed Master Plan could benefit from compliance with regulations affecting mobile-source and area-source operational emissions that are currently not proposed. In addition, emission factors available at the</p>	Submittal of refined emission estimates prepared by a qualified air quality specialist	Prior to occupancy of the 1,775 th dwelling unit under the proposed Master Plan	City of San Ramon Community Development Department		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>time Phase 7 is expected to begin operations would likely differ from those available at the time of this writing (2020). Step 1 requires the project applicant to demonstrate, to the satisfaction of the City, that the proposed Master Plan’s long-term operational emissions would not exceed the applicable BAAQMD’s regional thresholds. If the proposed Master Plan’s estimated emissions continue to exceed any applicable BAAQMD regional threshold, the requirements outlined in Steps 2 and 3 of this mitigation measure would apply.</p> <p>Step 2) The project applicant shall, prior to the occupancy of the 1,775th dwelling unit under the proposed Master Plan, enter into an agreement with the City of San Ramon to develop or participate in a verifiable off-site mitigation program to offset operational ROG and NO_x emissions to the levels established by the BAAQMD thresholds for the years in which the proposed Master Plan’s operational emissions exceed the BAAQMD thresholds after incorporation of MM AIR-2c through MM AIR-2g. The off-site mitigation program shall require the project applicant to provide payment to fund emission reduction projects through grants or similar mechanisms within the San Francisco Bay Area Air Basin. All off-site reductions must be quantifiable, verifiable, and enforceable. During the years of exceedance, the offset cost would be equal to the difference between the proposed Master Plan operational emissions and the applicable BAAQMD threshold multiplied by the emissions fee(s).</p> <p>Step 3) If Step 2 is required, the project applicant shall provide a report within 15 months of occupancy of the 1,775th dwelling unit under the proposed Master Plan demonstrating compliance with Step 2 of this mitigation measure. The report shall demonstrate that operational emissions of ROG and NO_x emissions for development under the proposed Master Plan did not exceed levels established by the BAAQMD thresholds in the year of operations being analyzed. The emissions inventory shall be prepared using BAAQMD’s approved/recommended emissions inventory model at the time of preparation of the report, using inputs and assumptions generally consistent with the model runs provided in the EIR prepared for the project. Following the submittal of the first required report, update reports shall be submitted to</p>	<p>If estimated emissions continue to exceed any applicable BAAQMD regional threshold, applicant to enter into agreement with City of San Ramon to develop or participate in a verifiable off-site mitigation program during years of exceedance</p> <p>Submittal of compliance reports</p>	<p>Prior to occupancy of the 1,775th dwelling unit under the proposed Master Plan</p> <p>Within 15 months of occupancy of the 1,775th dwelling unit, then annually</p>	<p>City of San Ramon Community Development Department</p> <p>City of San Ramon Community Development Department</p>		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>the City on an annual basis. Annual reporting of the implementation of emissions reduction projects shall be required until the proposed Master Plan’s emissions are less than the applicable BAAQMD’s regional thresholds without offsets.</p> <p>If annual reports indicate that emission reductions do not adequately reduce project emissions to a level below the regional BAAQMD’s threshold for any year, then any emissions not offset in a previous year shall be offset in the following year (e.g., if the 2045 emissions exceed the threshold by five tons after the emissions reductions from credits, then those five tons of emissions must be offset in the following year).</p>					
<p>MM AIR-3: The project applicant shall install high efficiency Minimum Efficiency Reporting Value (MERV) filters with a rating of 13 in the intake of the residential ventilation systems. Prior to the issuance of any building permit associated with residential development, the project applicant shall provide to the City for review and approval evidence that in-unit filtration systems with efficiencies equal to or exceeding a 13, as defined by defined by the American Society of Heating, Refrigerating and Air Conditioning Engineers Standard 52.2, are included in the proposed Master Plan development as a standard design feature. To ensure long-term maintenance and replacement of the MERV filters in the individual units, the owner/property manager shall commit to maintaining and replacing the MERV 13 filters in accordance with the manufacturer’s recommendations. A signed commitment letter from the owner/property manager shall be submitted to the City of San Ramon within the first 60 days of occupancy of any residential land uses developed under the proposed Master Plan.</p>	<p>Incorporation into project development plans; Submittal of maintenance commitment letter</p>	<p>Prior to issuance of any residential building permit; within 60 days of residential occupancy</p>	<p>City of San Ramon Community Development Department; owner/property manager</p>		
<p>Section 3.3—Biological Resources</p>					
<p>MM BIO-1a: Prior to any ground disturbance activities on BR 1A or BR 3A, a qualified Biologist shall conduct a focused survey to determine the presence or absence of burrowing owls on-site. The survey shall be conducted according to the standard protocol established by the CDFW and the Burrowing Owl Consortium (BOC). If burrowing owl is determined to be present on the site,</p>	<p>Qualified Biologist’s pre-construction burrowing owl survey and submittal of survey documents;</p>	<p>Prior to ground disturbance on BR 1A or BR 3A</p>	<p>City of San Ramon Community Development Department; Qualified Biologist</p>		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
mitigation for potential impacts to owls shall follow the guidelines outlined by the BOC, including passive relocation. If vegetation removal or ground disturbance begins within 30 days of the focused survey, no pre-construction survey would be required. If vegetation removal or ground disturbance activities begin after 30 days of the focused survey, a pre-construction survey would be required to be performed no earlier than 30 days prior to vegetation removal or ground disturbance.	Qualified Biologist’s pre-construction survey if vegetation removal/ ground disturbance begins after 30 days of initial survey				
