

Appendix C - Biennial Climate Action Plan Report (2018 and 2019 Reporting Period)

Executive Summary

The San Ramon Climate Action Plan (CAP) was adopted in 2011 as the primary strategy for ensuring that the build-out of the General Plan will not conflict with the implementation of Assembly Bill 32 – the Global Warming Solutions Act of 2006. Assembly Bill (AB) 32, among other things, requires California to reduce statewide greenhouse gas (GHG) emissions to 1990 levels by the year 2020. To accomplish this goal locally, the CAP outlines policy actions for the City to reduce greenhouse gas emissions 15 percent below 2008 levels by the year 2020; thereby meeting the AB 32 standard.

Climate Action Plan Strategy

The CAP's focus is on emission sources within the City's regulatory authority as well as reliance on the statewide reduction strategies. The CAP strategy is based upon the land use, transportation, and conservation policies that are part of the General Plan. Conceptually, the design and density of future growth can produce a more compact and integrated land use pattern. This improved connectivity can reduce the amount of vehicles on the road, make centralized transit more viable and when coupled with improved energy efficiency measures can result in fewer GHG emissions locally.

Climate Action Plan Status Report

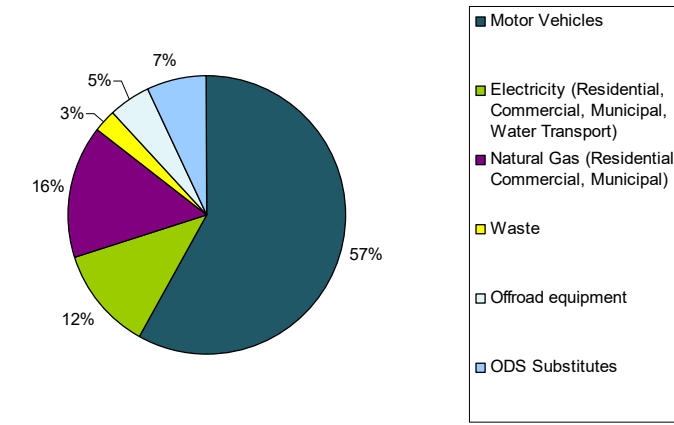
To monitor progress in achieving the CAP objectives, the CAP Status Report is intended to provide an overview of the general activities within the purview of the City and General Plan policies. As such, this report has been modified from a standalone report to an Appendix to the General Plan Annual Report. The impacts of Climate Change as well as the City's local response are difficult to quantify in a meaningful way on an annual or biennial basis. As such, much of the information in this report, as well as previous reports, is qualitative information. Periodic updates the City's Greenhouse Gas Inventory will offer a more technical snapshot of the effectiveness of the CAP and are the means by which compliance with local targets is assessed.

Greenhouse Gas Inventory (GHG) Report 2014

Greenhouse gas inventories consider a wide range of human activities. Estimating the amount of GHG generated by these activities requires using a multiple data sources and a diverse set of methodologies to form a GHG profile for the City. The last comprehensive Greenhouse Gas Inventory was completed for the 2014 reporting year and included in the 2015 CAP Annual Report. The analysis for San Ramon indicates that the majority of GHG generation is associated with

Motor Vehicles (57%) and Energy Use (28% electricity and gas) and has directly influenced the policy focus of the CAP.

Figure 1: San Ramon Community Greenhouse Gas Emissions Inventory 2014



The 2014 Greenhouse Gas Inventory Update and related analysis indicated that existing regulations alone are sufficient to meet the 2020 GHG reduction targets for the General Plan Planning Area. The next comprehensive Greenhouse Gas Inventory Update is anticipated at the completion of the 2020 reporting year (approximately every 5 years) and will correspond with the next comprehensive General Plan Update (anticipated in 2021). If, as a result of that analysis, additional local GHG reduction measures are required, the City will consider additional updates to the CAP.

The Attached policy matrix includes a summary of the CAP strategies and an implementation status update based on current City actions, activities and policies that promote CAP implementation.

