

**Addendum
City Village Project
City of San Ramon, Contra Costa County, California**

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ACRONYMS AND ABBREVIATIONS

µg/m ³	micrograms per cubic meter
°F	degrees Fahrenheit
°C	degrees Celsius (Centigrade)
ABAG	Association of Bay Area Governments
ACI	Alameda County Industries (ACI)
ADT	Average Daily Traffic
AF	acre feet
AQP	Air Quality Plan
ARB	California Air Resources Board
BAAQMD	Bay Area Air Quality Management District
BGS	below ground surface
BMP	Best Management Practice
CalEEMod	California Emissions Estimator Model
CAL FIRE	California Department of Forestry and Fire Protection
Caltrans	California Department of Transportation
CAP	Clean Air Plan
CBG	Carlson Barbee & Gibson
CBC	California Building Standards Code
Central San	Central Contra Costa Sanitary District
CCTA	Contra Costa Transportation Authority
CEQA	California Environmental Quality Act
cfs	cubic feet per second
CNEL	Community Noise Equivalent Level
CPUC	California Public Utilities Commission
CREC	Controlled Recognized Environmental Conditions
CUPA	Certified Unified Program Agency
dBA	A-weighted decibel
DPM	diesel particulate matter
DPR	California Department of Parks and Recreation
EBMUD	East Bay Municipal Utility District
EIR	Environmental Impact Report
EMFAC	Emissions Factors
EMF	electromagnet field
EPA	United States Environmental Protection Agency
ESA	Environmental Site Assessment

Acronyms and Abbreviations

FAR	floor area ratio
FCS	FirstCarbon Solutions
FTA	Federal Transit Administration
GHG	greenhouse gas
GIS	Geographic Information System
GPD	gallons per day
HI	hazard index
HREC	Historically Recognized Environmental Condition
ISO	Insurance Services Office
kBTU	kilo-British Thermal Unit
LID	Low Impact Development
LOS	Level of Service
MBTA	Migratory Bird Treaty Act
MCE	Marin Clean Energy
MDR	Mixed Density Residential
MEI	maximally exposed individual
mgd	millions gallons per day
MLD	Most Likely Descendant
MMRP	Mitigation Monitoring and Reporting Program
mph	miles per hour
MTC	Metropolitan Transportation Commission
ND	Negative Declaration
NAHC	Native American Heritage Commission
NO _x	oxides of nitrogen
NPDES	National Pollution Discharge Elimination System
NWIC	Northwest Information Center
OEHHA	Office of Environmental Health Hazard Assessment
OSHA	Occupational Safety and Health Administration
PG&E	Pacific Gas and Electricity Company
PM ₁₀	particulate matter, including dust, 10 micrometers or less in diameter
PM _{2.5}	particulate matter, including dust, 2.5 micrometers or less in diameter
PPV	peak particle velocity
PRC	Public Resources Code
REC	Recognized Environmental Condition
RHNA	Regional Housing Needs Assessment
ROG	reactive organic gases
RTP/SCS	Regional Transportation Plan/Sustainable Communities Strategy
RWQCB	Regional Water Quality Control Board

SB	Senate Bill
SCH	State Clearinghouse
SFBAAB	San Francisco Bay Area Air Basin
SWPPP	Storm Water Pollution Prevention Plan
TAC	toxic air contaminant
TIA	Traffic Impact Analysis
TOG	total organic gases
TPA	Transit Priority Area
TCR	Tribal Cultural Resource
UBC	Uniform Building Code
USGS	United States Geological Survey
UST	underground storage tank
UWMP	Urban Water Management Plan
VHFSZ	Very High Hazard Severity Zone
VMT	Vehicle Miles Traveled
VOC	volatile organic compound
WSA	Water Supply Assessment

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SECTION 1: INTRODUCTION

This Addendum, checklist, and attached supporting documents have been prepared to determine whether and to what extent the North Camino Ramon Specific Plan Certified Environmental Impact Report (State Clearinghouse [SCH] No. 2010092014, certified July 24, 2012) (previous EIR) sufficiently addresses the potential impacts of the proposed City Village Project (proposed project), or whether additional documentation and analysis is required under the California Environmental Quality Act (CEQA) (Public Resources Code [PRC] § 21000, *et seq.*).

1.1 - Environmental Checklist

Pursuant to Public Resources Code Section 21166, and CEQA Guidelines Sections 15162 and 15164, subd. (a), the attached Addendum has been prepared to evaluate the proposed project. Consistent with the thresholds used by the lead agency in the previous EIR, the attached Addendum uses the standard environmental checklist categories provided in Appendix G of the CEQA Guidelines but provides answer columns for evaluation consistent with the provisions of CEQA Guidelines Section 15162, subd. (a).

1.2 - Environmental Analysis and Conclusions

CEQA Guidelines Section 15164, subd. (a) provides that the lead agency or a responsible agency shall prepare an Addendum to a previously certified Environmental Impact Report (EIR) or Negative Declaration (ND) if some changes or additions are necessary but none of the conditions described in CEQA Guidelines Section 15162 calling for preparation of a subsequent EIR or ND have occurred (CEQA Guidelines, § 15164, subd. (a)).

An Addendum need not be circulated for public review but can be included in or attached to the previous EIR or ND (CEQA Guidelines § 15164, subd. (c)). The decision-making body shall consider the Addendum with the previous EIR prior to making a decision on the proposed project (CEQA Guidelines § 15164, subd. (d)). An agency must also include a brief explanation of the decision not to prepare a subsequent EIR or ND pursuant to Section 15162 (CEQA Guidelines § 15164, subd. (e)).

Consequently, once an EIR or ND has been certified for a project, no subsequent EIR or ND is required or allowed under CEQA unless, based on substantial evidence:

1. Substantial changes are proposed in the project which will require major revisions of the previous EIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects;¹

¹ CEQA Guidelines Section 15382 defines “significant effect on the environment” as “. . . a substantial, or potentially substantial adverse change in any of the physical conditions within the area affected by the project, including land, air, water, minerals, flora, fauna, ambient noise, and objects of historic or aesthetic significance . . .” (see also Public Resources Code [PRC] § 21068).

2. Substantial changes occur with respect to the circumstances under which the project is undertaken which will require major revisions of the previous EIR or ND . . . due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects; or
3. New information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was certified as complete, or the ND was adopted . . . shows any of the following:
 - A. The project will have one or more significant effects not discussed in the previous EIR or ND;
 - B. Significant effects previously examined will be substantially more severe than shown in the previous EIR or ND;
 - C. Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
 - D. Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR or ND would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative (CEQA Guidelines, § 15162, subd. (a); see also PRC § 21166).

This Addendum, checklist, and attached documents constitute substantial evidence supporting the conclusion that preparation of a supplemental or subsequent EIR or ND is not required.

This Addendum addresses the conclusions of the North Camino Ramon Specific Plan Environmental Impact Report (hereinafter referred to as the “previous EIR”) in light of the proposed project.

1.2.1 - Findings

There are no substantial changes proposed by the proposed project or under the circumstances in which the proposed project would be undertaken that would require major revisions of the previous EIR. The proposed project does not require preparation of a new subsequent or supplemental EIR due to either (1) the involvement of new significant environmental effects, (2) a substantial increase in the severity of previously identified significant effects, or (3) new information of substantial importance. No mitigation measures or alternatives previously found not to be feasible would in fact be feasible nor has the City Village Project proponent declined to adopt any additional mitigation measures or alternatives that would substantially reduce one or more significant effects on the environment. Applicable mitigation measures from the previous Certified EIR are identified and discussed in this Addendum.

As illustrated herein, the proposed project is consistent with and within the scope of the previous Certified EIR and would involve only minor changes, therefore, an Addendum is appropriate and required CEQA compliance for the proposed project.

1.2.2 - Conclusions

The impacts of the proposed project remain within the impacts previously analyzed in the previous EIR (CEQA Guidelines § 15164).

1.3 - Mitigation Monitoring Program

As required by Public Resources Code Section 21081.6, subd. (a)(1), a Mitigation Monitoring and Reporting Program (MMRP) has been prepared for the proposed project in order to monitor the implementation of the mitigation measures that have been adopted for the proposed project. Any long-term monitoring of mitigation measures imposed on the overall development will be implemented through the MMRP.

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SECTION 2: PROJECT DESCRIPTION

2.1 - Location and Setting

2.1.1 - Location

The approximately 31.05-acre project site is located at 2400-2440 Camino Ramon in the City of San Ramon (City), in Contra Costa County, California (Exhibit 1). The project site is bounded by the Bishop Ranch 8 office complex and the Toyota parts distribution warehouse (west); Norris Canyon Road (north); Camino Ramon (east); and Executive Parkway (south). The project site is located on the *Diablo, California* United States Geological Survey (USGS) 7.5-minute Topographic Quadrangle Map, Township 1 South, Range 1 West, Unsectioned (Latitude 37° 46' 17" North; Longitude 121° 57' 48" West) (Exhibit 2).

The 2012 North Camino Ramon Specific Plan (Specific Plan) is divided into seven areas ("A" through "G") and 17 total sub-areas. The proposed project will be located fully within Sub Area G4 (Exhibit 3).

2.1.2 - Environmental Setting

Existing Land Use Activities/CEQA Baseline

The project site contains the existing Bishop Ranch 6 office complex, which constitutes part of the existing setting and environmental baseline for the proposed project. Bishop Ranch 6 consists of three existing 3-story office buildings totaling approximately 564,000 square feet, surface parking (approximately 1,590 spaces), and landscaping consisting of mature trees and shrubs. Bishop Ranch 6 was developed in the mid-1980s and leased and occupied and features both enclosed and atrium office layouts. Vehicular access is taken from unsignalized driveways on Norris Canyon Road, Camino Ramon, and Executive Parkway. Photographs of the project site are provided in Exhibit 3.

2.1.3 - General Plan and Zoning

The City of San Ramon General Plan 2035 designates the project site "Mixed Use." Ordinance 431 amended the City's Zoning Ordinance for the North Camino Specific Plan, which currently designates the project site "Bishop Ranch Mixed Use." The proposed amendments to the Specific Plan would redesignate the project site to "Mixed Density Residential."

2.2 - Project Background

2.2.1 - North Camino Ramon Specific Plan

The San Ramon City Council adopted the Specific Plan and certified the associated EIR in July 2012.

2.3 - Project Characteristics

2.3.1 - Project Summary

The project applicant, SummerHill Homes, is proposing to remove the existing Bishop Ranch 6 office complex and develop 404 residential dwelling units on the project site. The proposal requires an

amendment to the Specific Plan to allow all residential uses on the project site. Exhibit 5 depicts the conceptual site plan.

The proposed project requires several amendments to the Specific Plan (Appendix J includes the complete text of the following proposed amendments to the Specific Plan):

- Delete the Bishop Ranch Mixed Use (BRMU) land use designation and replace with Mixed Density Residential (MDR) at a density of 14 to 30 dwelling units per acre;
- Require compliance with the City’s Inclusionary Housing Ordinance;
- Provide a definition of the MDR district;
- Clarify that the maximum floor area ratio (FAR) does not apply to residential-only projects and that the minimum residential density for the MDR district is 14 units per acre;
- Modify the description of Sub Area G to allow for MDR;
- Provide for a 15-foot minimum setback along Norris Canyon Road East;
- Provide for a 25-foot minimum setback along Camino Ramon South; and
- Revise the building design guidelines to include MDR and other amendments to the Specific Plan necessary for consistency with the proposed project.

The previous EIR concluded that the buildout of Specific Plan would include approximately 11,089,000 square feet of development over 17 Sub Areas. The previous EIR evaluated the buildout of residential units within the Specific Plan area to be approximately 1,650,000 square feet with 1,500 residential dwelling units; however, the maximum number of residential units permitted in the Specific Plan Area would be 1,124 per General Plan Policy VIS 3.3.

The proposed project is located fully within Sub Area G4 within the Specific Plan, an approximately 31.05-acre site. As described in the previous EIR, Sub Area G4 was projected to include up to 1,356,000 square feet of development, including up to 971,000 square feet of new commercial uses and up to 385,000 square feet of new residential uses, resulting in 350 multi-family dwelling units. Additionally, the previous EIR included a residential density minimum of 20 dwelling units per acre for all new development in the Specific Plan area.² The proposed project would consist of approximately 912,780 square feet of new residential uses, resulting in 404 residential dwelling units with an 18.5 dwelling unit per acre density. Table 1 describes the existing uses at the project site, the projected uses for Sub Area G4 as described in the previous EIR, and the proposed uses for the project.

² The projections were made solely for purposes of analysis under CEQA. [See p.96 of App. E of the EIR.] The square footages are not a limit on development in Sub Area G4.

Table 1: Comparison of the Existing Site and 2012 North Camino Ramon Specific Plan Sub Area G4 to the Proposed Project Summary

Site	Office Uses	Commercial Uses	Residential Uses		Parking	Total
	Gross Square Feet	Gross Square Feet	Dwelling Units	Gross Square Feet	Spaces	Gross Square Feet
Existing Bishop Ranch 6 Office Complex	564,000	–	–	–	1,590	564,000
Projected Specific Plan Sub Area G4 Development	–	971,000	350	385,000	–	1,351,666
Proposed Project–City Village Project Site	–	–	404	912,780	970	912,780
Notes: All square footage values are approximate. Source: City of San Ramon 2021.						

Residential Dwelling Units

Housing Products

Dwelling units would consist of for-sale homes with a mix of three housing types: attached townhomes, detached single-family rowhomes, and detached single-family courtyard homes. All homes are planned to be 2- to 3-story wood-frame construction. The product mix would include 3 and 4-bedroom homes, with living areas ranging from 1,720 to 3,087 square feet. Table 2 summarizes the dwelling units.

Table 2: Dwelling Unit Summary

Housing Product	Count	Notes
Attached Townhomes	136	Four floor plans (1,720—2,250 square feet); 2-car standard garage in each dwelling unit; Up to three levels; 15 percent of dwelling units deed-restricted and affordable in accordance with the City’s inclusionary housing requirements
Detached Single-family Rowhomes	114	Three floor plans (1,999-2,457 square feet); 2-car standard garage in each dwelling unit; Up to three levels
Detached Single-family Courtyard Homes	154	Six floor plans (2,176—3,087 square feet); 2-car standard garage in each dwelling unit; Up to three levels
Total	404	18.5 Dwelling Units per Net Acre
Source: SummerHill 2021.		

Design and Appearance

Architecture would be modern and contemporary in character and would be consistent with the surrounding uses. The architecture and the site plan are intended to integrate the design guidelines of the Specific Plan, with a mixed density all residential project. The design would be compatible with the framework of the CityWalk Master Plan, adopted in 2020, creating a transition and a pedestrian connection between the proposed project and surrounding land uses.

2.3.2 - Circulation and Parking

Circulation

The proposed project would continue to take access from Norris Canyon Road, Camino Ramon, and Executive Parkway. An internal network of private streets and alleys would link the residential uses with the public streets.

Parking

The proposed project would provide 970 on-site, off-street parking spaces, assigned as follows:

- Attached Townhomes: 308 spaces
- Detached Row Homes and Detached Courtyard Homes: 655 spaces
- Park: 7 spaces

2.3.3 - Park

The proposed project would provide an approximately 2-acre publicly accessible park abutting the intersection at Camino Ramon and Executive Parkway. The park may include sports courts, a tot lot, and a large multi-purpose field.

2.3.4 - Storm Drainage

The proposed project would install an on-site storm drainage system to meet applicable C.3 requirements, consisting of bioswales, inlets, unground piping, and basins. Stormwater would be detained and released at a rate no greater than the pre-development condition of the project site into municipal storm drains located in Norris Canyon Road and Camino Ramon.

2.3.5 - Utilities

Water

The project site is currently served with potable water service provided by East Bay Municipal Utility District (EBMUD). The proposed project would continue to be served with potable water service provided by EBMUD and would connect via service laterals to existing underground facilities within Norris Canyon Road and Camino Ramon. EBMUD has provided a “will serve” letter confirming it can serve the proposed project.

Wastewater

The project site is currently served with wastewater collection and treatment service provided by Central Contra Costa Sanitary District (Central San). The proposed project would continue to be served with wastewater collection and treatment service provided by Central San and would connect via service laterals to existing underground facilities within Norris Canyon Road and Camino Ramon. Central San has provided a “will serve” letter confirming it can serve the proposed project.

Electricity and Natural Gas

The City, including the project site, is currently served with electricity and natural gas service provided by Marin Clean Energy (MCE) and Pacific Gas and Electricity Company (PG&E), respectively.³ The proposed project would continue to be served with electricity and natural gas service provided by MCE and PG&E and would connect via service laterals to existing underground facilities within Norris Canyon Road and Camino Ramon. PG&E has provided a “will serve” letter confirming it can serve the proposed project.