MM BIO-1b: If suitable avian nesting habitat is intended to be removed during the nesting season (February 1 - August 31), a qualified Biologist shall conduct a nesting bird survey to identify any potential nesting activity no more than 15 days prior to ground disturbance. 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 (e.g., 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.	Qualified Biologist’s pre-construction survey and submittal of survey; on-site monitoring by the qualified Biologist if survey finds passerine birds or raptor species	Prior to ground disturbance during nesting season (February 1 through August 31)	City of San Ramon Community Development Department; Qualified Biologist		
Section 3.4—Cultural Resources					
MM CUL-1: An archaeologist who meets the Secretary of the Interior’s Professional Qualification Standards for archaeology shall be present during the initial grading on BR 1A, BR 3A, and BR 2600 to check for the inadvertent exposure of cultural materials. In the event exposed soils indicate cultural materials may be present, this may be followed by regular or periodic “spot-check” monitoring, but full-time archaeological monitoring is not recommended at this time. In the event cultural resources are encountered during subsurface activities, all construction within a 100-foot radius of the find shall cease until the 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 Department of Parks and	Qualified Archaeologist’s on-site inspection(s); Inclusion of discovery clause in all construction contracts; City notification if cultural materials are encountered; Provision of Section 15064.5 permit(s) and copy of DPR 523 forms; Archeologist’s	During initial grading; Regularly during ground disturbance if exposed soils indicate cultural materials may be present	City of San Ramon Community Development Department; Qualified Archaeologist		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Recreation (DPR) forms and evaluated for significance in terms of CEQA 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, or historic dumpsites. The Archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resource, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines.	submittal of findings and documentation				
<p>MM CUL-3: If during the course of construction activities there is accidental discovery or recognition of any human remains, the following steps shall be taken:</p> <ol style="list-style-type: none"> 1. There shall be no further excavation or disturbance within 100 feet of the remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the Most Likely Descendant (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in Public Resource Code Section 5097.98. 2. Where the following conditions occur, the landowner or his or her authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the MLD or on the project site in a location not subject to further subsurface disturbance: <ul style="list-style-type: none"> • The NAHC is unable to identify an MLD or the MLD failed to make a recommendation within 48 hours after being notified by the commission. • The descendant identified fails to make a recommendation. 	Inclusion of discovery clause in all construction contracts; City notification if human remains are encountered; County Coroner contacts NAHC and submits NAHC correspondence to City	During construction if human remains are discovered	City of San Ramon Community Development Department; City of San Ramon Engineering Services Division; project applicant; construction contractor; Contra Costa County Office of the Sheriff; Coroner’s Division; NAHC		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<p>The landowner or his authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.</p> <p>Additionally, California Public Resources Code Section 15064.5 requires the following relative to Native American Remains:</p> <ul style="list-style-type: none"> When an initial study identifies the existence of, or the probable likelihood of, Native American Remains within a project, a lead agency shall work with the appropriate Native Americans as identified by the NAHC as provided in Public Resources Code Section 5097.98. The applicant may develop a plan for treating or disposing of, with appropriate dignity, the human remains and any items associated with Native American Burials with the appropriate Native Americans as identified by the NAHC. 					
Section 3.6—Geology and Soils					
<p>MM GEO-5: Prior to initiation of deep excavation procedures at depths greater than 10 feet, a qualified Paleontological Monitor shall be retained to conduct an on-site monitoring program to ensure protection of previously unknown paleontological specimens. In the event a fossil is discovered during construction of the proposed Master Plan area 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 of San Ramon and the 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.</p>	<p>Inclusion of discovery clause in all construction contracts; Submittal of pre-construction procedures to resume construction</p> <p>Qualified Paleontological monitoring</p> <p>Submittal of data recovery plan in the event of a find</p>	<p>Prior to construction</p> <p>During all excavations that exceed 10 feet</p> <p>During construction if paleontological resources discovered</p>	<p>City of San Ramon Community Development Department; City of San Ramon Engineering Services Division; project applicant; construction contractor; Qualified Paleontological Monitor</p>		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Section 3.7—Greenhouse Gas Emissions					
Implement MM AIR-2e.	See above	See above	See above		
Section 3.8—Hazards and Hazardous Materials					
MM HAZ-2: Soil generated by construction activities on BR 3A shall be stockpiled on-site in a secure and safe manner or if designated for off-site disposal at a permitted facility, the soil shall be loaded, transported and disposed of in a safe and secure manner. Prior to off-site disposal of any excavated soils from BR 3A, the applicant shall retain a qualified consultant to test the soils for petroleum hydrocarbons. If testing reveals concentrations above acceptable levels, the applicant shall either treat the soils or dispose of them at an approved disposal facility. Specific sampling and handling and transport procedures for reuse or disposal shall be in accordance with applicable local, state and federal agencies laws, in particular, the Regional Water Quality Control Board, Contra Costa Health Services and policies of the City of San Ramon.	<p>Incorporation into project construction documents</p> <p>On-site inspection</p> <p>Qualified consultant to conduct soil tests and treat/dispose soils at approved disposal facility/submit documentation to City</p>	<p>Prior to construction</p> <p>During construction</p> <p>Prior to off-site disposal of any excavated soils from BR 3A</p>	City of San Ramon Community Development Department; City of San Ramon Engineering Services Division; project applicant; construction contractor; Contra Costa Health Services		