Attached

Biennial Climate Action Plan Report Status Matrix (2018 to 2019 Reporting Period)

Biennial Climate Action Plan Report (2018 to 2019 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
Land Use Strategies				
LU-1	Increase the average development density of new development by 10% by 2020.	LU-1.1 through LU-1.3	<i>Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Continue to exceed the 2020 progress indicator of 10 percent increased residential density since the 2009 baseline. Through 2019, the citywide residential density per sq. mile has increased by approx.12.1 percent since 2009. [18.73 sq. miles and 29,372 units as of 12/31/2019]</i> • <i>Continue to review proposed development plans based on General Plan and CAP guidance.</i> • <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, Crow Canyon Specific Plan, and established Priority Development Areas (PDA).</i> • <i>Adopted a General Plan density increase for Mixed Use development from 12.7 to 14 units per acre (10.2% MU density increase).</i> • <i>The Zoning Ordinance incorporates increased residential density as allowed by the State Density Bonus Law.</i> • <i>In 2016, the City approved the San Ramon Apartments Project at 2551 San Ramon Valley Blvd. with a total of 169 apartment units which includes a 32 percent (41 units) State Density Bonus Law increase.</i> • <i>In 2017, the City approved the Aspenwood Apartment Project at 9000 Alcosta Blvd. with a total of 95 apartment units which includes a 35 percent (25 units) State Density Bonus Law increase.</i>

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Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
				<ul style="list-style-type: none"> • <i>In 2018 and 2019, the City completed a General Plan Amendment and Rezone of nine parcels located near Sunset Drive and Bishop Drive to support the success of City Center and bolster existing retail centers by allowing additional housing units in the City Center Priority Development Area (PDA).</i> • <i>In 2019, began review of the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units, a 169-key hotel, 166,000 sq. ft. commercial space, and several new parking structures.</i>
LU-2	Encourage mixed-use development in new development and redevelopment areas.	LU-2.1 through LU-2.4	<i>Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Ongoing development review for City Center Project implementation (PDA, Mixed Use Development, Infill, transit oriented)</i> • <i>Anticipate adoption of a Specific Plan Amendment in mid-2020 to revise guidelines and land uses in the Crow Canyon Specific Plan to refine and improve opportunities for mixed use development consistent with the City vision for the Area.</i> • <i>In 2018 and 2019, the City completed a General Plan Amendment and Rezone of nine parcels located near Sunset Drive and Bishop Drive to incorporate an expanded City Center Mixed Use zoning district to support the success of City Center and bolster existing retail centers by allowing additional housing units in the City Center Priority Development Area (PDA).</i>

Biennial Climate Action Plan Report (2018 to 2019 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
				<ul style="list-style-type: none"> <i>In 2019, began review of the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units, a 169-key hotel, 166,000 sq. ft. commercial space, and several new parking structures.</i>
LU-3	Increase transit orientation in new development and redevelopment areas near current and planned transit facilities.	LU-3.1 through LU-3.4	<i>Planning Services</i>	<ul style="list-style-type: none"> <i>On-going.</i> <i>During review of project plans, encourage transit oriented designs and features when project plans are near major transit hubs or future multimodal transit facilities.</i> <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, Crow Canyon Specific Plan, and established Priority Development Areas (PDA).</i> <i>In 2019, began review of the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units, a 169-key hotel, 166,000 sq. ft. commercial space, and several new parking structures.</i>