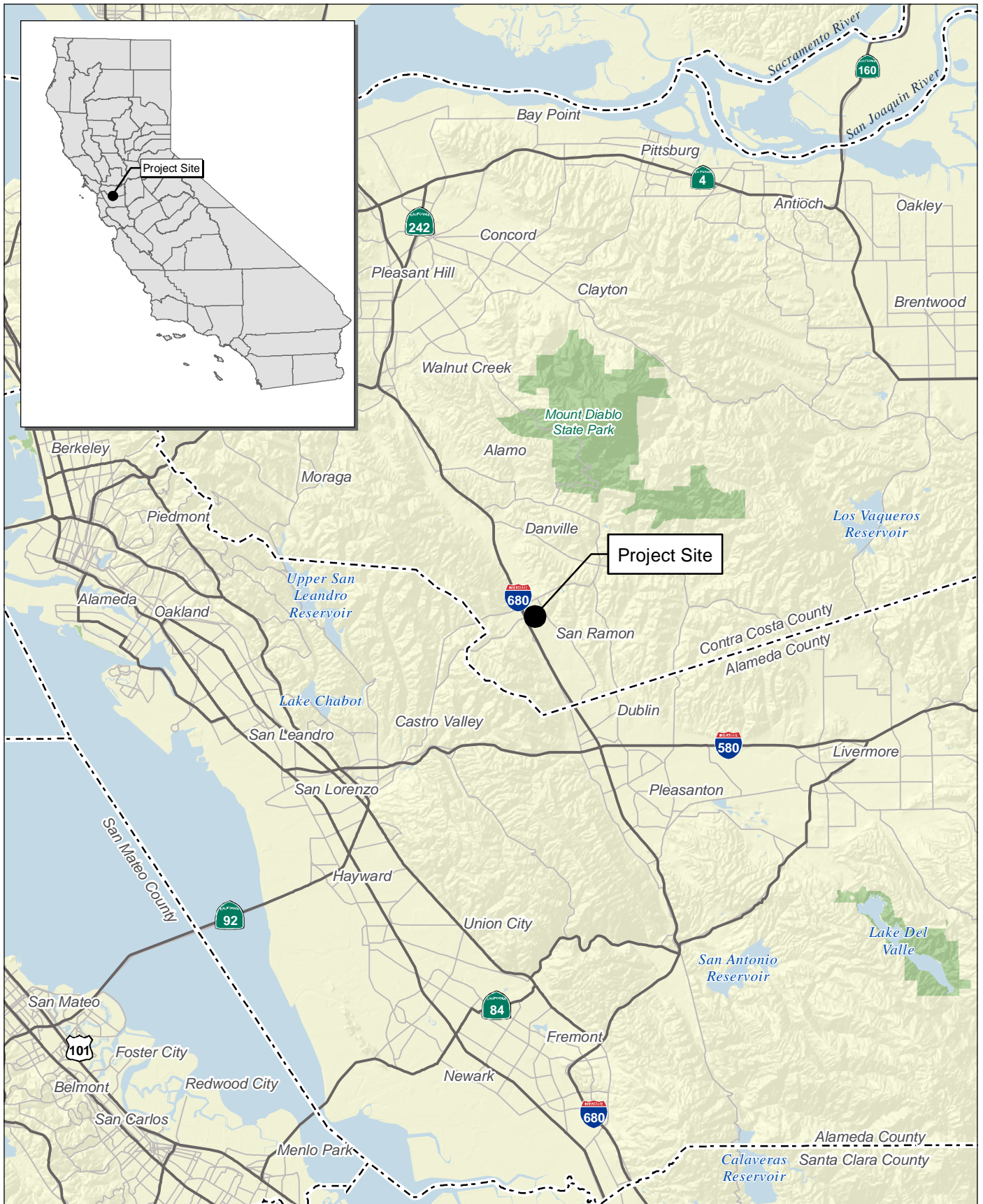
2.4 - Discretionary Approvals

The proposed project requires the following discretionary approvals from the City:

- Specific Plan Amendment
- Development Plan
- Vesting Tentative Map
- Architectural Review
- Tree Removal Permits

³ Marin Clean Energy (MCE). 2021. Website: <https://www.mcecleanenergy.org/faq/>. Accessed May 27, 2021.

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Source: Census 2000 Data, The California Spatial Information Library (CaSIL).

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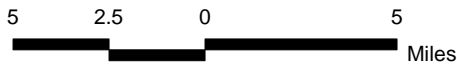
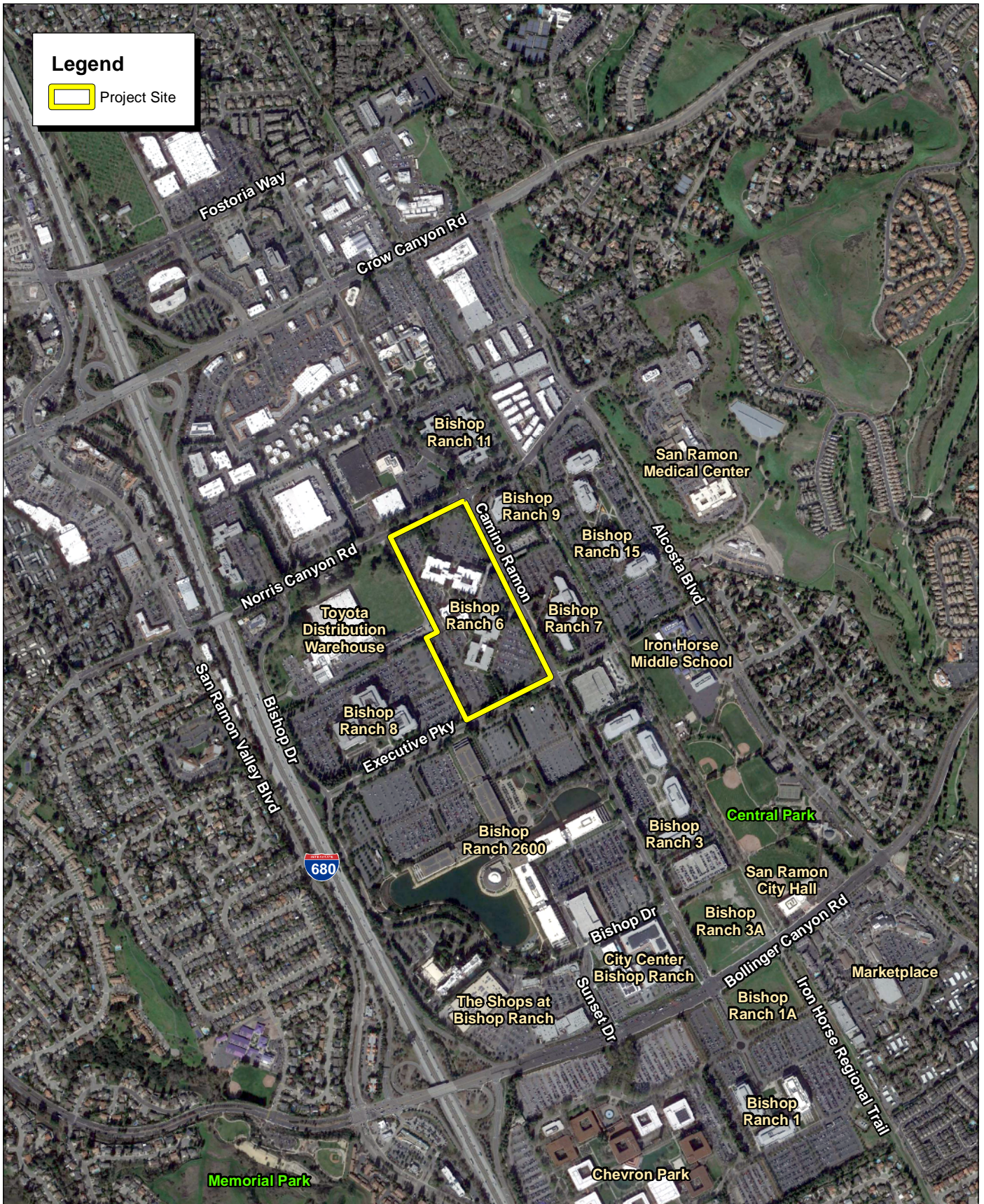


Exhibit 1 Regional Location Map

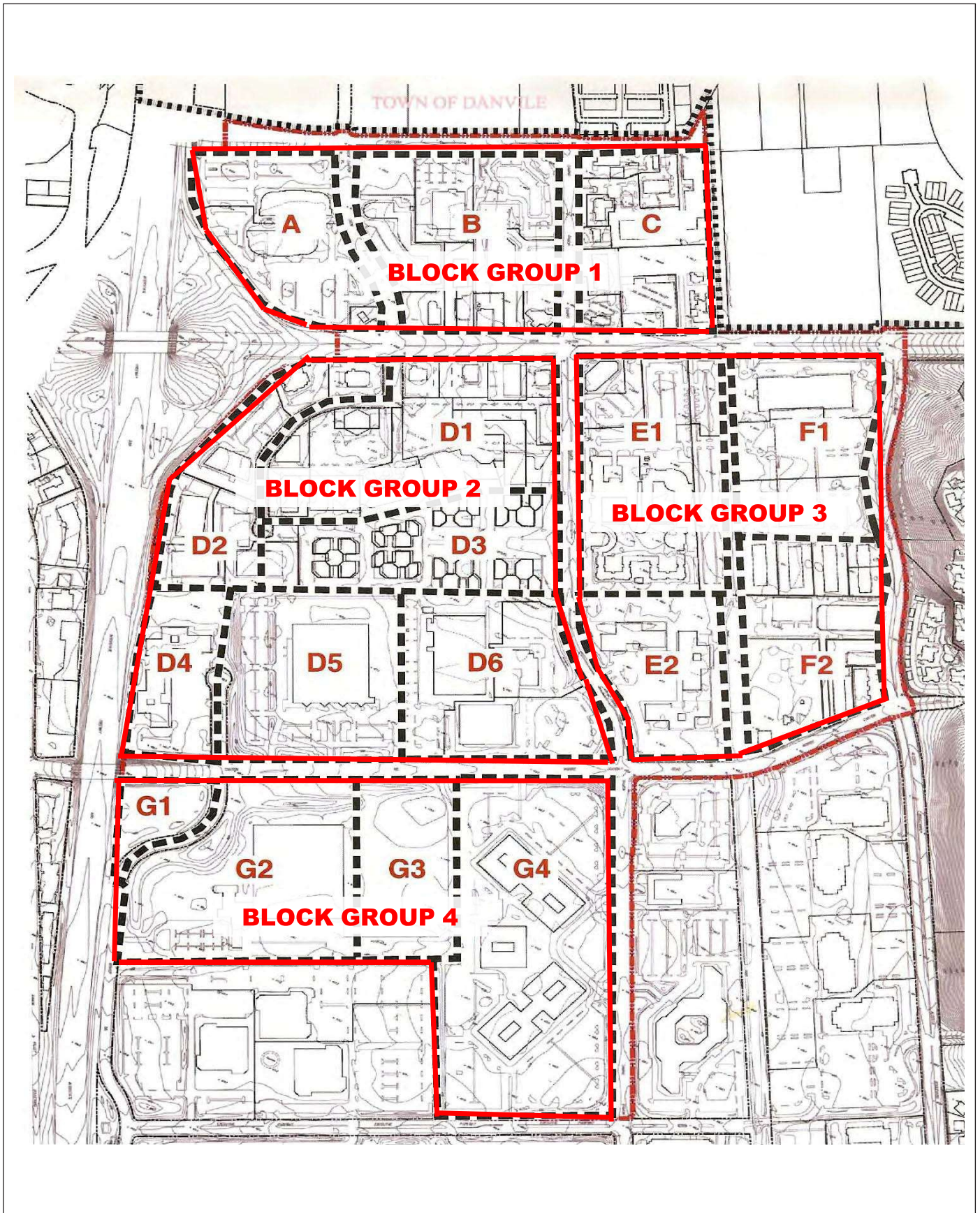
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Source: Google Earth Aerial Imagery.



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Source: Cannon Design Group, September 15, 2009.



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A. View of 2400 Camino Ramon.



B. View of 2410 Camino Ramon.



C. View of 2420 and 2430 Camino Ramon.



D. View of Camino Ramon entrance to Bishop Ranch 6.

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Source: WILLIAM HEZMALHALCH ARCHITECTS, INC. DBA WHA, 06/11/2021.

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SECTION 3: CEQA CHECKLIST

The purpose of the checklist is to evaluate the categories in terms of any changed condition (e.g., changed circumstances, project changes, or new information of substantial importance) that may result in a changed environmental result (e.g., a new significant impact or substantial increase in the severity of a previously identified significant effect) (CEQA Guidelines § 15162).

The questions posed in the checklist come from Appendix G of the CEQA Guidelines. A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the previous EIR. These environmental categories might be answered with a “no” in the checklist, since the proposed project does not introduce changes that would result in a modification to the conclusion of the previous EIR.

This Addendum addresses the conclusions of the North Camino Ramon Specific Plan Environmental Impact Report.

3.1 - Explanation of Checklist Evaluation Categories

(1) Conclusion in Previous EIR and Related Documents

This column summarizes the conclusion of the previous EIR relative to the environmental issue listed under each topic.

(2) Do the Proposed Changes Involve New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(1), this column indicates whether the changes represented by the revised project will result in new significant environmental impacts not previously identified or mitigated by the previous EIR or whether the changes will result in a substantial increase in the severity of a previously identified significant impact.

(3) New Circumstances Involving New Impacts?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(2), this column indicates whether there have been substantial changes with respect to the circumstances under which the project is undertaken that will require major revisions to the previous EIR due to the involvement of new significant environmental effects or a substantial increase in the severity of previously identified significant effects.

(4) New Information Requiring New Analysis or Verification?

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3)(A-D), this column indicates whether new information of substantial importance, which was not known and could not have been known with the exercise of reasonable diligence at the time the previous EIR was adopted, shows any of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or ND;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible, and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

If the additional analysis completed as part of this environmental review were to find that the conclusions of the previous EIR remain the same and no new significant impacts are identified, or identified impacts are not found to be substantially more severe, or additional mitigation is not necessary, then the question would be answered “no” and no additional environmental document would be required.

(5) Mitigation Measures Implemented or Address Impacts

Pursuant to CEQA Guidelines Section 15162, subd. (a)(3), this column indicates whether the previous EIR provides mitigation measures to address effects in the related impact category. Any previously adopted mitigation measures will be identified. The response will also address proposed revisions to previously adopted mitigation measures. These mitigation measures will be implemented with the construction of the project, as applicable. If “NA” is indicated, the previous EIR has concluded that the impact either does not occur with this project or is not significant, therefore, no additional mitigation measures are needed.

3.2 - Discussion and Mitigation Sections

The following sections include three components for each environmental checklist question: (1) discussion of each checklist question and any potential impacts to the environment, (2) any mitigation measures required, and (3) a conclusion of the analysis. Each component is further described below:

(1) Discussion

A discussion of the elements of the checklist is provided under each environmental category in order to clarify the answers. The discussion provides information about the particular environmental issue, how the project relates to the issue, and the status of any mitigation that may be required or that has already been implemented.

(2) Mitigation Measures

Applicable mitigation measures from the previous EIR that apply to the proposed project are listed under each environmental category.

(3) Conclusions

A discussion of the conclusion relating to the analysis is contained in each section.

3.3 - Environmental Topics

The following topics are evaluated in accordance with current CEQA Guidelines:

- Aesthetics, Light, and Glare
- Agricultural and Forest Resources
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology, Seismicity, and Soils
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use and Planning
- Mineral Resources
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utilities and Service Systems
- Wildfire

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
I. Aesthetics, Light, and Glare <i>Except as provided in Public Resources Code Section 21099, would the project:</i>					
a) Have a substantial adverse effect on a scenic vista?	No impact.	No	No	No	None
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic building within a State Scenic Highway?	Less than significant impact.	No	No	No	None
c) In non-urbanized areas, substantially degrade the existing visual character or quality of public views of the site and its surroundings? (Public views are those that are experienced from publicly accessible vantage point). If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?	Less than significant impact.	No	No	No	None
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	Less than significant impact.	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that there were no scenic vistas within the Specific Plan area. The primary scenic vistas visible from the Specific Plan area are the Dougherty Hills, Wiedemann Hill, and Mount Diablo; however, views of these features are intermittent because of the existing urban land uses. The previous EIR concluded that implementation of development and land uses within the Specific Plan area would increase the existing density but would not be expected to result in significant impacts to existing views of the Dougherty Hills, Wiedemann Hill, and Mount Diablo. Therefore, no impacts on scenic vistas would occur.

City Village Project Analysis and Conclusions

The proposed project would be developed within Sub Area G4 of the Specific Plan area analyzed in the previous EIR, where no scenic vistas were identified. Furthermore, as demonstrated previously in Table 1, the project proposes an overall reduction in buildout of square footage as compared to the Specific Plan. Additionally, the proposed project includes building height limited to 37 feet or 3 stories, which is lower than 85 feet or 5 stories analyzed and allowed within the Specific Plan. Although the proposed project would increase the existing density at the project site, it would result in development that is less dense than the minimum density specified for buildout under the Specific Plan. Because the proposed project would reduce density and building heights compared to development analyzed and allowed under the Specific Plan it would not be expected to result in any new impacts to existing views.

Additionally, the proposed project would undergo discretionary reviews that would verify compliance with massing and building height standards, designed to ensure the project does not interfere with any existing views. Therefore, the proposed project would not conflict with the design guidelines included in the Specific Plan. Therefore, the proposed project would not introduce new environmental impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR identified Interstate 680 (I-680) as an officially designated State Scenic Highway that serves the western boundary of the Specific Plan area. Generally, views of surrounding ridgelines and hillsides are available from I-680, and there is one existing billboard, a sign for Bishop Ranch, located at Norris Canon Road along I-680 on the western side of the Specific Plan area. The previous EIR concluded that although the Specific Plan would allow higher-density mixed-uses to be developed along the freeway, buildout of the Specific Plan would be consistent with the existing urban development within the Specific Plan boundaries, therefore, redevelopment of these properties would maintain the urban character of this area. The Specific Plan would allow buildings to be constructed to heights of 85 feet or 5 stories (whichever is less); however, there are several multi-story buildings adjacent to I-680 (e.g., Legacy Plaza) that are of similar height, so this would not represent a significant visual change to the I-680 viewshed. Additionally, the Specific Plan included adoption of design guidelines that would ensure that the development contemplated by the Specific Plan implements a contemporary design that would not diminish I-680's status as a State Scenic Highway. Therefore, impacts on State Scenic Highways would be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be developed approximately 1,600 feet east of I-680, within Sub Area G4 of the Specific Plan, which allows for higher-density mixed-uses to be developed along I-680. The proposed project would amend the Specific Plan to allow residential uses to be developed on the project site and would specifically allow the development of 404 residential dwelling units. The proposed project would decrease buildout allowed by the Specific Plan for Sub Area G4 by approximately 439,000 square feet and would limit building heights to

approximately 37 feet or 3 stories, which is lower than 85 feet or 5 stories analyzed and allowed within the Specific Plan. Overall, the proposed project would result in the development of up to 520 total dwelling units, which includes the proposed City Village project in Sub Area G4 as well as another residential project approved in the Specific Plan area, compared to a total of 1,500 residential units analyzed in the previous EIR. In total, the previous EIR analyzed 1,500 residential units. Furthermore, the residential development in the proposed project would have a density of approximately 18.5 dwelling units per acre, which is lower than the minimum density of 20 dwelling units per acre proposed as a development standard for the Specific Plan Area in the previous EIR. Therefore, the proposed project would result in reduced building heights and a lower density of residential development than proposed in the previous EIR. Additionally, the proposed project would not be visible from I-680 as it would be screened by landscaping along the interstate and buffered by intervening development, including Bishop Ranch 8 and the Toyota parts distribution facility. Therefore, the proposed project would not introduce new environmental impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the redevelopment of the 295-gross-acre Specific Plan area to support up to 6,720,000 square feet of commercial and residential development at full buildout would alter the visual character within the Plan boundaries, although this change in itself was not considered a potentially significant environmental impact because the quality of viewscape would not be substantially diminished. The impact analysis included an assessment of existing visual character, an evaluation of Specific Plan's development standards and design guidelines, and an evaluation of the visual compatibility of the project with its surroundings.