Section 3.9—Hydrology and Water Quality					
MM HYD-1a: Prior to the issuance of grading permits, the project applicant shall file a Notice of Intent (NOI) with and obtain a facility identification number from the State Water Resources Control Board. The project applicant shall also submit a Storm Water Pollution Prevention Plan (SWPPP) to the City of San Ramon that identifies specific actions and BMPs to prevent stormwater pollution during construction activities. The SWPPP shall identify a practical sequence for BMP implementation, site restoration, contingency measures, responsible parties, and agency contacts.	File NOI and obtain facility identification number; Submittal of a SWPPP	Prior to issuance of grading permit	State Water Resources Control Board; City of San Ramon Engineering Services Division		
MM HYD-1b: Prior to the issuance of site development permits, the project applicant shall submit a final Stormwater Control Plan (SCP) to the City of San Ramon for review and approval. The SCP shall be developed using the Contra Costa Stormwater C.3 Guidebook and be designed to discourage prolonged standing/ponding of water on-site.	Submittal of final SCP	Prior to issuance of site development permits	City of San Ramon Engineering Services Division		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
Section 3.11—Noise					
<p>MM NOI-1a: To reduce potential traffic noise impacts, prior to issuance of building permits, the applicant shall submit evidence to the satisfaction of the Planning Division to demonstrate that the proposed Master Plan includes a code compliant mechanical ventilation system that would permit windows to remain closed for prolonged periods for all proposed residential units fronting the following roadway segments.</p> <ul style="list-style-type: none"> • Camino Ramon—From Norris Canyon Road to Executive Parkway • Camino Ramon—From Executive Parkway to Bishop Drive • Camino Ramon—From Bishop Drive to Bollinger Canyon Road • Sunset Drive—From The Shops at Bishop Ranch/Bishop Ranch 2 to Bollinger Canyon Road • Bollinger Canyon Road—From Camino Ramon to Bishop Ranch 1 East • Interstate 680 North of Bollinger Canyon Road 	Submittal of proof of code compliant mechanical ventilation system	Prior to issuance of building permits	City of San Ramon Community Development Department		
<p>MM NOI-1b: The project shall provide upgraded wall and window assemblies for all residential units that would have a line of sight to I-680 (and would be located within 390 feet of I-680). The combined wall and window assembly shall have a minimum Standard Transmission Class (STC) rating of 32-STC or provide design level analysis to the City for review and approval that shows that the residential interior noise level standard of 45 dBA CNEL will be achieved. Prior to issuance of building permits, the applicant shall have a professional acoustic consultant review the final design plans to provide assurance to City staff that the design would provide the required STC rating.</p>	Professional acoustic consultant to review final design plans	Prior to issuance of building permits	City of San Ramon Community Development Department; Professional acoustic consultant		
<p>MM NOI-2: To reduce potential construction noise impacts, the following noise-reduction measure shall be implemented during construction:</p> <ul style="list-style-type: none"> • The construction contractor shall ensure that all equipment driven by internal combustion engines shall be equipped with mufflers, which are in good condition and appropriate for the equipment. • The construction contractor shall ensure that unnecessary idling of internal combustion engines (i.e., idling in excess of 5 minutes) is prohibited. 	<p>Incorporation into project construction documents</p> <p>On-site inspection</p>	<p>Prior to construction</p> <p>During construction</p>	<p>City of San Ramon Community Development Department; City of San Ramon Engineering Services Division; project applicant;</p>		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
<ul style="list-style-type: none"> • The construction contractor shall utilize “quiet” models of air compressors and other stationary noise sources where technology exists. • At all times during grading and construction, the construction contractor shall ensure that stationary noise-generating equipment shall be located as far as practicable from sensitive receptors and placed so that emitted noise is directed away from the nearest residential land uses. • The construction contractor shall designate a noise disturbance coordinator who would be responsible for responding to any local complaints about construction noise. The disturbance coordinator would determine the cause of the noise complaints (starting too early, bad muffler, etc.) and establishment reasonable measures necessary to correct the problem. The construction contractor shall visibly post a telephone number for the disturbance coordinator at the construction-site. • The construction contractor shall ensure that construction hours are limited to between 7:30 a.m. and 7:00 p.m. Monday through Friday and limited to between 9:00 a.m. to 6:00 p.m. on Saturdays and Sundays. 			construction contractor		
Section 3.15—Transportation					
<p>MM TRANS-1a: The intersection of Bollinger Canyon Road/Norris Canyon shall be signalized when warranted based on a full warrant analysis. The project applicant shall either install the signal (subject to reimbursement for costs outside its fair share) or provide equitable share fees to the City of San Ramon for installation of the improvement.</p>	Signal installation at Bollinger Canyon Road/ Norris Canyon or provision of fees	When warranted based on a full warrant analysis	Project applicant and/ or City of San Ramon Engineering Services (Traffic) Division		
<p>MM TRANS-1b: The existing intersection at Alcosta Boulevard and Bollinger Canyon Road shall be widened to provide a northbound right turn lane. The project applicant shall provide equitable share fees to the City of San Ramon to pay for installation of the improvement.</p>	Provision of fees	If warranted based on operating conditions	City of San Ramon Engineering Services (Traffic) Division		
<p>MM TRANS-2a: When monitoring determines that the intersection of Bishop Drive/Annabel Lane and Norris Canyon Road is approaching deficient LOS, the City of San Ramon shall restripe the northbound approach to provide one exclusive left-turn lane and one shared left-turn/through/right-turn lane, and modify the signal phasing to provide a split phase for the northbound and</p>	Provision of improvement costs	When intersection of Bishop Drive/ Annabel Lane and Norris Canyon Road is approaching	City of San Ramon Engineering Services (Traffic) Division		