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LU-4	Increase pedestrian orientation in new development and redevelopment areas.	LU-4.1 through LU-4.4	<i>Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>During review of project plans, encourage pedestrian oriented designs and features that will encourage pedestrian access and use.</i> • <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, Crow Canyon Specific Plan, and established Priority Development Areas (PDA).</i>
LU-5	Provide additional workforce housing opportunities in the City to improve the jobs housing balance and to reduce commute distances.	LU-5.1 through LU-5.2	<i>Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, Crow Canyon Specific Plan, and established Priority Development Areas (PDA).</i> • <i>The General Plan, North Camino Ramon Specific Plan, and Crow Canyon Specific Plan, continue to include policies for incentives if developers provide more than the City's required percentage of workforce (affordable) housing units.</i> • <i>In 2016, the City approved the San Ramon Apartments Project at 2551 San Ramon Valley Blvd. with a total of 169 apartment units which includes 13 Very Low and 7 Moderate Income Level Below Market Rate units.</i> • <i>In 2017, the City approved the Aspenwood Apartment Project at 9000 Alcosta Blvd. with a total of 95 apartment units which includes 10 Very Low Income Level Below Market Rate units.</i>

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				<ul style="list-style-type: none"> • <i>In April 2019, the City Council adopted an Inclusionary Housing and Commercial Linkage Ordinance.</i> • <i>In 2019, began review of the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units. The Project is required to comply with the Inclusionary Housing and Commercial Linkage Ordinance.</i>
LU-6	Promote compact development by protecting open space and hillsides and encouraging infill and redevelopment of underutilized parcels in urbanized areas.	LU-6.1	<i>Planning Services Engineering Services Parks and Community Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, Crow Canyon Specific Plan, and established Priority Development Areas (PDA).</i> • <i>Approved infill development on underutilized parcels such as the San Ramon Apartments Project (2551 San Ramon Valley Blvd.), the Aspenwood Apartment Project (9000 Alcosta Blvd.), and a 10,800 sq. ft. Commercial Retail Building (2015 Crow Canyon Pl.)</i> • <i>Approved the Chang Project for 43 single-family units with a conservation easement to protect the surrounding open space.</i> • <i>In 2017, the Northwest San Ramon Geologic Hazard Abatement District (NWSR GHAD) was formed to own and maintain approx. 190 acres of open space in The Preserve (formerly Faria Preserve) development project.</i> • <i>The Open Space Advisory Committee continues to discuss potential policies to preserve/protect open space in the community.</i>

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				<ul style="list-style-type: none"> • <i>Anticipate adoption in 2020 of the Parks, Trails, Open Space and Recreation Master Plan that includes a primary focus on Open Space Preservation.</i> • <i>In 2019, began review of the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units, a 169-key hotel, 166,000 sq. ft. commercial space, and several new parking structures.</i>
Transportation Strategies				
T-1	Provide transit facilities and services that improve transit mode share.	T-1.1	<i>Transportation Services Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to review new development applications and promote transportation policies for the construction of transit facilities, infrastructure, and services that improve transit mode share.</i> • <i>Adopted the Bicycle Master Plan in April 2018.</i> • <i>In 2019, the City installed four new transit shelters in the Dougherty Valley area.</i> • <i>Completed Environmental Analysis (CEQA) for the Iron Horse Trail Bicycle/Pedestrian Overcrossings at Bollinger Canyon Road and at Crow Canyon Road. Final design phase underway in anticipation of project approval.</i> • <i>The City supported implementation of the Bishop Ranch Autonomous Vehicle Program.</i>

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				<ul style="list-style-type: none"> • <i>Increased the Senior Van Transportation program to include a stop at the San Ramon Transit center to bring seniors who live outside of San Ramon to and from the Senior Center.</i>
T-2	Provide pedestrian connections in new and existing development to improve pedestrian mobility and accessibility.	T-2.1 through T-2.2	<i>Transportation Services Planning Services Engineering Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to review new development applications to provide improved pedestrian connections, mobility, and accessibility.</i> • <i>Completed Environmental Analysis (CEQA) for the Iron Horse Trail Bicycle/Pedestrian Overcrossings at Bollinger Canyon Road and at Crow Canyon Road. Final design phase underway in anticipation of project approval.</i> • <i>Installed Rectangular Rapid Flashing Beacon (RRFB) System at South Monarch Road and Bayleaf Drive / Gale Ranch Middle School.</i> • <i>Installed new Class I bike path along Bishop Drive to the Iron Horse Trail as part of the City Center Bishop Ranch Project.</i> • <i>Anticipate adoption in 2020 of the Parks, Trails, Open Space and Recreation Master Plan that includes a primary focus on trail development, walkability, and connectivity for pedestrians and bicycles in San Ramon.</i>