Most of the Specific Plan parcels are now developed with existing commercial uses, including the Bishop Ranch 6 site. There are no significant natural features (creeks, ridgelines, forested areas, meadows, etc.) or significant historic resources within the Specific Plan boundaries, therefore, the Specific Plan area can be characterized as fully committed to contemporary urban uses. The Specific Plan also included adoption of development standards and design guidelines for each sub-area, ensuring that the development and land use activities contemplated by the Specific Plan achieve a high-quality design and be visually compatible with surrounding land uses.

The Specific Plan sets forth development standards and design guidelines that apply to new development within the Specific Plan boundaries. These development standards and design guidelines establish a minimum lot size of 80,000 square feet, a height limit of 85 feet or 5 stories, a maximum average FAR of 0.70 for the entire Specific Plan area, and a minimum residential density of 20 units per acres. The design guidelines also promote development and land use activities that reflect the vision of the Specific Plan and basic architectural principles for new development. Regarding visual compatibility, the area surrounding the Specific Plan boundaries includes urban uses on all sides, including retail uses, residential uses, medical offices, and office uses. All of the surrounding land uses are characterized by existing contemporary development. The previous EIR found that although the buildout of the Specific Plan would result in a significant visual change to the plan area, the development and land use

activities contemplated by the Specific Plan would achieve a high-quality design that would be visually compatible with surrounding land uses. As such, impacts were found to be less than significant.

City Village Project Analysis and Conclusions

Buildout of the proposed project would result in a net decrease of approximately 439,000 total commercial and residential square feet as compared to the projected buildout of the Specific Plan for Sub Area G4; however, the proposed project would also alter the existing visual character of the Bishop Ranch 6 site. Consistent with the Specific Plan, the proposed change in visual character is not considered significant because the quality of viewscape would not be substantially diminished. The proposed project would comply with the development standards and design guidelines adopted as part of the Specific Plan, ensuring that the development would be visually compatible with surrounding land uses.

The proposed project is within the Specific Plan area analyzed in the previous EIR and would be compatible with the existing contemporary urban uses developed pursuant to the Specific Plan. The architecture of the proposed project would have a modern and contemporary character and would also integrate the Specific Plan's development standards and design guidelines. The development would be compatible with the framework of the CityWalk Master Plan, specifically through the development of a transition and a pedestrian connection between the proposed project and surrounding land uses. Therefore, the proposed project would not introduce new environmental impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

d) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that light and glare impacts are reduced under the Specific Plan compared to existing conditions. There are existing sources of light and glare from 3.4 million square feet of development within the Specific Plan area, including sources that illuminate continuously during the nighttime hours.⁴ At buildout, the Specific Plan contemplates as much as 6.72 million square feet of commercial and residential development, or a net increase of 3.32 million square feet relative to conditions prior to its adoption. Buildout of the Specific Plan replaces surface parking lots—which generally involve the continuous illumination of large expanses of area with high-intensity lighting—with structured parking and on-street parking that generally involve illumination of smaller areas with lower intensity lighting. The previous EIR found that light and glare impacts would be less than significant.

City Village Project Analysis and Conclusions

As shown in Table 2, the proposed project would result in a reduction in buildout by approximately 439,000 total square feet as compared to the adopted Specific Plan and would also include 404 residential dwelling units that would include standard 2-car garages for each unit. Consequently, development of the proposed project would replace the high-intensity lighting associated with the existing surface parking lots with lower intensity street lighting.

⁴ City of San Ramon. 2012. North Camino Specific Plan EIR.

The proposed project would comply with the City’s Zoning Ordinance Site Planning and Project Design Standards for outdoor lighting, including the maximum illumination level limitations for residential areas.⁵ Therefore, the proposed project would not introduce any additional light or glare, but rather would reduce the intensity of nighttime lighting overall as a fully residential project compared to the residential and commercial uses proposed by the Specific Plan for Sub Area G4. The proposed project would not introduce new environmental impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to aesthetics. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

⁵ City of San Ramon Zoning Ordinance. 2020. Division D3 Site Planning and Project Design Standards. Adopted February 28, 2020. Available: https://p1cdn4static.civiclive.com/UserFiles/Servers/Server_10826046/File/Our%20City/Departments/Community%20Development/Planning/Zoning%20Ordinance/Division%20D-3%2002.28.20.pdf. Accessed August 17, 2021.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
<p>II. Agricultural and Forest Resources</p> <p><i>In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the State’s inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:</i></p>					
<p>a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?</p>	No impact	No	No	No	None
<p>b) Conflict with existing zoning for agricultural use, or a Williamson Act Contract?</p>	No impact	No	No	No	None
<p>c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code Section 12220(g)), timberland (as defined by Public Resources Code Section 4526), or timberland zoned Timberland Production (as defined by Government Code Section 51104(g))?</p>	No impact	No	No	No	None
<p>d) Result in the loss of forest land or conversion of forest land to non-forest use?</p>	No impact	No	No	No	None

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	No impact	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the Specific Plan area does not contain any active farmland, agricultural operations, or Prime Farmland, Unique Farmland, or Farmland of Statewide Importance. This condition precludes the possibility of the Specific Plan converting Important Farmland to non-agricultural use. As such, no impact to farmland would occur through implementation of the Specific Plan.

City Village Project Analysis and Conclusions

The proposed project would be located within Sub Area G4 of the Specific Plan area that was analyzed in the previous EIR. The 31.05-acre project site would be located in an urbanized area that the California Department of Conservation identifies as urban and built-up land; no agriculture land uses currently exist.⁶ Therefore, the proposed project would not convert farmland to non-agricultural land uses and would not introduce environmental impacts related to the conversion of farmland land uses to non-agricultural land uses or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the Specific Plan area does not contain agricultural uses and no acreage within the Specific Plan boundaries are under a Williamson Act Contract, therefore, no conflicts with a Williamson Act Contract would occur. Parcels located within the Specific Plan are zoned for commercial uses, therefore, no conflicts with agricultural zoning would occur. As such, no impact to land zoned for agricultural use or a Williamson Act Contract would occur through implementation of the Specific Plan.

⁶ California Department of Conservation. 2016. Contra Costa County Important Farmland Map. Website: <https://www.conservation.ca.gov/dlrp/fmmp/Pages/ContraCosta.aspx>. Accessed June 30, 2021.

City Village Project Analysis and Conclusions

The proposed project would be located within Sub Area G4 of the Specific Plan and does not contain any agricultural uses or acreage that is under a Williamson Act Contract. As such, the proposed project would not conflict with existing agricultural zoning or a Williamson Act Contract. Therefore, the proposed project would not introduce environmental impacts that would conflict with existing agriculture zoning or a Williamson Act Contract or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the Specific Plan area does not contain any acreage zoned for forestland or timberland. Therefore, land use and development activities that are consistent with the Specific Plan would not impact these zoning designations or resources, and no impacts would occur.

City Village Project Analysis and Conclusions

The proposed project would be located within Sub Area G4 of the Specific Plan, which does not contain any areas zoned for forestland or timberland. Therefore, the proposed project would not conflict with existing forestland or timberland. Therefore, the proposed project would not introduce any new environmental impacts. No additional analysis is required.

d) Summary of 2012 North Camino Ramon Specific Plan EIR

As previously discussed in Impact II(c), the Specific Plan EIR concluded that the project site does not contain any forest land or timberland. Therefore, the land use and development activities included in the Specific Plan area would not convert any forest land to non-forest uses. As such, no impacts would occur.

City Village Project Analysis and Conclusions

As discussed above, the proposed project would be located within Sub Area G4 of the Specific Plan area, which does not contain forest land. Therefore, the proposed project would not introduce any new environmental impacts. No additional analysis is required.

e) Summary of 2012 North Camino Ramon Specific Plan EIR

As previously discussed, there is no farmland or forest land present within any of the areas surrounding the Specific Plan area. This precludes the possibility of the proposed project contributing to changes in the existing environment that could result in the conversion of farmland to non-agricultural use or forest land to non-forest use. Therefore, no impacts would occur.

City Village Project Analysis and Conclusions

The project site does not contain, or border agriculture or farmland uses, nor does it contain or border forestlands or forest uses. Therefore, the proposed project would not introduce any new environmental impacts related to the alteration of existing farmland or forestland to non-agriculture use or non-forest use. No additional analysis is required.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to agricultural and forest resources. The conclusions from previous EIR remain unchanged when considering the adoption of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
III. Air Quality <i>Where available, the significance criteria established by the applicable air quality management district or air pollution control district may be relied upon to make the following determinations. Would the project:</i>					
a) Conflict with or obstruct implementation of the applicable air quality plan?	Less than significant impact.	No	No	No	None
b) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard?	Less than significant with implementation of MM AIR-4.	No	No	No	None
c) Expose sensitive receptors to substantial pollutant concentrations?	Less than significant with implementation of MM AIR-4.	No	No	No	None
d) Result in other emissions (such as those leading to odors or) adversely affecting a substantial number of people?	Less than significant impact.	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the Specific Plan would support the Bay Area Air Quality Management District (BAAQMD) 2010 Clean Air Plan (2010 CAP) by providing an infill, higher-density, mixed-use, transit-oriented, pedestrian-oriented, and compact development. The previous EIR determined that the Specific Plan would be consistent with the 2010 CAP control strategies because the stationary source measures would not apply, and Specific Plan design features would ensure consistency with transportation and energy and climate control measures. Furthermore, the previous EIR concluded that although the Specific Plan would increase Vehicle Miles Traveled (VMT) and population compared to existing conditions, the infill nature of the Specific Plan near transit centers and promotion of alternative modes of travel would provide lower VMT per capita and per employee than would otherwise occur in the plan area. Therefore, impacts related to consistency with an Air Quality Plan (AQP) would be less than significant.

City Village Project Analysis and Conclusions

The BAAQMD is the regional agency responsible for overseeing compliance with State and federal laws, regulations, and programs within the San Francisco Bay Area Air Basin (SFBAAB). The BAAQMD, with assistance from the Association of Bay Area Governments (ABAG) and Metropolitan Transportation Commission (MTC), prepares and implements air quality management plans to ensure the SFBAAB meets and maintains compliance with State and federal ambient air quality standards, the most recent and comprehensive of which is the Bay Area 2017 CAP. In formulating compliance strategies, the BAAQMD relies on land use patterns envisioned by local planning efforts, such as a Specific Plan or General Plan. Land use planning affects the extent and type of building operations and vehicle travel, which, in turn, affects region-wide emissions of air pollutants and greenhouse gas (GHG) emissions.

Consistent with the Specific Plan, the proposed project would not conflict with the latest CAP planning efforts since construction and operational emissions would be below the BAAQMD thresholds and because the proposed project would be infill development located near transit centers and employment centers. Additionally, Mitigation Measure (MM) AIR-4 would no longer be applicable to the proposed project because the proposed project would not result in construction and operational emissions or toxic air contaminant (TAC) exposure to sensitive receptors above BAAQMD thresholds. Further, as noted in Section XVII, Transportation, of this Addendum, the proposed project would remove the existing office uses, which would result in a net decrease of 2,154 daily vehicle trips to and from the project site as compared to the previous EIR. Therefore, the proposed project would not result in any new or more severe impacts related to conflicts with implementation of the applicable AQP beyond what was analyzed in the previous EIR.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that construction activities would generate substantial amounts of fugitive dust; however, with incorporation of General Plan Policy 11.5-I-3 (updated to Policy 12.6-I-3), which requires construction and grading activities to incorporate particulate matter reduction measures, the previous EIR determined that the BAAQMD's dust abatement requirements would be satisfied. The previous EIR determined that 1-hour and 8-hour average carbon monoxide (CO) concentrations in combination with background concentrations (unmitigated) would be below the State and national ambient standards.

The previous EIR found that because the background level of ozone, PM₁₀, and PM_{2.5} are, at times, higher than the ambient air quality standards, the BAAQMD designated the Air Basin under a non-attainment status for ozone, particulate matter, including dust, 10 micrometers or less in diameter (PM₁₀), and particulate matter, including dust, 2.5 micrometers or less in diameter (PM_{2.5}) criteria pollutants. The previous EIR concluded implementation of MM AIR-4 in combination with the infill development under the Specific Plan would result in less than significant impacts related to a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard.

City Village Project Analysis and Conclusions

The SFBAAB is considered a non-attainment area for ground level ozone and PM_{2.5} for both State and federal ambient air quality standards. The area is also considered non-attainment for PM₁₀ State ambient air quality standards. As part of an effort to attain and maintain ambient air quality standards for ozone, PM_{2.5} and PM₁₀, the BAAQMD has established thresholds of significance for these air pollutants and their precursors. These thresholds are for ozone precursor pollutants (reactive organic gases [ROG] and oxides of nitrogen [NO_x]), PM₁₀, and PM_{2.5} and apply to both construction period and operational period impacts.

Construction

The California Emissions Estimator Model (CalEEMod) Version 2016.3.2 was used to estimate the quantity of construction vehicle trips (i.e., worker, hauling, and vendor trips) and emissions from on-site construction activity. The California Air Resources Board (ARB) Emission Factors 2017 (EMFAC2017) model was then used to estimate air pollutant emissions generated from construction worker vehicle, hauling truck, and vendor truck trips.

CalEEMod computes annual emissions for construction that are based on the proposed project's land use type, size, and area of disturbance. The model provides emission estimates for both on-site and off-site construction activities. On-site activities are primarily made up of construction equipment emissions, while off-site activity includes worker, hauling, and vendor traffic. The construction conditions and parameters, including equipment list and schedule, were based on information provided by the project applicant.

The construction equipment worksheet provided by the applicant included the schedule for each phase. Within each phase, the quantity of equipment to be used along with the average hours per day and total number of workdays was provided. Since different equipment would have different estimates of the working days per phase, the hours per day for each phase was computed by dividing the total number of hours that the equipment would be used by the total number of days in that phase. The construction schedule was assumed to begin in January 2023 and the proposed project would be built out over a period of approximately 6 years, or 1,564 construction workdays. The proposed project's occupancy would start in mid-2024 and last through the completion of project construction. The earliest year of full operation was assumed to be 2029.

Construction Truck Traffic Emissions

The latest version of CalEEMod is based on the older version of the ARB's EMFAC2014 motor vehicle emission factor model. This model has been superseded by the EMFAC2017 model; however, CalEEMod has not been updated to include EMFAC2017 when this analysis was prepared. Therefore, post-CalEEMod calculations using the EMFAC2017 model was conducted to address this issue.

Construction would produce traffic in the form of worker trips and truck traffic. The traffic-related emissions are based on worker and vendor trip estimates produced by CalEEMod and haul trips that were computed based on the estimate of demolition material to be exported,

soil material imported and/or exported to the site, and the estimate of cement and asphalt truck trips. CalEEMod provides daily estimates of worker and vendor trips for each applicable phase. The total trips for those were computed by multiplying the daily trip rate by the number of days in that phase. Haul trips for demolition and grading were estimated from the demolition and grading volumes provided by the applicant. The number of concrete and asphalt total hauling roundtrips were provided for the proposed project and converted to total one-way trips, assuming two trips per delivery.

The construction traffic information generated by CalEEMod was utilized with EMFAC2017 motor vehicle emissions factors to estimate traffic-related pollutants during project construction. EMFAC2017 provides aggregate emission rates in grams per mile for each vehicle type. The vehicle mix for this study was based on CalEEMod default assumptions, where worker trips are assumed to be comprised of light-duty autos (vehicle category LDA) and light-duty trucks (vehicle categories LDT1 and LDT2). Vendor trips consist of delivery vehicles and heavy-duty trucks (vehicle categories MHDT and HHDT). Haul trips, including cement trucks, consist of heavy-duty trucks (vehicle category HHDT). CalEEMod default travel distances were utilized in construction traffic-related emission estimates, which include an average of 10.8 miles per worker vehicle trip, an average of 7.3 miles per vendor trip, and an average of 20 miles per hauling trip. Because CalEEMod does not specifically include cement trucks, these were added utilizing average vendor travel distances. On-road emissions in Contra Costa County for 2023 through 2028 were used in these calculations. Appendix A provides the traffic inputs that were combined with the EMFAC2017 emission database to compute vehicle emissions.

Summary of Construction Period Emissions

Average daily emissions were annualized for each year of construction by dividing the annual construction emissions by the number of active workdays during that year. Table 3 shows average daily construction emissions of ROG, NO_x, PM₁₀ exhaust, and PM_{2.5} exhaust during construction of the proposed project. As indicated in Table 3, construction emissions would not exceed the BAAQMD significance thresholds.