Mitigation Measures	Method of Verification	Timing of Verification	Responsible for Verification	Verification of Completion	
				Date	Initial
southbound approaches. The project applicant is responsible for the cost of the improvement.		deficient levels of service (LOS)			
MM TRANS-2b: When monitoring determines that the intersection of Camino Ramon and Norris Canyon Road is approaching deficient levels of service, the City of San Ramon shall widen the Norris Canyon Road westbound approach to add an exclusive right-turn lane. The right-turn lane should begin at Camino Ramon and continue easterly to the first driveway. The project applicant is responsible for the cost of the improvement.	Provision of improvement costs	When Camino Ramon/ Norris Canyon Road is approaching deficient LOS	City of San Ramon Engineering Services (Traffic) Division		
MM TRANS-2c: When monitoring determines that the intersection of Alcosta Boulevard and Bollinger Canyon Road is approaching deficient levels of service, the City shall modify the existing signal operation to provide northbound right-turn overlap phase during the protected westbound left-turn phase. The project applicant is responsible to provide the cost of the improvement.	Provision of improvement costs	When Alcosta Boulevard/ Bollinger Canyon Road is approaching deficient LOS	City of San Ramon Engineering Services (Traffic) Division		

Resolution No. 10-20

EXHIBIT C

CITYWALK EIR

DRAFT ENVIRONMENTAL IMPACT REPORT

(By Reference)

<http://www.sanramon.ca.gov/CityWalkEIR>

Resolution No. 10-20

EXHIBIT D

CITYWALK EIR

RESPONSE TO COMMENTS

(By Reference)

<http://www.sanramon.ca.gov/CityWalkEIR>