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T-3	Provide a safe and well-connected system of bicycle paths, lanes, and trails to increase bicycle use.	T-3.1 through T-3.2	<i>Transportation Services Planning Services Engineering Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>In 2018, the City Council adopted the City’s first Bicycle Master Plan. Upon adoption of the Bike Master Plan, implementation of specific bicycle infrastructure improvements have taken place through the Capital Improvement Program (CIP), including installation of Bike Buffer Lanes, Bike Conflicts Zones and new Bike Lanes.</i> • <i>The City continues to pursue funding for projects that improve connections and safety of the City’s bicycle system, including Transportation Development Act (TDA) grant to fund bike conflict zones on San Ramon Valley Blvd and Norris Canyon Road.</i> • <i>Completed Environmental Analysis (CEQA) for the Iron Horse Trail Bicycle/Pedestrian Overcrossings at Bollinger Canyon Road and at Crow Canyon Road. Final design phase underway in anticipation of project approval.</i>

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T-4	Use traffic calming measures to improve traffic flow, pedestrian orientation, and bicycle use.	T-4.1 through T-4.2	<p><i>Transportation Services</i></p> <p><i>Planning Services</i></p> <p><i>Engineering Services</i></p> <p><i>Public Services</i></p>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>During 2018 the City Council reviewed and adopted the City’s first Bicycle Master Plan. Upon adoption of the Bike Master Plan, implementation of specific bicycle infrastructure improvements have been installed through the Capital Improvement Program (CIP).</i> • <i>Anticipate adoption in 2020 of the Parks, Trails, Open Space and Recreation Master Plan that includes a primary focus on trail development, walkability, and connectivity for pedestrians and bicycles in San Ramon</i> • <i>The City continues to use traffic calming measures and participate in local programs designed to improve traffic flow and promote alternative transportation options, including:</i> <ul style="list-style-type: none"> ○ <i>The City completed the Residential Traffic Calming (RTC) program and is scheduled to update the Program Policies and Tool Kit in 2020/2021.</i> ○ <i>Implementation of the San Ramon Street Smarts Program which promotes bicycle safety through local school site bike rodeos, poster contests, Public Service Announcement contests and safety assemblies.</i> ○ <i>Facilitate and implement the Safe Routes to School Program that promotes walking as an alternative to driving to school.</i> ○ <i>Administer the TRAFFIX School Bus Program as a transit alternative for 6 school sites in San Ramon.</i> ○ <i>Implement the 511 Contra Costa pilot program for students, Pass2Class, which provides students with “free” transit rides for the month of September.</i>

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T-5	Increase the use of low and zero emission vehicles.	T-5.1 through T-5.2	<i>All Departments</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Building & Safety Services continues to issue building permits for installation of residential and commercial Electric Vehicle charging infrastructure.</i> • <i>Zoning Ordinance Text Amendment incorporates a development standard for new multi-family residential development with more than 100 units to provide at least one (1) Electric Vehicle charging station.(Adopted 2018)</i> • <i>Construction of an approved Hydrogen Vehicle Fueling Station was recently completed which supports Zero Emission Vehicle infrastructure.</i> • <i>The City continues to participate in local programs designed to promote alternative transportation options (511 Contra Costa Programs).</i> • <i>The City supported implementation of the Bishop Ranch Autonomous Vehicle Program.</i>