Table 3: Construction Period Emissions

Year	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Construction Emissions Per Year (Tons)				
2023	0.15	1.12	0.10	0.05
2024	1.18	2.16	0.15	0.11
2025	2.15	2.88	0.18	0.13
2026	2.14	2.87	0.18	0.13
2027	2.13	2.84	0.18	0.13
2028	2.09	2.55	0.16	0.12

Year	ROG	NO _x	PM ₁₀ Exhaust	PM _{2.5} Exhaust
Average Daily Construction Emissions Per Year (pounds/day)				
2023 (259 construction workdays)	1.17	8.63	0.75	0.41
2024 (262 construction workdays)	8.99	16.51	1.16	0.82
2025 (261 construction workdays)	16.45	22.07	1.36	1.03
2026 (261 construction workdays)	16.41	22.01	1.36	1.02
2027 (261 construction workdays)	16.35	21.74	1.35	1.02
2028 (260 construction workdays)	16.10	19.62	1.25	0.92
<i>BAAQMD Thresholds (lb. per day)</i>	<i>54 lb./day</i>	<i>54 lb./day</i>	<i>82 lb./day</i>	<i>54 lb./day</i>
Exceed Threshold	No	No	No	No
Notes: BAAQMD = Bay Area Air Quality Management District ROG = reactive organic gases NO _x = oxides of nitrogen PM ₁₀ = particulate matter, including dust, 10 micrometers or less in diameter PM _{2.5} = particulate matter, including dust, 2.5 micrometers or less in diameter lb. = pounds Source: Appendix A.				

Construction activities, particularly during site preparation and grading, would temporarily generate fugitive dust in the form of PM₁₀ and PM_{2.5}. Sources of fugitive dust would include disturbed soils at the construction site and trucks carrying uncovered loads of soils. Unless properly controlled, vehicles leaving the site could deposit mud on local streets, which could be an additional source of airborne dust after it dries. The BAAQMD CEQA Air Quality Guidelines consider these impacts to be less than significant if Best Management Practices (BMPs) are implemented to reduce these emissions. As previously discussed, General Plan Policy 16.6-I-3 would require proposed developments, including the proposed project, to implement dust control measures during construction and operation, which was determined in the previous EIR as adequately satisfying the BAAQMD’s recommended BMPs. Therefore, this impact would be less than significant.

Operational Period Emissions

Operational air emissions from the proposed project would be generated primarily from motorized vehicles driven by future residents. Evaporative emissions from architectural coatings and maintenance products (classified as consumer products) are typical emissions from these types of uses. CalEEMod was used to estimate emissions from operation of the proposed project assuming full buildout.

Annual emissions were estimated using CalEEMod. The daily emissions were estimated assuming 365 days of operation. As noted in Section XVII, Transportation, of this Addendum, the proposed project would remove the existing office uses, which would result in a net decrease of 2,154 daily trips to and from the project site as compared to the previous EIR, which would further reduce potential emissions of criteria pollutants. Table 4 shows average daily emissions of ROG, NO_x, total PM₁₀, and total PM_{2.5} during operation of the proposed project.

Table 4: Operational Period Emissions

Scenario	ROG	NO _x	PM ₁₀	PM _{2.5}
2029 Project Operational Emissions (tons/year)	6.4 tons	2.2 tons	3.1 tons	0.9 tons
2029 Existing Operational Emissions (tons/year)	4.0 tons	2.6 tons	3.9 tons	1.1 tons
Net Annual Emissions (tons/year)	2.4 tons	-0.4 tons	-0.8 tons	-0.2 tons
BAAQMD Thresholds (tons/year)	10 tons	10 tons	15 tons	10 tons
Exceed Thresholds	No	No	No	No
2029 Project Operational Emissions (lb./day) ¹	13 lb.	-2 lb.	-5 lb.	-1 lb.
BAAQMD Thresholds (lb./day)	54 lb.	54 lb.	82 lb.	54 lb.
Exceed Threshold	No	No	No	No
Notes: BAAQMD = Bay Area Air Quality Management District ROG = reactive organic gases NO _x = oxides of nitrogen PM ₁₀ = particulate matter, including dust, 10 micrometers or less in diameter PM _{2.5} = particulate matter, including dust, 2.5 micrometers or less in diameter lb. = pounds. ¹ Assumes 365-day operation. Source: Appendix A.				

As illustrated in Table 4, operational emissions generated by the proposed project would not exceed the BAAQMD significance thresholds. As a result, MM AIR-4 is no longer applicable because the proposed project would not develop sensitive receptor land uses within an area of impact of I-680 or stationary source and would not exceed the BAAQMD significance thresholds. Therefore, the proposed project would not result in any new or more severe impacts related to conflicts with cumulatively considerable net increase of any criteria pollutant beyond what was analyzed in the previous EIR.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR addressed the potential impacts to sensitive receptors from TAC, naturally occurring asbestos, and asbestos during demolition. The previous EIR determined that implementation of MM AIR-4 would reduce the potential impacts to sensitive receptors from TACs to a less than significant level. Additionally, the previous EIR concluded that impacts from naturally occurring asbestos would be less than significant because the Specific Plan area would not likely contain naturally occurring asbestos. Furthermore, the previous EIR determined that the release of airborne asbestos emissions from demolition activity in the Specific Plan area would not result in a significant impact with implementation of BAAQMD Regulation 11, Rule 2 (Asbestos Demolition, Renovation, and Manufacturing). Therefore, impacts related to sensitive receptors would be less than significant with implementation of MM AIR-4.

City Village Project Analysis and Conclusions

Project impacts related to increased community risk can occur either by introducing a new TAC source with the potential to adversely affect existing sensitive receptors in the project vicinity or by significantly exacerbating existing cumulative TAC impacts. The proposed project would introduce new sources of TACs during construction (i.e., on-site construction and truck hauling emissions) and operation (i.e., mobile sources).

Project construction activity would generate dust and equipment exhaust that would affect nearby sensitive receptors. The proposed project would not include the installation of any emergency generators powered by a diesel engine, which would produce TAC and air pollutant emissions. The proposed project would generate some traffic, consisting of light-duty vehicles. However, the number of daily trips generated by the proposed project would result in 2,155 fewer daily trips compared to existing conditions and emissions from automobile traffic generated by the proposed project would be spread out over a broad geographical area and not localized. Therefore, project traffic was not considered a substantial source of TACs.

Project impacts to existing sensitive receptors were addressed for temporary construction activities and long-term operational conditions. There are also several existing sources of TACs and localized air pollutants in the vicinity of the proposed project. The impact of the existing sources of TAC was also assessed in terms of the cumulative risk, including the proposed project's contribution, as well as the risk on the new sensitive receptors introduced by the proposed project. Sensitive receptors located near the project site include existing residences to the northeast and middle school students at Iron Horse Middle School, located approximately 0.2 mile away from the project site to the southeast.

Community Health Risks from Project Construction

Construction equipment and associated heavy-duty truck traffic generates diesel exhaust, which is a known TAC. Construction exhaust emissions could pose health risks for sensitive receptors such as surrounding residents. The primary community risk impact issue associated with construction emissions are cancer risk and exposure to PM_{2.5}. Diesel exhaust poses both a potential health and nuisance impact to nearby receptors. A health risk assessment of the project construction activities was conducted (Appendix A) which evaluated potential health effects to nearby sensitive receptors from construction emissions of diesel particulate matter (DPM) and PM_{2.5}. This assessment included dispersion modeling to predict the off-site and on-site concentrations resulting from project construction, so that lifetime cancer risks and non-cancer health effects could be evaluated.

The increased cancer risk calculations were based on applying the BAAQMD recommended age sensitivity factors to the TAC concentrations. Age sensitivity factors reflect the greater sensitivity of infants and small children to cancer causing TACs. Infant exposure at residences was used as a worst-case assumption, while child and adult exposures would be less severe. The range of infant through adult exposures were assumed to occur at all residences and child exposure was assumed to occur at Iron Horse Middle School, located approximately 0.2 mile away from the project site, during the entire construction period. In addition, Student

Adjustment Factors were included at the school receptors assuming school children are present 9 hours per day.

The maximum modeled annual PM_{2.5} concentration was calculated based on combined exhaust and fugitive concentrations. The maximum computed hazard index (HI) values were based on the ratio of the maximum DPM concentration modeled and the chronic inhalation reference exposure level of 5 micrograms per cubic meter (µg/m³). The maximum modeled annual DPM and PM_{2.5} concentrations, which include both the DPM and fugitive PM_{2.5} concentrations, were identified at nearby sensitive receptors to find the maximally exposed individual (MEI). Results of this assessment indicated that there was a school MEI and a residential MEI. The school MEI was located on the first floor (3 feet above ground) of the northwest corner of the middle school. The residential MEI was located on the first floor (5 feet above ground) of the southwest corner unit in the multi-family residential building to the northeast of the project site. Table 5 summarizes the maximum cancer risks, PM_{2.5} concentrations, and health hazard indices for project-related construction activities.

Summary of Project-related Community Risks at the Off-site Project Maximally Exposed Individuals

For the proposed project, the sensitive receptors identified as the construction MEIs are also the project MEIs. At these locations, the MEIs would be exposed to 6 years of construction emissions. The annual PM_{2.5} concentration and HI values are based on an annual maximum risk for the entirety of the proposed project. As shown in Table 5, the unmitigated maximum cancer risks, PM_{2.5} concentration, and HI from construction activities at the school and residential MEI locations would not exceed the BAAQMD single-source significance thresholds.

Table 5: Construction and Operation Risk Impacts at the Off-site Maximally Exposed Individual

Source		Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Iron Horse Middle School Receptors				
Project Construction	Unmitigated	3.1 (child)	0.01	<0.01
BAAQMD Single-Source Threshold		>10.0	>0.3	>1.0
<i>Exceed Threshold</i>	Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>
Residential Receptors				
Project Construction	Unmitigated	1.7 (infant)	0.01	<0.01
BAAQMD Single-Source Threshold		>10.0	>3.0	>1.0
<i>Exceed Threshold</i>	Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>
Notes: BAAQMD = Bay Area Air Quality Management District µg/m ³ = micrograms per cubic meter PM _{2.5} = particulate matter, including dust, 2.5 micrometers or less in diameter Source: Appendix A.				

Cumulative Community Risks of all Toxic Air Contaminant Sources at the Off-site Project Maximally Exposed Individuals

Community health risk assessments typically look at all substantial sources of TACs that can affect sensitive receptors that are located within 1,000 feet of a project site (i.e., influence area). These sources include railroads, freeways or highways, busy surface streets, and stationary sources permitted by the BAAQMD.

A review of the project area indicates that traffic on Camino Ramon and Norris Canyon Road have an Average Daily Traffic (ADT) of over 10,000 vehicles. All other roadways within the area are assumed to have an ADT that is less than 10,000 vehicles. A review of BAAQMD's permitted stationary source database identified eight stationary sources with the potential to affect the project MEIs. Community risk impacts from these sources upon the school MEI are reported in Table 6 and upon the residential MEI are reported in Table 7 .

Local Roadways—Camino Ramon and Norris Canyon Road

Camino Ramon and Norris Canyon Road are located near the project site and project MEIs. Traffic on Camino Ramon and Norris Canyon Road is a source of TACs that could adversely affect sensitive receptors at the project site and MEIs. This assessment was conducted following guidance provided by the BAAQMD and the Office of Health Hazard Assessment (OEHHA) to analyze potential community health risk impacts at the project site and MEIs from nearby sources of TAC emissions.

Potential community risk impacts from traffic along Camino Ramon and Norris Canyon Road to sensitive receptors at the project site and MEIs were evaluated. This analysis involved the estimation of DPM, total organic gases (TOG), and PM_{2.5} emissions for project traffic on Camino Ramon and Norris Canyon Road. These emissions were used with the American Meteorological Society/United States Environmental Protection Agency (EPA) Regulatory Model (AERMOD) air dispersion model to calculate TAC and PM_{2.5} concentrations at MEI receptor locations. Increased cancer risks, non-cancer health effects represented by the HI, and the increase in annual PM_{2.5} concentrations were then computed using the modeled TAC and PM_{2.5} concentrations and BAAQMD methods and exposure parameters described in Appendix A. Traffic volumes used to analyze community cancer risk impacts at MEI locations and new receptors at the project site utilized existing plus project traffic volumes provided by SummerHill Apartment Communities.⁷ Assuming a 1 percent annual increase for future traffic conditions, Camino Ramon has an ADT volume of 10,756 vehicles and Norris Canyon Road has an ADT volume of 12,123 vehicles. Because these daily traffic volumes are greater than 10,000, a refined analysis of Camino Ramon and Norris Canyon Road to assess potential impacts to the sensitive receptors at the project site and MEIs was conducted.

Traffic Emissions

DPM, TOG, and PM_{2.5} emissions from traffic on Camino Ramon and Norris Canyon Road in the area of the project site and MEIs were calculated using the California Department of

⁷ Hu, Justin. Associate Development Manager, SummerHill Apartment Communities. Personal communication: email. 21-01-07 BR6 Intersection Volumes. January 7, 2021.

Transportation (Caltrans) CT-EMFAC2017 model, a Caltrans version of the ARB's EMFAC2017 emissions model, and local roadway traffic volumes. CT-EMFAC2017 provides emission factors for mobile source criteria pollutants and TACs, including DPM.

Emission processes modeled with CT-EMFAC2017 include running exhaust for DPM, PM_{2.5} and TOG; running evaporative losses for TOG; and tire wear, brake wear, and road dust re-entrainment (fugitive dust) for PM_{2.5}. DPM emissions are projected to decrease in the future and are reflected in the CT-EMFAC2017 emissions data set. Inputs to the model include region (Contra Costa County), type of road (major/collector), truck percentages (BAAQMD truck percentages for non-state highways in Contra Costa County),⁸ and fleet mix assigned by CT-EMFAC2017 for the county. Average hourly traffic distributions for Contra Costa County roadways were developed using the EMFAC model, which were then applied to Camino Ramon and Norris Canyon Road traffic volumes to obtain estimated hourly traffic volumes and emissions. An average travel speed of 40 mph for Camino Ramon and Norris Canyon Road was used for all hours of the day based on posted speed limits.

To estimate TAC and PM_{2.5} emissions over the 30-year exposure period used for calculating the increased cancer risks for the residential sensitive receptors at the project site and residential MEI from traffic on Camino Ramon and Norris Canyon Road, the CT-EMFAC2017 model was used to develop vehicle emission factors for the year 2023 (project construction start year). A 3-year exposure period was used for school student MEIs as middle schools only have students in regular attendance for 3 years. Emissions associated with vehicle travel depend on the year of analysis because emission control technology requirements are phased-in over time. Therefore, the earlier the year analyzed in the model, the higher the emission rates utilized by CT-EMFAC2017. Year 2023 emissions were conservatively assumed as being representative of future conditions over the period that cancer risks are evaluated (30 years for residential project site and residential MEI; 3 years for school student MEI), since, as discussed above, overall vehicle emissions, and in particular diesel truck emissions, will decrease in the future.

Dispersion Modeling

Dispersion modeling of TAC and PM_{2.5} emissions was conducted using the EPA AERMOD air quality dispersion model, which is recommended by the BAAQMD for this type of analysis.⁹ TAC and PM_{2.5} emissions from traffic on Camino Ramon and Norris Canyon Road within about 1,000 feet of the project site were evaluated. Vehicle traffic on the roadways was modeled using a series of adjacent volume sources along a line (line volume sources); with line segments used for each of the travel directions on Camino Ramon and Norris Canyon Road. A 5-year data set (2013-2017) of hourly meteorological data from the Livermore Airport was used for the modeling. Other inputs to the model included road geometries and elevations, hourly traffic emissions, and receptor locations. Annual TAC and PM_{2.5} concentrations for 2023 from traffic on Camino Ramon and Norris Canyon Road were calculated using the model.

⁸ Bay Area Air Quality Management District (BAAQMD). 2012. Recommended Methods for Screening and Modeling Local Risks and Hazards, Version 3.0. May. Website: https://www.baaqmd.gov/~/_media/files/planning-andresearch/ceqa/risk-modeling-approach-may-2012.pdf?la=en. Accessed July 16, 2021.

⁹ Bay Area Air Quality Management District (BAAQMD). Recommended Methods for Screening and Modeling Local Risks and Hazards. May 2012.

Concentrations were calculated at the residential MEI with receptor heights of 5 feet (1.5 meters) and 15 feet (4.5 meters) to represent the breathing heights of the first and second floors and at the school MEI with receptor heights of 3 feet (1 meters) and 13 feet (4 meters) to represent the breathing heights of the first and second floors of the school.

The roadway traffic contributions to cancer risk, annual PM_{2.5} concentrations, and HI are shown in Table 6 for the school MEI and Table 7 for the residential MEI.

Bay Area Air Quality Management District Permitted Stationary Sources

Permitted stationary sources of air pollution near the project site were identified using BAAQMD's Permitted Stationary Sources 2018 Geographic Information System (GIS) website.¹⁰ This mapping tool identifies the location of nearby stationary sources and their estimated risk and hazard impacts. Eight sources were identified using this tool with five sources being generators, one a gas dispensing facility, one a solvent, and one a material handling equipment. BAAQMD provided input and clarification about the identified stationary sources.¹¹ After further review, two sources (#7523 and #9690) did not have any risk or hazard impacts and one source (#20909) is part of the existing project site and would be removed.

The screening level risks and hazards posted on the GIS website for the stationary sources were adjusted for distance using BAAQMD's Distance Adjustment Multiplier Tool for Diesel Internal Combustion Engines, Gas Dispensing Facilities, and Generic Equipment. Community risk impacts from the stationary sources on the MEIs are reported in Table 6.

Summary of Cumulative Risks at Off-site Project Maximally Exposed Individuals

Both the proposed project and cumulative community risk impacts at the sensitive receptors most affected by construction (i.e., the MEIs) are reported in Table 6 for the school MEI and Table 7 for the residential MEI. Without mitigation, the proposed project's community risk from project construction activities would not exceed the single-source maximum increased cancer risk, PM_{2.5} concentration, or HI thresholds. In addition, the combined unmitigated cancer risk, PM_{2.5} concentration, and HI values would not exceed their respective cumulative thresholds. As a result, the project would not introduce a new TAC source with the potential to adversely affect existing sensitive receptors in the project vicinity or significantly exacerbate existing cumulative TAC impacts and as such, MM AIR-4 would no longer be applicable.