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T-6	<p>Improve the effectiveness of existing Transportation Demand Management Programs and ensure that new developments with large employee concentrations implement TDM Programs.</p>	<p>T-6.1 through T-6.3</p>	<p><i>Transportation Services Planning Services Engineering Services</i></p>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to participate in local programs designed to promote alternative transportation options and reduce community vehicle miles traveled, including:</i> <ul style="list-style-type: none"> ○ <i>Facilitated and participated in the 2018 and 2019 Bike to Work Days and provided an Energizer Station on the Iron Horse Trail.</i> ○ <i>The City’s first Bike Master Plan was adopted in April 2018.</i> ○ <i>Administer and staff the Transportation Demand Management Advisory Committee to address and promote local transportation alternatives and the 511 Contra Costa Commuter Programs.</i> ○ <i>Implemented Transit Benefit programs consistent with Senate Bill 1339 (2012).</i> • <i>The City’s TDM programs and services are available to all San Ramon employers. The City encourages business to promote the 511 Contra Costa Commuter Programs at employment sites.</i> • <i>The 511 Contra Costa Countywide Incentive Programs have been incorporated into private sector TDM programs.</i> • <i>Bishop Ranch Office Park continues to operate their own nationally recognized Transportation Demand Management program which, in addition to the existing bus transit program, includes the BRiteBikes bicycle-share program to City facilities, vanpool program, subsidized transit passes and the installation of EV Charging stations.</i>

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Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
				<ul style="list-style-type: none"> • <i>The City supported implementation of the Bishop Ranch Autonomous Vehicle Program.</i>
T-7	Require projects to provide facilities that make travel by bicycle and transit more convenient.	T-7.1 through T-7.2	<i>Transportation Services Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to review new development applications to incorporate bicycle parking, storage, and other support facilities to make travel by bicycle and transit more convenient.</i>
T-8	Encourage the use of parking facility designs and parking management to reduce vehicle trips.	T-8.1 through T-8.2	<i>Transportation Services Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to review new development applications and participate in local programs to provide parking facility designs and parking management to promote alternative transportation options and reduce community vehicle miles traveled and vehicle trips.</i> • <i>The North Camino Ramon Specific Plan and the Crow Canyon Specific Plan promote new development with a “park-once-and-walk” environment, limiting the amount of land and structures devoted to parking facilities.</i> • <i>The City Center Project incorporates a shared parking structure design for multiple uses and tenants on-site.</i>

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T-9	Provide vehicle support infrastructure to encourage use of low- and zero-emission vehicles.	T-9.1 through T-9.2	<i>Transportation Services Planning Services Engineering Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Building & Safety Services continues to issue building permits for installation of residential and commercial Electric Vehicle charging infrastructure.</i> • <i>Construction of an approved Hydrogen Vehicle Fueling Station was recently completed which supports Zero Emission Vehicle infrastructure.</i> • <i>The City continues to participate in local programs designed to promote alternative transportation options (511 Contra Costa Programs).</i> • <i>The City supported implementation of the Bishop Ranch Autonomous Vehicle Program.</i>

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Energy Strategies				
E-1	<p>Increase the use of energy conservation features, renewable sources of energy, and low-emission equipment in new and existing development projects within the City.</p>	E-1.1 through E-1.5	<p><i>Planning Services Building & Safety Services Engineering Services Public Services</i></p>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to promote policies for solar ready roofs and reductions in impervious surfaces for stormwater management and to minimize heat island effect.</i> • <i>The City joined Marin Clean Energy (MCE) as the default energy provider for all residential and commercial properties with the automatic enrollment in 50 percent renewable energy service. The City has enrolled City Hall in the Deep Green 100% renewable energy service. MCE estimates the total City of San Ramon emissions reduction when compared to PG&E is approximately 10.6 percent (2018) and 14.1 percent (2019) based upon the estimated PG&E Emissions Factor for 2018.</i> • <i>Authorized two (2) additional Property Assessed Clean Energy (PACE) Program options within the City.</i> • <i>Verify compliance with the Model Water Efficient Landscape Ordinance (MWELo) for new development within the City.</i> • <i>Zoning Ordinance Text Amendment incorporates performance standards requiring the use of recycled water when feasible for dust control and other construction related activities and requiring recycled water landscape irrigation. (Adopted 2018)</i>

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				<ul style="list-style-type: none"> • <i>Building & Safety Services continues to issue building permits for installation of residential and commercial solar permits. Approximately 421 building permits were issued in 2018. Approximately 664 building permits were issued in 2019 (58 percent change from 2018).</i> • <i>New City Hall was completed in May 2016 and incorporates LEED-Silver features.</i> • <i>In 2017, the City conducted energy upgrades to the Permit Center and Police Department buildings.</i>
E-2	Reduce energy use from the transport and treatment of water (20% reduction goal for new development).	E-2.1 through E-2.3	<i>Planning Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Verify compliance with the Model Water Efficient Landscape Ordinance (MWELO) for new development within the City.</i> • <i>Zoning Ordinance Text Amendment incorporates performance standards requiring the use of recycled water when feasible for dust control and other construction related activities and requiring recycled water landscape irrigation. (Adopted 2018)</i> • <i>The City continues to pursue landscape turf conversion projects which result in reduced water consumption.</i>

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E-3	<p>Improve the City’s recycling and source reduction programs to make continued progress in minimizing waste. (Show reduction in per capita waste rate. Increase purchasing of recycled content materials.).</p>	E-3.1 through E-3.3	<p><i>Public Services Administrative Services Building & Safety Services</i></p>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>New recycling programs were included in a new 10-year solid waste franchise for 2020-2030. Organics (food scraps, food soiled paper, yard trimmings, clean wood) recycling was expanded to include all customers (single-family, multi-family, and commercial) with few exemptions. New containers with standardized color coding (blue = recycle, green = organics, gray = garbage) and labels were provided to all customers.</i> • <i>The City provides outreach education, monitoring and reporting in support of the State commercial recycling and composting mandates.</i> • <i>The City is in compliance with State diversion and recycling requirements. The most recent State annual report (2018) shows that San Ramon disposed of 3.9 lbs./resident/day. The State-determined target for San Ramon is a disposal rate of no more than 5.7 lbs./resident/day.</i> • <i>In 2020, the City will update the solid waste sections of the Municipal Code to be consistent with the new franchise agreement and compliant with SB 1383 and other pending state solid waste regulations. The City will require all San Ramon residents and businesses to recycle their organic materials.</i> • <i>Implemented online reporting system for construction/demolition debris recycling in 2016.</i> • <i>Implemented commercial composting program in 2016.</i> • <i>Implemented new recycling program for businesses that produce small quantities of paper, cardboard, glass, and plastic in 2016.</i> • <i>The new Franchise Agreement that was implemented in October 2019 requires the contractor to divert 90% of San Ramon’s solid waste from landfill by 2029.</i>
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- *The new Franchise Agreement requires the contractor to use CNG fueled collection vehicles.*

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Regional Cooperation Strategies				
R-1	Participate in regional programs and initiatives that reduce greenhouse gas emissions.	R-1.1 through R-1.3	<i>All Departments</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Review during Development Review Process & CEQA process.</i> • <i>Planning Services continues to monitor and participate (as needed) in the regional planning process to address the Sustainable Communities Strategy requirements of SB 375 and other State laws related to housing and development.</i> • <i>City staff monitors and participates in the Contra Costa County Climate Leader Program and forums as applicable to City goals and issues.</i> • <i>The City joined Marin Clean Energy (MCE) and has a Council Member on the MCE Board of Directors.</i> • <i>The City has provided information and is listed on the Solar Road Map website and has provided information in support of the American Solar Transformation Initiative, PACE programs.</i> • <i>The City approved a Hydrogen Vehicle Fueling Station as part of the California Energy Commission Commission's Alternative and Renewable Fuel and Vehicle Technology Program.</i> • <i>City Staff continues to participate in the Air District's Contra Costa County & Tri-Valley Resource Teams on Air Quality.</i> • <i>City Staff is continuously engaged with regional and local transportation agencies (511 Contra Costa, MTC and ACT) to address local transit priorities.</i>