As noted in Section XVII, Transportation, of this Addendum, the proposed project would remove the existing office uses, resulting in a net decrease of 2,154 daily trips to and from the project site as compared to the previous EIR, which would further reduce potential emissions of TACs near MEIs. Therefore, the proposed project would not result in any new or more severe impacts related to conflicts with sensitive receptors beyond what was analyzed in the previous EIR.

¹⁰ Bay Area Air Quality Management District (BAAQMD). Recommended Methods for Screening and Modeling Local Risks and Hazards. May 2012.

¹¹ Flores, Arena. Environmental Planner. Bay Area Air Quality Management District (BAAQMD). Personal communication: email. January 19, 2021.

Table 6: Impacts from Combined Sources at Off-site School Maximally Exposed Individuals

Source		Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Project Impacts				
Project Construction	Unmitigated	3.1 (child)	0.01	<0.01
BAAQMD Single-Source Threshold		>10.0	>0.3	>1.0
<i>Exceed Threshold</i>	Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>
Cumulative Impacts				
Camino Ramon, 10,756 ADT		0.1	0.02	<0.01
Norris Canyon Road, 12,123 ADT		<0.1	0.01	<0.01
BioGenex Laboratories, Inc (Facility ID No. 7523, Generic Equipment)		–	–	–
The Solaris Group (Facility ID No. 9690, Generic Equipment)		–	–	–
Pacific Bell (Facility ID No. 10477, Generator)		3.7	<0.01	0.01
Paycheck Inc (Facility ID No. 20604, Generator)		0.8	<0.01	<0.01
Safe Security (Facility ID No. 20909, Generator)		–	–	–
Sunset Development Company (Facility ID No. 21709, Generator, Boiler)		0.7	0.13	–
Canyon Corporate Park (Facility ID No. 23712, Generator)		0.3	–	–
Sunset Development Company (Facility ID No. 100035, Gas Station)		<0.1	–	–
Cumulative Total	Unmitigated	<8.9	<0.19	<0.05
BAAQMD Cumulative Source Threshold		>100	>0.8	>10.0
<i>Exceed Threshold</i>	Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>
Notes: ADT = Average Daily Traffic BAAQMD = Bay Area Air Quality Management District µg/m ³ = micrograms per cubic meter PM _{2.5} = particulate matter, including dust, 2.5 micrometers or less in diameter Source: Appendix A.				

Table 7: Impacts from Combined Sources at Off-site Residential Maximally Exposed Individuals

Source		Cancer Risk (per million)	Annual PM _{2.5} (µg/m ³)	Hazard Index
Project Impacts				
Project Construction	Unmitigated	1.7 Infant	<0.1	<0.1
BAAQMD Single-Source Threshold		>10.0	>0.3	>1.0
<i>Exceed Threshold</i>	Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>
Cumulative Impacts				
Camino Ramon, 10,756 ADT		0.3	<0.1	<0.1
Norris Canyon Road, 12,123 ADT		2.2	0.2	<0.1
BioGenex Laboratories, Inc (Facility ID No. 7523, Generic Equipment)		–	–	–
The Solaris Group (Facility ID No. 9690, Generic Equipment)		–	–	–
Pacific Bell (Facility ID No. 10477, Generator)		3.7	<0.1	<0.1
Paycheck Inc (Facility ID No. 20604, Generator)		0.3	<0.1	<0.1
Safe Security (Facility ID No. 20909, Generator)		–	–	–
Sunset Development Company (Facility ID No. 21709, Generator, Boiler)		0.7	0.1	–
Canyon Corporate Park (Facility ID No. 23712, Generator)		0.3	–	–
Sunset Development Company (Facility ID No. 100035, Gas Station)		<0.1	–	–
Cumulative Total	Unmitigated	9.2	0.4	0.1
BAAQMD Cumulative Source Threshold		>100	>0.8	>10.0
<i>Exceed Threshold</i>	Unmitigated	<i>No</i>	<i>No</i>	<i>No</i>
Notes: ADT = Average Daily Traffic BAAQMD = Bay Area Air Quality Management District µg/m ³ = micrograms per cubic meter PM _{2.5} = particulate matter, including dust, 2.5 micrometers or less in diameter Source: Appendix A.				

d) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that a portion of the Specific Plan area would be located within the screening distance for painting/coating operations. An odor source with five or more

confirmed complaints per year averaged over three years is considered to have a significant impact on receptors within the screening distance. The previous EIR concluded that the BAAQMD records showed no odor complaints for any of the existing painting/coating facilities within the most recent 3-year time frame. The previous EIR concluded that impacts related to odor exposure would be less than significant.

City Village Project Analysis and Conclusions

The proposed project would generate localized emissions of diesel exhaust during construction equipment operation and truck activity. These emissions may be noticeable from time to time by adjacent receptors. However, they would be localized and are not likely to adversely affect people off-site and result in confirmed odor complaints. The proposed project would not include any sources of significant odors that would cause complaints from surrounding uses.

The proposed project would place new sensitive receptors that could be located near sources of odors. The closest odor producers within the applicable BAAQMD screening distances (1 or 2 miles, depending on the land use type) are the B & S Hacienda Auto Body Shop, located 4,000 feet to the northwest, and Mendelson Autobody Inc., located 5,100 feet northwest of the project site. FirstCarbon Solutions (FCS) contacted the BAAQMD to retrieve odor complaints within the last three reporting years for these facilities. The BAAQMD confirmed that no odor complaints were received,¹² therefore, the proposed project would not be exposing a substantial amount of people to existing odor sources. As such, the proposed project would not result in any new or more severe impacts related to conflicts with odors beyond what was analyzed in the previous EIR.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to air quality. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

¹² Henderson, Rochele. Public Records Section. Bay Area Air Quality Management District (BAAQMD). Personal communication: email. July 7, 2021.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
IV. Biological Resources <i>Would the project:</i>					
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special-status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or United States Fish and Wildlife Service?	Less than significant impact with mitigation incorporated.	No	No	No	MM BIO-1
b) Have a substantial adverse 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 Game or United States Fish and Wildlife Service?	No impact.	No	No	No	None
c) Have a substantial adverse 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?	No impact.	No	No	No	None

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) 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?	No impact.	No	No	No	None
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	Less than significant impact.	No	No	No	None
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan?	No impact.	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the project area contains no habitat suitable for any special-status plant or wildlife species. However, nesting birds protected by the Migratory Bird Treaty Act (MBTA) may nest in mature trees within the project area. The project area contains mature trees suitable for nesting birds protected by the MBTA.

City Village Project Analysis and Conclusions

The proposed project does not propose any substantial changes compared to what was already analyzed in the previous EIR. The proposed project would not include changes to construction or operation activities that could increase impacts or result in previously unidentified impacts to special-status plant and wildlife species beyond those analyzed in the previous EIR. Moreover, the proposed project would not expand the Specific Plan area and would not

propose land use types not previously considered. As noted in the previous EIR, implementation of the Specific Plan may include the removal of trees, and therefore, could result in adverse impacts to nesting birds if active nests are present,¹³ as well as roosting bats, which may also utilize trees and the existing office buildings proposed for demolition. The proposed project would include the removal of some of the trees analyzed in the previous EIR and, as such, would be subject to the mitigation measure, as amended, to reduce impacts associated with development consistent with the Specific Plan. Implementation of MM BIO-1 would reduce potentially significant impacts to special-status wildlife species to a less than significant level. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional mitigation or analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded the project area would not have a substantial adverse effect on any riparian habitat or other sensitive natural community. The project area consists of existing urban, built-up land uses and does not contain any riparian habitat or other sensitive natural communities. This checklist question was included in Section 7.2.3, Effects Found not to be Significant, in the previous EIR.

City Village Project Analysis and Conclusions

The proposed project would not propose any substantial changes to construction or operation activities that could have the potential to adversely affect any riparian habitat or other sensitive natural community beyond those analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded the project area would not have a substantial adverse effect on State or federally protected wetlands. The project area consists of existing urban, built-up land uses and does not contain any State or federally protected wetlands or associated habitat. This potential impact was addressed in Section 7.2.3, Effects Found not to be Significant, in the previous EIR.

City Village Project Analysis and Conclusions

The proposed project would be consistent with the construction and operation impacts analyzed in the previous EIR and the existing office land use on the site. The project site does not contain any State or federally protected wetlands or associated habitat and would not propose any substantial changes to construction or operation activities beyond those analyzed in the previous EIR. No additional analysis is required.

¹³ City of San Ramon. 2012. North Camino Ramon Specific Plan.

d) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded the project area would not interfere substantially with the movement of any native resident or migratory fish or wildlife species. The project area consists of existing urban, built-up land uses and does not contain any features that would facilitate fish or wildlife movement (e.g., creeks, arroyos, or ridgelines). This potential impact was included in Section 7.2.3, Effects Found not to be Significant, in the previous EIR.

City Village Project Analysis and Conclusions

The proposed project would not propose any substantial changes to construction or operation activities that could have the potential to 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 native wildlife nursery sites, beyond those analyzed in the previous EIR. No additional analysis is required.

e) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR describes multiple City policies outlined in the General Plan and Municipal Code related to the protection of biological resources. As described below, the EIR concluded that the Specific Plan would be consistent with all applicable General Plan and Municipal Code policies related to biological resources and impacts would be less than significant.

- General Plan Policies 8.1-G-1, 8.1-I-1, and 8.1-I-2 require the protection and maintenance of biological resources, including special-status species and critical habitat. The Specific Plan area contains no habitat suitable for any special-status plant or wildlife species.
- General Plan Policy 8.3-I-1 requires the preservation, protection, and maintenance of significant native oak woodlands. The Specific Plan area does not contain native oak woodlands.
- General Plan Policies 8.3-I-2 and 8.3-I-3 call for the enhancement, preservation, and protection of significant creek corridors and riparian areas. General Plan Policy 8.3-I-8 encourages public access to creek corridors. General Plan Policy 8.3-I-9 requires the consideration of alternatives to culverting or channelizing waterways. The Specific Plan area contains a single ephemeral drainage along the west side of the Iron Horse Trail between Crow Canyon Road and Fostoria Way. All other drainage facilities consist of inlets and underground piping that are part of the City's municipal storm drain system. The Specific Plan would not disrupt the ephemeral drainage or reduce public access. Therefore, the Specific Plan is consistent with these policies.
- General Plan Policy 8.3-I-11 stipulates that the City shall continue to participate in the Contra Costa Clean Water Program to control stormwater pollution and protect the quality of the City's waterways. The Specific Plan would not adversely impact the ephemeral drainage along the Iron Horse Trail. In addition, development implemented under the Specific Plan would apply stormwater pollution controls during construction and operations to prevent the release of pollutants into local waterways, consistent with the policies of the Contra Costa Clean Water Program. Therefore, the Specific Plan is consistent with this policy.

- At the time of the previous EIR certification, the San Ramon Municipal Code Division C4 Chapter III required that permits be obtained for the removal of any tree that are 30 inches or greater in circumference. The Municipal Code exempts City-initiated development plans, subdivision maps, or grading permits from the provisions of this policy. The Specific Plan adoption was considered a City-initiated development plan, and therefore, granted an exemption from this policy. Therefore, the Specific Plan is consistent with this policy.

City Village Project Analysis and Conclusions

The proposed project would not propose any substantial changes to construction or operation activities that could have the potential conflict any local policies or ordinances protecting biological resources beyond those analyzed in the previous EIR. However, the current San Ramon Municipal Code Division D5 Chapter II requires that permits be obtained for discretionary applications that propose the removal of certain protected trees. Consistent with the requirement, a tree removal application would be required for trees meeting the Municipal Code criteria. Consistent with the City’s Tree Preservation and Protection Ordinance updated in February 2020, as a uniformly applied standard to all discretionary projects, the applicant has filed a tree removal application for the removal of any trees protected pursuant to the Ordinance. Therefore, no additional analysis is required.

f) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded the project area would not fall within the boundaries of an adopted Habitat Conservation Plan or Natural Community Conservation Plan. This condition precludes the possibility of land use and development activities within the project area conflicting with the provisions of such a plan. This potential impact is addressed in Section 7.2.3- Effects Found not to be Significant.

City Village Project Analysis and Conclusions

The proposed project would not propose any substantial changes to construction or operation activities that could have the potential conflict with the provisions of an adopted Habitat Conservation Plan or Natural Community Conservation Plan beyond those analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

- MM BIO-1** If suitable avian nesting habitat is intended to be removed during the nesting season (February 1 through August 31), a qualified Biologist shall conduct a nesting bird survey to identify any potential nesting activity. If passerine birds are found to be nesting, or there is evidence of nesting behavior within 250 feet of the impact area, the Biologist shall determine an appropriate buffer that shall be required around the nests. No vegetation removal or ground disturbance would occur within this buffer. For raptor species—birds of prey such as hawks and owls—this buffer would generally be up to 500 feet. A qualified Biologist shall monitor the nests closely until

it is determined that the nests are no longer active, at which time construction activities may commence within the buffer area. Construction activity may encroach into the buffer area at the discretion of the Biological Monitor. Tree or vegetation removal activities that occur outside of the nesting season (September 1 through January 31) are not subject to the requirements of this mitigation measure.

To enhance the effectiveness of MM BIO-1 the project shall adhere to the following minor modifications:

A qualified Wildlife Biologist shall conduct a survey for special-status bats during the appropriate time of day to maximize detectability to determine whether bat species are roosting near the work area no less than 7 days prior to beginning ground disturbance and/or construction, including tree removal. Survey methodology may include visual surveys of bats (e.g., observation of bats during foraging period), inspection for suitable habitat, bat sign (e.g., guano), or use of ultrasonic detectors (e.g., Anabat).

Visual surveys will include trees within 100 feet of project construction activities. No less than 7 days prior to building demolition, the applicants for development on the project parcel shall ensure that a qualified Biologist (i.e., one familiar with the identification of bats and signs of bats) survey buildings and trees proposed for removal for the presence of roosting bats or evidence of bats. If no roosting bats or evidence of bats are found in the structure, demolition may proceed. If the Biologist determines or presumes bats are present (if there are site access issues or structural safety concerns), the Biologist shall exclude the bats from suitable spaces by installing one-way exclusion devices. After the bats vacate the space, the Biologist shall close off the space to prevent recolonization. Building demolition shall only commence after the Biologist verifies 7 to 10 days later that the exclusion methods have successfully prevented bats from returning. To avoid impacts on non-volant (i.e., nonflying) bats, the Biologist shall only conduct bat exclusion and eviction from September 1 through March 31.

Conclusion

There is no additional information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to biological resources. The conclusions from the previous EIR regarding biological resources remain unchanged.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
V. Cultural and Tribal Cultural Resources					
<i>Would the project:</i>					
a) Cause a substantial adverse change in the significance of a historical resource as pursuant to Section 15064.5?	Less than significant with mitigation incorporated.	No	No	No	MM CUL-1
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Section 15064.5?	Less than significant with mitigation incorporated.	No	No	No	MM CUL-1
c) Disturb any human remains, including those interred outside of formal cemeteries?	Less than significant with mitigation incorporated.	No	No	No	MM CUL-4
<i>Would the project 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:</i>					
d) 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), or	None identified.	No	No	No	None
e) 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. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American Tribe.	None identified.	No	No	No	None

Discussion

Cultural Resources

a) Summary of 2012 North Camino Ramon Specific Plan EIR

Historic Resources

The previous EIR concluded that there are no known historical resources that are listed on a national, State, or local level located within the Specific Plan area, including the project site. The closest historic resource, associated with Forest Hills Farm, is located more than 1 mile from the Specific Plan boundaries. Subsurface construction activities associated with buildout of the Specific Plan, such as trenching and grading, could potentially damage or destroy previously undiscovered historic resources. Accordingly, the Specific Plan identified this as a potentially significant impact and required implementation of MM CUL-1 to reduce this potentially significant impact to a level of less than significant. As required by MM CUL-1, if a historic resource is encountered, ground disturbance in a 100-foot radius around the find shall cease until a qualified Archaeologist studies the resource further and makes their determination. If the resource is determined to be significant under CEQA, the qualified Archaeologist shall prepare and implement a research design and archaeological data recovery plan. The qualified Archaeologist shall also perform appropriate technical analyses, prepare a full written report, and file it with the appropriate information center, and provide for permanent curation of the recovered resources.

City Village Project Analysis and Conclusions

Historic Resources

The proposed project is located in Sub Area G4 of the Specific Plan area. FCS conducted a records search on January 12, 2021, at Northwest Information Center (NWIC), located at Sonoma State University. Based on the records search, no historical resources were identified within the project site or the 0.5-mile search radius. Review of the National Register of Historic Places, California Register of Historical Resources, California State Historical Landmarks, California Points of Interest, and Built Environment Resources Directory did not identify any historical resources within the project site or project area. In addition, FCS conducted a pedestrian survey on January 11, 2021, and did not identify any historic resources. The proposed project site is a developed and previously disturbed site with ground visibility of exposed soil at less than 10 percent. The proposed project did not reveal any significant changes from what was evaluated and disclosed in the previous EIR. Consistent with the conclusions of the previous EIR, implementation of MM CUL-1 would reduce any potential impacts to a level of less than significant.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

Archaeological Resources

The previous EIR concluded that prior to the construction and development of the existing buildings, the properties were graded and soiled engineered to support urban development, indicating that any archaeological resources that may have been discovered were recovered

and removed, nevertheless, subsurface excavation could potentially damage or destroy previously undiscovered archaeological resources. Additionally, the City adopted, MM CUL-1 to further reduce impact to less than significant.

City Village Project Analysis and Conclusions

Archaeological Resources

The records search conducted at the NWIC on January 12, 2021, indicated that no archaeological resources were identified within the proposed project site or its 0.5-mile radius. The nearest known resource is a prehistoric habitation site, which is located outside of the 0.5-mile study area (precise location unknown). Additionally, the Sacred Land Files search conducted by the Native American Heritage Commission (NAHC) on January 21, 2021, failed to locate any Tribal Cultural Resources (TCRs). Pedestrian survey conducted on January 11, 2021, failed to locate or identify any archaeological resources indicating that the proposed project site is developed, with ground visibility of exposed soil at less than 10 percent. The proposed project site did not reveal any significant changes and remains consistent with what was evaluated and disclosed in the previous EIR. Accordingly, implementation of MM CUL-1 would reduce any potential impacts to less than significant.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

Burial Sites

The previous EIR concluded that any burial sites that may have been present would have been removed prior to grading and soil engineering of the Specific Plan boundaries. Nevertheless, excavation past previously disturbed soil has the potential to damage or destroy previously undiscovered burial sites, thus, implementation of MM CUL-4, which states that all activity should cease at a 100-meter radius around the find, and immediately notify Contra Costa County Coroner's office. If Coroner determines that the remains are Native American, and, in turn, will notify the person determined to be the Most Likely Descendant (MLD), who will make determinations on recovering of the remains.

City Village Project Analysis and Conclusions

Burial Sites

The records search conducted at the NWIC on January 12, 2021, indicated that no archaeological resources were identified within the proposed project site or its 0.5-mile radius. No archaeological resources or human remains were identified within the project site during the pedestrian survey. Subsurface Archaeological Sensitivity Assessment looks at three variables in determining the probability of encountering a prehistoric burial site, those being: 1) age of the underlying soil contemporaneous with period of human occupation of the area; 2) proximity to permanent or semi-permanent water sources capable of supporting long-term or seasonal occupation of the area; and 3) flat or gently sloped topography conducive to human habitation. Geologic mapping indicated that the proposed project site is underlain by Holocene deposits, which is contemporaneous with human occupation of California. Additionally, the proposed project site is relatively flat and within 0.65 mile of the San Ramon Creek; however, when development of the existing project site occurred in the 1980s, no

resources were recovered. Therefore, intact prehistoric archaeological resources would be more likely to be located in deeper layers or in areas where there may have been less intensive ground disturbance. Consistent with the previous EIR, implementation of MM CUL-4 has been updated to include additional information regarding the procedures to be followed, including clarification that the Coroner will be contacting the NAHC, if it is determined that the remains are Native American.

Tribal Cultural Resources

d) Summary of 2012 North Camino Ramon Specific Plan EIR

List of Eligible Resources

Tribal consultation pursuant to SB-18 is being conducted by the City (Lead Agency) and is ongoing. Consultation was initiated on July 21, 2021, with letter responses requested by October 18, 2021. To date, no responses have been received.

City Village Project Analysis and Conclusions

The records search conducted at the NWIC on January 12, 2021, indicated that no Native American prehistoric resources were recorded within the project site or its 0.5-mile radius. Additionally, the Sacred Lands File Search conducted with the NAHC on January 8, 2021, yielded negative results for TCRs. No known listed or eligible TCR's are present with the project site. Implementation of MM CUL-1 and MM CUL-4 will reduce potential impacts to less than significant.

e) Summary of 2012 North Camino Ramon Specific Plan EIR

Lead Agency Identified Resources

Tribal consultation pursuant to SB 18 is being conducted by the City (Lead Agency) and is ongoing. Consultation was initiated on July 21, 2021, with letter responses requested by October 18, 2021. To date, no responses have been received.

City Village Project Analysis and Conclusions

Lead Agency Identified Resources

The Sacred Lands File Search conducted by the NAHC on January 12, 2021, yielded negative results for TCRs. The NAHC included a list of 12 representatives available for consultation. Currently, Tribal consultation pursuant to SB 18 is being conducted by the City and is ongoing. To date, the City in its capacity as Lead Agency, has not identified any TCR's that will be adversely impacted by the proposed project. Accordingly, implementation of MM CUL-1 and MM CUL-4 will reduce the potential impacts to less than significant.

Mitigation Measures

Mitigation Measures from the Environmental Site Assessment (ESA) Archaeological Resource Study

MM CUL-1 If a potentially significant prehistoric or historic resource is encountered during subsurface activities, all construction within a 100-foot radius of the find shall cease until a qualified Archaeologist determines whether the resource requires further study. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate California Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of 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. If the resource is determined to be significant under CEQA, a qualified Archaeologist shall prepare and implement a research design and archaeological data recovery plan, if necessary. The Archaeologist shall also perform appropriate technical analyses, prepare a full written report, and file it with the appropriate information center, and provide for permanent curation of the recovered resources.

To enhance the effectiveness of MM CUL-4 the project shall adhere to the following requirements:

Preservation in place maintains the important relationship between artifacts and their archaeological context and also serves to avoid conflict with traditional and religious values of groups who may ascribe meaning to the resource. Preservation in place may be accomplished by, but is not limited to, avoidance, incorporating the resource into open space, capping, or deeding the site into a permanent conservation easement. If preservation in place is determined to be infeasible and data recovery through excavation is the only feasible mitigation available, an Archaeological Resources Data Recovery and Treatment Plan shall be prepared and implemented by the qualified Archaeologist that provides for the adequate recovery of the scientifically consequential information contained in the archaeological resource. The appropriate Native American tribal representatives shall be consulted in determining any treatment for prehistoric or Native American resources to ensure cultural values ascribed to the resources, beyond those that are scientifically important, are considered. The plan shall include provisions for the final disposition of the recovered resources, which may include on-site reburial, curation at a public, non-profit institution, or donation to a local Native American Tribe, school, or historical society

MM CUL-4 If human remains are encountered during earth-disturbing activities, all work within 100 feet of the find shall stop immediately and the Contra Costa County Coroner's office shall be notified. If the Coroner determines the remains are Native American in origin, the Native American Heritage Commission (NAHC) will be notified and, in turn, will notify the person determined to be the Most Likely Descendant (MLD). The MLD will provide recommendations for treatment of the remains (CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code [PRC] § 5097.94 and 5097.98).

To enhance the effectiveness of MM CUL-4 the project shall adhere to the following requirements:

If the remains are determined to be of Native American descent, the Coroner has 24 hours to notify the NAHC. The MLD may, with the permission of the landowner, inspect the site of the discovery and make recommendations for treating or disposing of the human remains and any associated grave goods. The MLD shall complete their inspection and make their recommendation within 48 hours of being granted access to the site by the landowner. Until the landowner has conferred with the MLD, they shall ensure that the immediate vicinity where the discovery occurred is not disturbed by further activity, the discovery is adequately protected according to generally accepted cultural or archaeological standards or practices, and further activities take into account the possibility of multiple burials. If the NAHC is unable to identify an MLD, or the MLD identified fails to make a recommendation, or the landowner rejects the recommendation of the MLD and the mediation provided for in subdivision (k) of Section 5097.94, if invoked, fails to provide measures acceptable to the landowner, the landowner shall inter the human remains and associated items with appropriate dignity on the property in a location not subject to further and future subsurface disturbance.

Conclusion

There is no additional information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to cultural and tribal resources. To date, the City in its capacity as Lead Agency, has not identified any TCR's that will be adversely impacted by the proposed project. Accordingly, implementation of MM CUL-1 and MM CUL-4 will reduce the potential impacts to less than significant. The conclusions from the previous EIR regarding Historical and Archaeological resources remain unchanged.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
VI. Energy <i>Would the project:</i>					
a) Result in potentially significant environmental impact due to wasteful, inefficient, or unnecessary consumption of energy resources, during project construction or operation?	Less than significant impact.	No	No	No	No
b) Conflict with or obstruct a State or local plan for renewable energy or energy efficiency?	Less than significant impact.	No	No	No	No

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR found that project construction and operation would result in energy usage in the form of fuel consumption through the use of construction equipment, construction worker vehicle trips to the project site, and transportation fuel and building/equipment energy (e.g., electricity and natural gas) once the project was operational. However, the previous EIR concluded that all construction within the Specific Plan area would be required to abide by General Plan 2030 policies that would reduce construction energy usage, such as construction equipment idling times, and operational energy usage by requiring additional energy efficiency measures. Therefore, the previous EIR concluded that the Specific Plan would not result in the wasteful, inefficient, or unnecessary consumption of energy resources and impacts would be less than significant.

City Village Project Analysis and Conclusions

Implementation of the project would result in energy consumption from construction, composed of construction equipment and worker vehicle trips, and operations from vehicular traffic. As noted in the previous EIR, construction of the project would be required to implement General Plan policies that would reduce energy consumption. The project’s proposed land uses would be constructed according to the most recent California Building Code and Title 24 standard, which are the most energy efficient. Further, as noted in Section XVII, Transportation, of this Addendum, the project would remove the existing office uses, which would result in a net decrease of 2,154 daily trips to and from the project site as compared to the previous EIR. The decrease in operational vehicle trips would further reduce the amount of project operational energy consumption compared to what was analyzed in the

previous EIR. Therefore, due to the removal of existing office uses and associated daily vehicle trips, implementation of the project would result in lower energy consumption than what would occur with implementation of the previous EIR. Therefore, the project would not result in any new or more severe impacts related to energy consumption beyond what was analyzed in the previous EIR.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that construction and operation would result in energy consumption. However, the previous EIR found that all development would be designed and constructed pursuant to the California Building Standards Code and the Title 24 Energy Efficiency Standards, which the City would review compliance when specific building plans are submitted. Therefore, the previous EIR concluded that the Specific Plan would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency and impacts would be less than significant.

City Village Project Analysis and Conclusions

Implementation of the proposed project would include less development than is allowed by buildout under the existing Specific Plan and would therefore result in less energy consumption than was previously anticipated from construction and operation, which includes construction equipment and worker vehicle trips, as well as operations from vehicular traffic.

The construction and operation of the proposed project would be required to comply with General Plan policies and goals related to energy efficiency. The project's proposed land uses would be constructed according to the most recent California Building Code and Title 24 standard, which are the most energy efficient. Further, as noted in Section XVII, Transportation, of this Addendum, the proposed project would remove the existing office uses, which would result in a net decrease of 2,154 daily trips to and from the project site as compared to the previous EIR. The decrease in operational vehicle trips would further reduce the amount of project operational energy consumption compared to what was analyzed in the previous EIR. Therefore, due to the removal of existing office uses and associated daily vehicle trips, implementation of the project would result in lower energy consumption than what would occur with implementation of the previous EIR. Therefore, the proposed project would not result in any new or more severe impacts related to conflicts with or obstructions of a State or local plan for renewable energy or energy efficiency.

Mitigation Measures

None.

Conclusion

There is no additional information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to energy. The conclusions from the previous EIR regarding energy resources remain unchanged.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
VII. Geology, Seismicity, and Soils <i>Would the project:</i>					
a) Directly or indirectly cause potential substantial adverse effects, including the risk of loss, injury, or death involving:					
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	Less than significant impact with mitigation incorporated.	No	No	No	None
ii) Strong seismic ground shaking?	Less than significant impact with mitigation incorporated.	No	No	No	MM GEO-1b
iii) Seismic-related ground failure, including liquefaction?	Less than significant impact with mitigation incorporated.	No	No	No	MM GEO-1b
iv) Landslides?	Less than significant impact with mitigation incorporated.	No	No	No	None
b) Result in substantial soil erosion or the loss of topsoil?	Less than significant impact with mitigation incorporated.	No	No	No	MM HYD-1a, MM HYD-1b
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	Less than significant impact with mitigation incorporated.	No	No	No	MM GEO-1b

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial direct or indirect risks to life or property?	Less than significant impact with mitigation incorporated.	No	No	No	MM GEO-1b
e) Have soils incapable of adequately supporting the use of septic tanks or alternative wastewater disposal systems where sewers are not available for the disposal of wastewater?	No impact.	No	No	No	None
f) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Less than significant impact with mitigation incorporated.	No	No	No	MM CUL-3

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

As discussed more fully below, the previous EIR concluded that development and land use activities contemplated by the Specific Plan may expose people or structures to potential substantial adverse effects associated with seismic hazards, such as fault rupture, strong ground shaking, and seismic-related ground failure or liquefaction.

Fault Rupture

The previous EIR determined that the Specific Plan area does not contain an Alquist-Priolo Earthquake Fault Zone. However, an Alquist-Priolo Earthquake Fault Zone associated with the Calaveras Fault is present less than 0.5 mile to the west of the Specific Plan boundary. In addition, a splay of the Calaveras Fault may extend into the western edge of the Specific Plan boundaries near the Crow Canyon Road interchange; however, this feature is not assigned an Alquist-Priolo Fault Hazard Zone designation. Nonetheless, further investigation of fault rupture may be warranted for properties located near I-680. The previous EIR concluded that impacts would be less than significant with incorporation of MM GEO-1a, which requires development within 500 feet of I-680 to prepare a fault investigation study, and, if warranted, identify appropriate setbacks pursuant to the Alquist-Priolo Earthquake Fault Zoning Act. This measure provides certainty that the development within the Specific Plan area would not be at risk from fault rupture.

Seismic Ground Shaking

The previous EIR determined that a major seismic event on one of the faults listed in Table 3.5-1 of the previous EIR may result in strong ground shaking within the Specific Plan area and that development must, therefore, meet the applicable seismic design standards of the California Building Standards Code (CBC). The previous EIR concluded that impacts would be less than significant through compliance with the seismic design standards of the CBC and with implementation of MM GEO-1b, which requires a design-level geotechnical study.

Seismic-Related Ground Failure

The previous EIR determined that the potential for liquefaction within the Specific Plan area is moderate and that compliance with the CBC seismic design standards and implementation of MM GEO-1b, which requires a design-level geotechnical study to analyze the potential for ground failure, impacts would be less than significant.

Landslides and Slope Failure

The previous EIR determined that because the Specific Plan area is generally characterized by flat relief with slopes of less than 5 percent, the Specific Plan area is not at risk of earthquake-induced landsliding. Therefore, impacts were found to be less than significant.

City Village Project Analysis and Conclusions

A Geotechnical Consultation was prepared by Rockridge Geotechnical for the proposed project dated October 6, 2020, and included as Appendix E of this document. The Geotechnical Consultation concluded that there are no major geotechnical issues that would preclude development of the site as proposed. The primary geotechnical issues affecting the proposed development would be: (1) the presence of moderately to highly expansive near-surface soil and (2) the presence of variable thickness of select fill across the site. The project site is located in a seismically active region as is all of the San Francisco Bay Area. Consistent with MM GEO-1b, the Geotechnical Consultation included preliminary conclusions and recommendations to address expansive soil, foundations and settlement, seismic design, grading and excavation considerations, soil corrosivity, and additional recommendations based on the design-level geotechnical report. As required by MM GEO-1b, all recommendations will be incorporated into the project design and grading/building plans to ensure that appropriate grading and construction methods are implemented to address any site-specific conditions.

Fault Rupture

Historically, ground surface displacements closely follow the trace of geologically young faults. The project site is not within an Earthquake Fault Zone, as defined by the Alquist-Priolo Earthquake Fault Zoning Act, and no known active or potentially active faults exist on the site. Therefore, the risk of fault offset at the site from a known active fault is very low. In a seismically active area, the remote possibility exists for future faulting in areas where no faults previously existed; however, the risk of surface faulting and consequent secondary ground failure from previously unknown faults is also very low. Therefore, the proposed project would not introduce new impacts or create more severe impacts related to fault rupture than those analyzed in the previous EIR. No additional analysis is required.

Seismic Ground Shaking

Major active faults in the area are the Calaveras, Mount Diablo Thrust, and Hayward faults. The nearest fault to the project site is the Calaveras Fault located 0.5 mile to the southwest, which is capable of producing a 7.43 moment magnitude earthquake. Therefore, the seismicity of the project site is governed by the activity of the Calaveras Fault, although ground shaking from future earthquakes on other faults, including the Diablo Thrust and Hayward faults, could also be felt at the site. The intensity of earthquake ground motion at the site would depend upon the characteristics of the generating fault, distance to the earthquake epicenter, and magnitude and duration of the earthquake. Strong to very strong ground shaking could occur at the site during a large earthquake on one of the nearby faults. Consistent with the conclusions of the previous EIR, implementation of the CBC seismic design standards and MM GEO-1b, which requires a design-level geotechnical study and incorporation of all construction-related recommendations to address site-specific conditions, would reduce potential impacts to less than significant. Therefore, the proposed project would not introduce new impacts or create more severe impacts related to fault rupture than those analyzed in the previous EIR. No additional analysis is required.

Seismic-Related Ground Failure

The Geotechnical Consultation analyses indicated that there are several thick soil layers between depths of approximately 14 and 39 feet below ground surface (BGS) that would be susceptible to liquefaction during an earthquake. However, where evaluated, the potentially liquefiable layers are relatively thin (less than 2 feet thick) and are covered by at least 14 feet of non-liquefiable soil (stiff to very stiff clay), so the potential for surface manifestation of the liquefaction is very low. The Geotechnical Consultation concluded that because of the relatively flat site grades and the absence of a free face in the site topography, as well as the depth and relative thickness of the potentially liquefiable layers, the risk of lateral spreading is low. The Geotechnical Consultation also concluded that the potential for ground surface settlement resulting from cyclic densification (or differential settlement) of non-saturated sand (sand above the groundwater table) is low due to the cohesiveness of the soil. Consistent with the conclusions of the previous EIR, implementation of the CBC seismic design standards and MM GEO-1b, which requires a design-level geotechnical study and incorporation of all construction-related recommendations to address site-specific conditions, would reduce potential impacts to less than significant. Therefore, the proposed project would not introduce new impacts or create more severe impacts related to seismic-related ground failure than those analyzed in the previous EIR. No additional analysis is required.