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Climate Adaptation Strategies				
ADPT-1	New projects shall assess the significance of increased wildfires, decreased water supply, changes in agriculture, increased flooding, and any other potential impacts from climate change in California Environmental Quality Act documents.	--	<i>Planning Services Engineering Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>All new development projects are assessed based on the requirements of CEQA which include assessments of potential impacts wildfires, water supply, changes in agriculture, increased flooding, and any other potential environmental impacts.</i> • <i>The City continues to work with the San Ramon Valley Fire Protection District to assess and address wild-fire risks in the urban-wildland areas. San Ramon Valley Fire Protection District conducts an annual fuel modification program to reduce the risk of wildfire in identified State and local Fire Hazard Severity Zones.</i> • <i>Ongoing grass and brush fuel modification to minimize wildfire risk on local GHAD District lands.</i> • <i>The City routinely conducts sediment removal and erosion repairs in local creeks and culverts to address potential flooding concerns.</i> • <i>Stormwater LID Low-impact development techniques are associated with stormwater management strategies for new development and are required for all new development proposals subject to the Regional Water Quality Control Board permit requirements.</i> • <i>The City conducts routine Flood Plain studies of drainage areas within the City.</i> • <i>The City continues to participate in the FEMA National Flood Insurance Program's Community Rating System.</i>

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				<ul style="list-style-type: none"> <i>The City has an adopted local Hazard Mitigation Plan, which is a component of the Contra Costa County Plan, and includes a matrix of 39 local initiatives to address potential hazards, which include many of those associated with climate adaptation.</i>
ADPT-2	Create an outreach and/or rebate program that encourages businesses and residents to construct graywater and rainwater collection systems on their properties. A minimum of one City employee should have appropriate training regarding these systems to help interested parties develop systems.	--	<i>Public Services Engineering Services</i>	<ul style="list-style-type: none"> <i>Graywater system information is available at the City Permit Center.</i> <i>Zoning Ordinance Text Amendment incorporates regulations allowing landscape irrigation systems with graywater subject to the California Plumbing Code requirements. (Adopted 2018)</i>
ADPT-3	Developers shall provide an assessment of a project's potential impacts on the local and sub-regional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.	--	<i>Engineering Services</i>	<ul style="list-style-type: none"> <i>On-going.</i> <i>New development is required to provide a stormwater control plan that addresses the potential impacts to the stormdrain system.</i> <i>Stormwater LID Low-impact development techniques are associated with stormwater management strategies for new development and are required for all new development proposals subject to the Regional Water Quality Control Board permit requirements.</i> <i>New developments are required to conduct hydrology studies to demonstrate that stormwater runoff is not increased.</i>

Biennial Climate Action Plan Report (2018 to 2019 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
ADPT-4	To reduce flood peaks, reduce sedimentation, temporarily store floodwaters, recharge aquifers and restore environmental flows, flood management should be integrated with watershed management on open space, agricultural, wildlife areas, and other low-density lands.	--	<i>Engineering Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City routinely conducts sediment removal and erosion repairs in local creeks and culverts to address potential flooding concerns.</i> • <i>The City conducts routine Flood Plain studies of drainage areas within the City.</i> • <i>The City continues to participate in the FEMA National Flood Insurance Program's Community Rating System.</i> • <i>The City has an adopted local Hazard Mitigation Plan, which is a component of the Contra Costa County Plan, and includes a matrix of 39 local initiatives to address potential hazards, which include many of those associated with climate adaptation.</i>
ADPT-5	Low-impact development techniques should be used in new development to infiltrate and store runoff.	--	<i>Engineering Services Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Stormwater LID Low-impact development techniques are associated with stormwater management strategies for new development and are required for all new development proposals subject to the Regional Water Quality Control Board permit requirements.</i> • <i>New development is required to provide a stormwater control plan that addresses the potential impacts to the stormdrain system.</i>