Landslides and Slope Failure

The Geotechnical Consultation did not make any specific conclusions regarding landslides and slope failures. Landslides can be initiated in slopes already on the verge of movement by changes in ground water as well as in combination with a number of other geologic factors. Because the project site is relatively flat, the potential for ground surface settlement resulting from landslides and slope failures is low. The proposed project would not introduce new impacts or create more severe impacts related to seismic-related landslides and slope failure than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that development and land use activities contemplated by the Specific Plan have the potential to result in soil erosion or the loss of topsoil. Construction activities, including grading and excavation, would result in the potential for surface water to carry sediment from on-site erosion into the stormwater system and local waterways. Soil erosion may also occur during construction in areas where temporary soil storage is required. Construction activities within the Specific Plan area would be required to comply with the City Code requirements pertaining to grading and excavation and the National Pollution Discharge Elimination System (NPDES) Phase II stormwater permitting program which requires the reparation and implementation of a Storm Water Pollution Prevention Plan (SWPPP) for construction activities greater than 1 acre. The SWPPP must identify potential sources of erosion or sedimentation that may be reasonably expected to affect the quality of stormwater discharges as well as identify and implement BMPs that ensure the reduction of these pollutants during stormwater discharges. Typical BMPs intended to control erosion include sandbags, detention basin, silt fencing, landscaping, hydroseeding, storm drain inlet protection, street sweeping, and monitoring of water bodies. Once completed, development projects within the Specific Plan area would be required to implement long-term pollution prevention measures. The previous EIR concluded that construction-related erosion impacts would be less than significant with implementation of MM HYD-1a and MM HYD-1b, which require a SWPPP and BMPs to prevent stormwater pollution from construction sources.

City Village Project Analysis and Conclusions

Construction activities required by the proposed project would require grading and excavation, which could result in the potential for surface water to carry sediment from on-site erosion into the stormwater system and local waterways. Soil erosion may also occur during construction in areas where temporary soil storage is required. As discussed in the previous EIR, the proposed project would be required to comply with the City Code requirements pertaining to grading and excavation and the NPDES permitting program. Therefore, the proposed project would be required to prepare and implement a SWPPP that incorporates BMPs to prevent stormwater pollution from construction sources as described in MM HYD-1a and MM HYD-2a. The proposed project would not introduce new impacts or create more severe impacts related to the erosion of topsoil than those analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that development and land use activities contemplated by the Specific Plan may expose persons or property to hazards associated with unstable geologic units or soils. The Specific Plan area contains soils potentially susceptible to liquefaction and landsliding as a result of underlying geologic conditions. Future development as envisioned in the Specific Plan is required to comply with building code requirements to mitigate and minimize liquefaction and landslide hazards. With implementation of MM GEO-1b, which requires a geotechnical study with preventive measures for liquefaction and landsliding, impacts were found to be less than significant.

City Village Project Analysis and Conclusions

As discussed previously, the Geotechnical Consultation concluded that the project site is relatively flat and the potentially liquefiable soil layers encountered during the consultation are relatively thin and covered by at least 14 feet of non-liquefiable soil. Therefore, the potential for liquefaction, as well as landslides, would be very low. The proposed project would be required to implement all applicable mitigation identified in the previous EIR; resulting impacts would be reduced to less than significant, similar to the conclusions of the previous EIR. The proposed project would not introduce new impacts or create more severe impacts related to landslides, lateral spreading, subsidence, liquefaction, or collapse than those analyzed in the previous EIR. No additional analysis is required.

d) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR determined that development and land use activities contemplated by the Specific Plan may result in unacceptable risks associated with expansive soils. The Specific Plan area contains four soil types, all of which exhibit shrink-swell characteristics consistent with expansive soils. The previous EIR concluded that implementation of MM GEO-1b would determine the presence of expansive soils and indicate where further grading, excavation, and soil engineering should be performed. The previous EIR concluded that impacts related to expansive soils would be less than significant with implementation of MM GEO-1b.

City Village Project Analysis and Conclusions

According to the Geotechnical Consultation, the project site is underlain by near-surface soil that is moderately to highly expansive, which can cause movement and cracking of foundations, pavement, and slabs. Therefore, the Geotechnical Consultation recommended that foundations, pavements, and slabs should be designed and constructed to resist the effects of the expansive soil. In general, the effects of expansive soil can be mitigated by moisture-conditioning the expansive soil, providing non-expansive fill below slabs, and either supporting foundations below the zone of severe moisture change or by providing a stiff, shallow foundation that can limit deformation of the superstructure as the underlying soil shrinks and swells. The proposed project will be required to implement these recommendations by including them in the building plans submitted to the City. Consistent with MM GEO-1b, the proposed project would be required to submit the design-level geotechnical report and additional recommendations therein. Therefore, the proposed project would not introduce new impacts or create more severe impacts related to expansive soils than those analyzed in the previous EIR. No additional analysis is required.

e) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR determined that there would be no impacts related to septic systems or other alternative wastewater disposal systems, since the area receives sewer service by the Central San. No septic or alternative wastewater disposal systems exist within the plan boundaries, and none would be installed as a result of development within the Specific Plan area. No impacts would occur.

City Village Project Analysis and Conclusions

The proposed project would also use sewer services provided by the Central San. The proposed project does not propose the use of septic tank systems. Therefore, the proposed project would not introduce septic tank or alternative wastewater system impacts or create more severe septic tank or alternative wastewater system impacts than those analyzed in the previous EIR. No additional analysis is required.

f) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR determined that development and land use activities contemplated by the Specific Plan could potentially damage or destroy previously undiscovered paleontological resources. The Specific Plan boundaries contain mostly urban, built-up land uses that were previously graded, and soil engineered to support urban development, indicating that any fossils that may have been present have likely already been removed. Nonetheless, the previous EIR acknowledged that subsurface excavation beyond previously disturbed soils could potentially damage or destroy previously undiscovered paleontological resources. The previous EIR concluded that impacts would be less than significant with implementation of MM CUL-3, which requires a qualified Paleontological Monitor to be retained prior to initiation of excavation procedures.

City Village Project Analysis and Conclusions

Similar to the conclusions of the previous EIR, the proposed project site contains existing urban land uses, although subsurface excavation beyond previously disturbed soil could impact undiscovered paleontological resources. Therefore, the proposed project would be required to implement MM CUL-3, which require a qualified Paleontological Monitor to be retained prior to initiation of deep excavation procedures. Therefore, the proposed project would not introduce new environmental impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

- MM CUL-3** Prior to initiation of deep excavation procedures at depths greater than 10 feet, a qualified Paleontological Monitor will be retained to conduct an on-site monitoring program to ensure protection of previously unknown paleontological specimens. In the event a fossil is discovered during construction of the proposed project when the Paleontological Monitor is not present, excavation within 100 feet of the find shall be temporarily halted until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the City and project applicant of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.

MM GEO-1b Prior to issuance of building permits for new construction on any property within the Specific Plan, the project applicant shall submit a design-level geotechnical study and building plans to the City of San Ramon for review and approval. The building plans shall demonstrate that they incorporate all applicable recommendations of the design-level geotechnical study and comply with all applicable requirements of the most recent version of the California Building Standards Code (CBC). A licensed Professional Engineer shall prepare the plans, including those that pertain to soil engineering and structural foundations. The approved plans shall be incorporated into the proposed project. All on-site soil engineering activities shall be conducted under the supervision of a licensed Geotechnical Engineer or Certified Engineering Geologist.

MM HYD-1a Prior to the issuance of grading permits for areas larger than 1 acre within the Specific Plan area, the project applicant shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) and Grading Plan to the City of San Ramon that identify specific actions and Best Management Practices (BMPs) to prevent stormwater pollution from construction sources. The plans shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The applicant shall include conditions in construction contracts requiring the plans to be implemented and shall have the ability to enforce the requirement through fines and other penalties. The plans shall incorporate control measures in the following categories:

- Soil stabilization practices
- Dewatering practices (if necessary)
- Sediment and runoff control practices
- Monitoring protocols
- Waste management and disposal control practices

Once approved by the City, the applicant's contractor shall be responsible throughout the duration of the project for installing, constructing, inspecting, and maintaining the control measures included in the SWPPP and Grading Plan.

MM HYD-1b The City shall ensure that Storm Water Pollution Prevention Plans (SWPPPs) for projects within the Specific Plan area identify pollutant sources that could affect the quality of stormwater discharges from the construction site. Control practices shall include those that effectively treat target pollutants in stormwater discharges anticipated from project construction sites. To protect receiving water quality, the SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, temporary inlet protection, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be employed for disturbed areas.

- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained on-site by a system of sediment basins, traps, or other appropriate measures. Of critical importance is the protection of existing catch basins that drain to San Ramon Creek.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.
- BMP performance and effectiveness shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (inadvertent petroleum release), is required by the Regional Water Quality Control Board (RWQCB) to determine adequacy of the measure.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to geology, seismicity, and soils. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
VIII. Greenhouse Gas Emissions <i>Would the project:</i>					
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	Less than significant impact.	No	No	No	None.
b) Conflict with any applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	Less than significant impact.	No	No	No	None.

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that development under the North Camino Ramon Specific Plan was anticipated in the City’s Climate Action Plan and would contribute to the City’s ability to achieve its emission reduction goals, because of the infill, higher-density, mixed-use, transit-oriented, pedestrian-oriented, and compact development design characteristics. The previous EIR concluded that the proposed project would generate an estimated 58,405 metric tons (MT) of carbon dioxide equivalent (CO₂e) which would be a reduction of 50.4 percent compared to the 2008 baseline. Therefore, the previous EIR determined that the proposed project meets the Assembly Bill (AB) 32 reduction target of 1990 emission levels, expressed as a 15 percent reduction from the 2008 baseline, by 2020 and impacts would be less than significant.

City Village Project Analysis and Conclusions

Implementation of the proposed project would result in GHG emissions from vehicular traffic, operation of landscaping equipment, off-site generation of electrical power, energy required to convey water to and wastewater from the project site, emissions associated with the hauling and disposal of solid waste from the project site, and any fugitive refrigerants from air conditioning or refrigerators. Although the proposed project would still result in these GHG emissions, the proposed project’s land uses would be constructed according to the 2019 California Building Code and Title 24 standard, which are considered some of the most stringent energy efficiency standards in the country. Furthermore, as noted in Section XVII, Transportation, of this Addendum, the proposed project would remove the existing office uses, which would result in a net decrease of 2,154 daily trips to and from the project site as compared to the previous EIR. GHG emissions generated during operation of the proposed

project, as well as the emissions generated during existing uses, which would be removed as part of the proposed project, are displayed in Table 8. As the proposed project would become fully operational in 2029, the proposed project was analyzed for its consistency with the proceeding GHG emissions reduction targets in 2030. As a result, the proposed project was analyzed for annual emissions in 2030 and compared with the BAAQMD’s bright-line threshold was adjusted to demonstrate substantial progress toward the 2030 legislative GHG emissions reduction targets of 40 percent below 1990 levels by 2030, as codified by SB 32.

Table 8: Annual Project GHG Emissions in 2030

Source Category	Existing Land Use (Metric Tons per Year)	Proposed Project (Metric Tons per Year)
Area	< 0.1	34
Energy	1,491	831
Mobile	3,123	2,437
Solid Waste	264	193
Water Usage	209	36
Total Emissions (MT CO ₂ e/year)	5,087	3,531
Net Emissions (MT CO₂e/Year)		-1,556
Significance Threshold (MT CO₂e/Year)		660
Exceed the threshold?		No
Notes: MT CO ₂ e = metric tons of carbon dioxide equivalent. Source: Appendix A.		

Due to the removal of existing office uses and associated daily vehicle trips, implementation of the proposed project would result in a net decrease in GHG emissions from what would occur with implementation of the previous EIR. Therefore, the proposed project would not result in any new or more severe impacts related to GHG emissions beyond what was analyzed in the previous EIR.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that development under the North Camino Ramon Specific Plan was anticipated in the Climate Action Plan and would contribute to the City’s ability to achieve its emission reduction goals, because of the infill, higher-density, mixed-use, transit-oriented, pedestrian-oriented, and compact development design characteristics. The previous EIR concluded that the proposed project would generate an estimated 58,405 MT CO₂e, which would be a reduction of 50.4 percent compared to the 2008 baseline. Therefore, the previous EIR determined that the proposed project meets the AB 32 reduction target of 1990 emission levels, expressed as a 15 percent reduction from the 2008 baseline, by 2020 and impacts would be less than significant.

City Village Project Analysis and Conclusions

As previously discussed, implementation of the Specific Plan was determined in the previous EIR to result in a net decrease in GHG emissions due to its infill, higher-density, mixed-use, transit-oriented, pedestrian-oriented, and compact development design characteristics. The proposed project constitutes infill development as it would redevelop the project site from existing office uses and future residential uses. In addition, the previous EIR determined that implementation of the Specific Plan would contribute to GHG emission reduction goals envisioned in the City's Climate Action Plan, which considers vehicle traffic to be a major source of GHG emissions from the envisioned land use development. As previously analyzed, the proposed project would result in a net decrease in GHG emissions from existing land uses, principally from a net decrease of 2,154 daily trips to and from the project site as compared to the previous EIR. As a result, the proposed project's GHG emissions fall within the emission budgets contemplated in the previous EIR and City's Climate Action Plan. Therefore, the proposed project would not result in any new or more severe impacts related to GHG emissions beyond what was analyzed in the previous EIR.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to GHG emissions. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
IX. Hazards and Hazardous Materials					
<i>Would the project:</i>					
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	Less than significant impact.	No	No	No	None
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	Less than significant impact.	No	No	No	None
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	No impact.	No	No	No	None
d) 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 it create a significant hazard to the public or the environment?	Less than significant impact with mitigation incorporated.	No	No	No	MM HAZ-2a
e) For a project located within 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, would the project result in a safety hazard or excessive noise for people residing or working in the project area?	No Impact.	No	No	No	None

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
f) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	Less than significant impact.	No	No	No	None
g) Expose people or structures, either directly or indirectly to a significant risk of loss, injury or death involving wildland fires?	No impact.	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that the Specific Plan area contains numerous reported users of hazardous materials. Generally, nearly all users handle, store, and dispose of hazardous materials in accordance with federal and State regulations such that public safety is not exposed to undue risk. Buildout of the Specific Plan would facilitate the redevelopment of the plan boundaries to support higher-density mixed-uses. Project construction may involve the use and transport of hazardous materials. Transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local regulations to ensure that human health and the environment are not exposed to hazardous materials.

The previous EIR determined that the commercial, office, and residential uses envisioned by the Specific Plan would not be large-quantity users of hazardous materials. Small quantities of hazardous materials would likely be used within the plan area by individual businesses, 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. The use of such substances must occur in compliance with applicable storage, handling, usage, and disposal requirements. The potential risks posed by the use and storage of these hazardous materials are primarily limited to the immediate vicinity of the materials. Transportation of these materials would be performed by commercial vendors who would be required to comply with various federal and State laws regarding hazardous waste transportation. As such, they are not expected to expose human health or the environment to undue risks associated with their use. Businesses that store or intend to store 55 gallons of hazardous materials as liquid, 500 pounds of hazardous materials as solids, or 200 cubic feet of hazardous materials as gas on-site within the Specific Plan area are required to submit a Hazardous Materials Business Plan to the Contra Costa Health Services Hazardous Materials

Program. Furthermore, compliance with the Certified Unified Program Agency (CUPA) program is required as part of building permit and fire clearance review for proposed uses within the Specific Plan boundaries. Therefore, the previous EIR found that impacts regarding the routine transport, use, or disposal of hazardous materials would be less than significant.

City Village Project Analysis and Conclusions

Construction activities associated with the proposed project could include the use of limited quantities of hazardous substances. Consistent with the previous EIR, transportation, storage, use, and disposal of hazardous materials during construction activities would be required to comply with applicable federal, State, and local regulations to ensure that human health and the environment are not exposed to hazardous materials. As further described in Impact IX(d) and consistent with MM HAZ-2a of the previous EIR, a Phase I ESA was conducted for the project site. The results of the Phase I ESA identified six small-quantity hazardous waste generating facilities at 2420 Camino Ramon, that would require coordination with the applicable regulatory agency during demolition. However, the Phase I ESA did not identify any Recognized Environmental Conditions (RECs) indicating past, current, or material threats of the release of hazardous materials or petroleum hydrocarbons to soil, groundwater, or surface water on the project site. The proposed project would include the use of small quantities of hazardous materials typical for residential uses, including cleaning solvents, paints, household cleaners, disinfectants, and fertilizers. The use of such substances must occur in compliance with applicable storage, handling, usage, and disposal requirements. The potential risk would be limited to the immediate vicinity of the materials. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that the commercial, office, and residential uses envisioned by the Specific Plan would not be large-quantity users of hazardous materials. Small quantities of hazardous materials would likely be used within the plan area by individual businesses, 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. The use of such substances must occur in compliance with applicable storage, handling, usage, and disposal requirements. The potential risks posed by the use and storage of these hazardous materials are primarily limited to the immediate vicinity of the materials. Businesses that store or intend to store 55 gallons of hazardous materials as liquid, 500 pounds of hazardous materials as solids, or 200 cubic feet of hazardous materials as gas on-site within the Specific Plan area would be required to submit a Hazardous Materials Business Plan to the Contra Costa Health Services Hazardous Materials Program. Furthermore, compliance with the CUPA program is required as part of building permit and fire clearance review for proposed uses within the plan boundaries.

In addition to risk of upset conditions associated with the routine transport, use, or disposal of hazardous materials discussed above, the previous EIR identified potential risk of upset conditions associated with electromagnetic fields (EMFs) and a jet fuel pipeline.

Regarding EMF, an existing 230-kilovolt PG&E power line is located within the Iron Horse Trail corridor within the Specific Plan area. The line is located within an easement, and the Specific Plan does not contemplate new development within this area. There are no required or recommended buffering distances for residential or non-residential development from high-voltage power lines. There are numerous local examples of where power lines of similar or higher voltage exist close to residential or non-residential development without any known adverse effects. Therefore, the previous EIR concluded that the uses contemplated by the Specific Plan would not be at greater risk for risk of upset associated with EMFs than any other similar land use in the project vicinity.

Regarding the jet fuel line, a 10-inch-diameter, underground, pressurized jet fuel pipeline is located within the Iron Horse Trail corridor. The line is located within an easement where no new development is proposed. Furthermore, there are no required or recommended buffering distances for residential or non-residential development from pressurized pipelines, and therefore, the previous EIR concluded that development proposed by the Specific Plan would not be at greater risk for adverse impacts associated with risk of upset from pressurized pipeline. Impacts regarding reasonably foreseeable upset and accident conditions would be less than significant.

City Village Project Analysis and Conclusions

As discussed above, there are six small-quantity hazardous waste generating facilities at 2420 Camino Ramon that would require coordination with the applicable regulatory agency during demolition. No RECs have been identified on the project site. As also stated above, because the proposed project is entirely residential, the use of hazardous materials and substances upon project occupancy would be limited to de minimis amounts of cleaning solvents, fertilizers, pesticides, and other substances used in landscaping.

The proposed project would not introduce any new conditions relative to the analysis and conclusions in the previous EIR related to EMF or pressurized pipelines. There are no required or recommended buffering distances for residential or non-residential development from high-voltage power lines or jet fuel pipelines. Therefore, the proposed project would not introduce or create more severe impacts than analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The nearest school to the Specific Plan area is Iron Horse Middle School located 0.2 mile away. The previous EIR determined that the development and land use activities contemplated by the Specific Plan would not involve large-quantity users or producers of hazardous materials. Therefore, land use and development activities contemplated by the Specific Plan would not expose schools to hazardous materials. No impacts would occur.

City Village Project Analysis and Conclusions

The proposed project would be located in Sub Area G4 within the Specific Plan area analyzed in the previous EIR, which concluded that the Specific Plan would not involve large-quantity users

or producers of hazardous materials, and therefore, would have no impact on schools. The nearest school to the project site is Iron Horse Middle School located approximately 0.25 mile to the east. Additionally, as discussed in Impact IX(c), the proposed project is all residential, therefore, the quantity and intensity of hazardous materials and substances after construction would be reduced compared to the current uses and mixed uses proposed under the Specific Plan. Therefore, the proposed project would not introduce or create more severe impacts than analyzed in the previous EIR. No additional analysis is required.

d) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that development and activities proposed within the Specific Plan area may be exposed to existing contamination. The previous EIR noted that a number of land uses within the Specific Plan area currently use or formerly used hazardous materials, but that most of these activities involve infrequent use or small quantities of hazardous materials and do not pose a threat to human health and the environment; only a few properties have reported spill or leak incidents. Those with reported spills and leaks, specifically, the five sites that contained underground storage tanks (USTs), may present contamination issues during redevelopment of the Specific Plan area if proper remediation actions have not occurred.

As shown on Table 3.6-1 of the Specific Plan Draft EIR, several properties within the Specific Plan boundaries are listed on hazardous materials sites compiled pursuant to Government Code Section 65962.5. Of these properties, the ones of most concern are those with reported spills or leaks, specifically the following properties: Electrotest, San Ramon Unified School District, the Thornally property, the RMC cement plant site, and the Shell Service Station. The first four properties are listed as “Case Closed,” which signifies that all necessary remediation has been completed. Therefore, these sites were not considered risks to public health or safety as disclosed in the previous EIR. At the time of the previous EIR was prepared, the remaining site (Shell Service station) was listed as “Active” and remediation efforts were ongoing and were being overseen by the San Francisco Bay Regional Water Quality Control Board (RWQCB). This case was closed in August 2014.¹⁴ However, the previous EIR noted that remediation associated with this site is independent of the proposed Specific Plan and will continue to occur whether the Specific Plan is adopted or not.

The previous EIR also discussed other sites of concern identified within or near the Specific Plan area, including the former San Ramon Branch Line, the Aerojet General/Aerojet Facility, and the PG&E Technological and Ecological Services Research Laboratory.

The San Ramon Branch Line railroad formerly occupied the Iron Horse Trail corridor. Residue from hazardous materials is sometimes found in soils surrounding railroad lines. However, railroad activities ceased in the late 1970s and all railroad-related equipment (rails, ties, switches, etc.) was removed. Furthermore, significant disturbance was acknowledged to have occurred within the Iron Horse Trail corridor, including the development of the trail and installation of utilities, landscaping, and fencing since the cessation of railroad activities. The

¹⁴ Roux. 2021. Phase I Environmental Site Assessment. Prepared January 5, 2021.

previous EIR noted that the Iron Horse Trail is approximately 600 feet from the project site and, because of the passage of time and the disturbance that has occurred within the trail corridor, it is unlikely that significant quantities of hazardous materials residue are present. The Aerojet General/Aerotest Facility originally housed atomic research facilities and other uses, including the San Ramon Valley Unified School District maintenance facility, various automotive related uses, fast food, and other retail and service uses. Several uses within the former Aerojet General site are recorded on hazardous materials databases for spills, leaks, and clean-up activities (Electrotest, the San Ramon Valley Unified School District maintenance facility, etc.). Given such past activities, the previous EIR identified the block bounded by Camino Ramon (west), Fostoria Way (north), Iron Horse Trail (east), and Crow Canyon Road (south) as an area of concern related to hazardous materials. As such, the previous EIR imposed mitigation that requires a site-specific Phase I ESA to be conducted for any development proposed within this area. The PG&E Technological and Ecological Services Research Laboratory is immediately adjacent to the Specific Plan boundaries, northeast of the Crow Canyon Road and Iron Horse Trail intersection; however, the PG&E facility does not share a property line with the proposed project and is located approximately 0.48 mile northeast of the project site. The PG&E facility is listed on several databases, including those pertaining to large-quantity hazardous materials generators and hazardous materials spills and leaks. However, the Specific Plan did not propose any commercial or residential development immediately adjacent to this facility. Additionally, the nearest commercial contemplated by the Specific Plan would be located at least 100 feet from the property line, and the nearest residential uses would be located at least 500 feet from the property line and these uses would be physically separated from the facility by the Iron Horse Trail Corridor and Crow Canyon Road. The previous EIR concluded that these buffering distances would be adequate to protect development and land use activities associated with the Specific Plan from adverse impacts associated with this facility.

Additionally, a number of structures within the Specific Plan boundaries were identified as potentially containing asbestos and lead-based paint, since the construction of these structures pre-dated the federal bans on asbestos-containing building materials and lead-based paint, which were instituted in the late 1970s. As such, removal of structures that were constructed prior to this time period was identified as having the potential to result in exposure to these materials. The previous EIR imposed mitigation requiring structures constructed prior to 1978 to be evaluated for the potential presence of asbestos-containing building materials and lead-based paint, and if such materials are determined to be present, the mitigation measure requires proper removal and disposal in accordance with federal and State regulations. Therefore, impacts associated with exposure to hazardous materials were determined to be less than significant with implementation of MM HAZ-2a and MM HAZ-2b.

City Village Project Analysis and Conclusions

A Phase I ESA was conducted for the project site by Roux Associates on January 5, 2021, as directed by MM HAZ-2a included in the Specific Plan. This Phase I ESA was performed to identify any RECs, Controlled Recognized Environmental Conditions (CRECs), and/or Historical Recognized Environmental Conditions (HRECs) at the project site, indicating past, current, or material threats of the release of hazardous materials or petroleum hydrocarbons to the soil,

groundwater, or surface water. The Phase I ESA was conducted by investigating past property uses, reviewing the results of a search of environmental databases, reviewing records at relevant government agencies, and performing a reconnaissance of the project site. The Phase I ESA for the project site showed that there were no RECs, CRECs, or HRECs identified at the project site. Additionally, as directed by MM HAZ-2a, any recommendations made by the Phase I ESA will be implemented into the development plans.

The project site is located at 2400, 2410, 2420, 2430, and 2440 Camino Ramon and is currently developed with five 3-story office buildings, a paved parking lot, and landscaping areas. Based on a government records database search and public records request responses, the following small-quantity hazardous are listed at 2420 Camino Ramon:

- Atricure, which is documented as generating laboratory waste chemicals and off-specification, aged, or surplus organics since 2016;
- Healthtell, which is documented as generating small quantities of oxygenated solvents between 2016 and 2017, since which time the listing has been inactive;
- Icarbonx, which is documented as generating unspecified hazardous waste since 2019;
- Allied Engineers, which is documented as generating unspecified hazardous waste between 2000 and 2001;
- Rheosense, which is documented as generating unspecified oil-containing waste, other inorganic solid waste, and off-specification, aged, or surplus organics since 2016; violations were cited for insufficient documentation and improper management of a damaged lead battery; and
- Paul G. Fillet, DMO, which is documented as generating photo processing waste, liquids with pH less than 2, liquids with pH less than 2 with metals, liquids with chromium VI, unspecified organic liquid mixture, unspecified aqueous solution, unspecified oil-containing waste, and other organic solids between 1994 and 2009.

The following data gap was identified in the Phase I ESA:

- Due to access issues, Roux could not observe all of the office suites, including Rheosense, one of the hazardous waste generating facilities. However, with the exception of Rheosense, the suites not accessed are likely to be commercial offices. Additionally, Rheosense is listed as generating very small quantities of hazardous waste and there are no indications of a potential release from this facility. Therefore, this data gap is not likely to alter the findings of this Phase I ESA.

A reconnaissance of the project site was conducted for the Phase I ESA to check for visual evidence of past or present use of storage of hazardous materials that could potentially affect the soil, groundwater quality, and soil vapor of the project site. The reconnaissance concluded that there were no observable hazardous substances other than a 1-gallon container of solvent solution cleaner and degreaser, cylinders of 407C refrigerant, and small containers of cleaning

supplies and multi-purpose dry silicone sealant. Mechanical rooms for elevator equipment contain hydraulic oil and the backup diesel generator has a 150-gallon diesel tank. No staining was observed in any of the mechanical rooms. Because the buildings were constructed after 1978 (when the use of asbestos was generally discontinued), the presence of asbestos-containing materials in the buildings was not identified as a concern during demolition. Therefore, the proposed project would not introduce or create more severe impacts than analyzed in the previous EIR. Nor is there any new information that would require additional environmental review. No additional analysis is required.

e) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that the Specific Plan area does not contain any airports and does not overlap with any airport influence areas. The closest airport to the Specific Plan area is Livermore Municipal Airport, located approximately 9 miles to the southeast. Additionally, the Specific Plan boundaries do not contain any private airstrips. Therefore, land use and development activities contemplated by the Specific Plan would not expose persons residing or working in the Specific Plan area to aviation safety hazards or impact private airstrips. No impacts would occur.

City Village Project Analysis and Conclusions

The proposed project would be developed in the Sub Area G4 with the Specific Plan area analyzed in the previous EIR, which concluded that the Specific Plan area does not contain any airports, private airstrips, and does not overlap with any airport influence areas. Therefore, the proposed project would not expose future residents to aviation safety hazards or impact private airstrips. Therefore, the proposed project would not introduce or create more severe impacts than analyzed in the previous EIR. No additional analysis is required.

f) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that development proposed by the Specific Plan does not contain any characteristics that would impair or otherwise interfere with emergency response, evacuation, or the policies of the Emergency Operations Plan, and that the Specific Plan is located in an area that currently meets adopted standards for emergency response times for police and fire. Moreover, the Specific Plan includes plans for an additional network of streets that would increase circulation in the area, thereby increasing potential emergency vehicle access and evacuation routes. Therefore, the development proposed under the Specific Plan would not impair implementation of or physically interfere with an adopted emergency plan or emergency evacuation plan, and impacts would be less than significant.

City Village Project Analysis and Conclusions

The proposed project would amend the Specific Plan to allow for all residential uses within Sub Area G4 of the Specific Plan area analyzed in the previous EIR, which concluded that the Specific Plan is located in an area that currently meets adopted standards for emergency response times for police and fire. The proposed project does not propose any permanent lane closures or obstructions that could impede emergency response to or from the project site

from the surrounding streets. Consistent with the Specific Plan, the proposed project would replace the existing uses at the site with an additional network of streets that would increase circulation in the area, and therefore, increasing potential emergency vehicle access and evacuation routes. Therefore, the proposed project would not introduce or create more severe impacts than analyzed in the previous EIR. No additional analysis is required.

g) Summary of 2012 North Camino Ramon Specific Plan EIR

The North Camino Ramon Specific Plan EIR determined that the Specific Plan area is mostly developed and completely surrounded by urban uses. The City's General Plan does not identify any areas within the Specific Plan boundaries as having wildland fire risks. Therefore, development of the Specific Plan area would not expose people or structures to a significant risk of loss, injury, or death involving wildland fires. No impacts would occur.

City Village Project Analysis and Conclusions

The proposed project would be located fully in Sub Area G4 within the Specific Plan area analyzed in the previous EIR, which concluded that the Specific Plan area is mostly developed, completely surrounded by urban uses, and there are no wildland fire risk areas identified within the boundaries of the Specific Plan area by the City's General Plan. Therefore, the proposed project would not introduce or create more severe impacts than analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

MM HAZ-2a Prior to the issuance of demolition, grading, or building permits (whichever comes first) for new development or significant expansion of existing development within the block bounded by Camino Ramon (west), Fostoria Way (north), Iron Horse Trail (east), and Crow Canyon Road (south), the project applicant shall prepare and submit to the City of San Ramon a site-specific Phase I Environmental Site Assessment (Phase I ESA) to assess the presence of hazards or hazardous materials. Recommendations from the site assessment shall be incorporated into development plans and implemented to the satisfaction of the City of San Ramon to ensure future land uses are not adversely affected by any identified on-site hazards.

The analysis in the Phase I ESA was conducted for the project site by Roux Associates on January 5, 2021, and satisfies the requirements of MM HAZ-2a. No further analysis or mitigation is required.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to geology, seismicity, and soils. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
X. Hydrology and Water Quality					
<i>Would the project:</i>					
a) Violate any water quality standards or waste discharge requirements or otherwise substantially degrade surface or ground water quality?	Less than significant impact with mitigation incorporated.	No	No	No	MM HYD-1a, MM HYD-1b
b) Substantially decrease groundwater supplies or interfere substantially with groundwater recharge such that the project may impede sustainable groundwater management of the basin?	Less than significant impact.	No	No	No	None
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river or through the addition of impervious surfaces, in a manner which would:	Less than significant impact with mitigation incorporated.	No	No	No	MM HYD-1a, MM HYD-1b
(i) result in substantial erosion or siltation on- or off-site;	Less than significant impact with mitigation incorporated.	No	No	No	MM HYD-1a, MM HYD-1b
(ii) substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site;	Less than significant impact.	No	No	No	MM HYD-1a, MM HYD-1b
(iii) create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff; or	Less than significant impact with mitigation incorporated.	No	No	No	MM HYD-1a, MM HYD-1b

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
(iv) impede or redirect flood flows?	No impact.	No	No	No	None
d) In flood hazard, tsunami, or seiche zones, risk release of pollutants due to project inundation?	No impact.	No	No	No	None
e) Conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan?	None identified.	No	No	No	MM HYD-1a, MM HYD-1b

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR determined that development and land use activities contemplated by the Specific Plan may violate water quality standards or waste discharge requirements. New development consistent with the Specific Plan may result in construction activities that could have the potential to create polluted runoff that could be conveyed off-site and potentially affect the water quality within local streams. Generally, construction activities and the proposed increase in impervious surfaces could generate pollutants such as increased silts, ground rubber, oils from automobiles, debris, litter, chemicals, dust, and dissolved solids related to grading, excavating, dredging, building construction, and painting.

Development resulting from the Specific Plan is required to abide by General Plan Policies 8.3-I-11, 8.3-I-12, and 8.6-I-6, which require participation in clean water programs, monitoring waterways to prevent degradation, and the continued implementation of the City of San Ramon Stormwater Management Program, respectively. Prior to the commencement of construction grading for any development within the Specific Plan area, the applicant must file a Notice of Intent to comply with the General NPDES Construction Permit issued to the RWQCB and prepare a SWPPP, which identifies measures that shall be included in the project to minimize and control construction and post-construction runoff to the “maximum extent practicable.” However, without these documents available for review, the City is unable to determine the adequacy in achieving applicable water quality standards. Therefore, implementation of MM HYD-1a and MM HYD-1b require that each SWPPP and Grading Plan prepared for a project within the Specific Plan area include measures necessary to minimize water quality impacts during construction. Compliance with these requirements and implementation of these mitigation measures were determined to minimize impacts to a less than significant level.

City Village Project Analysis and Conclusions

The proposed project would be located within Sub Area G4 within the Specific Plan area. Construction activities could have the potential to create or increase polluted runoff within the Plan area, as analyzed in the previous EIR. The project proposes an overall reduction in building square footage of approximately 439,000 square feet, as well as a reduction in impervious surfaces compared to what was evaluated and disclosed in the Specific Plan. Development of the proposed project would also result in a decrease in impervious surface compared to the existing site conditions.

Consistent with the previous EIR, compliance with regulatory requirements and implementation of MM HYD-1a and MM HYD-1b would ensure the project is compliant with water quality standards. As stated in the Preliminary Stormwater Treatment Plan and Hydrology Summary prepared by Carlson Barbee & Gibson (CBG) (Appendix F) for the proposed project, the project would be required to treat stormwater runoff, per the Contra Costa County Stormwater C.3 Guidebook, prior to discharge to the storm drain system. The project would implement Integrated Management Practices (IMPs) to comply with the Regional Municipal Stormwater Permit issued by the San Francisco Bay RWQCB. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR determined that development and land use activities contemplated by the Specific Plan would not substantially deplete groundwater supplies, interfere substantially with groundwater recharge, or result in groundwater contamination. Water services for the uses within the Specific Plan would be provided by EBMUD, which obtains the majority of its water from surface water sources and does not rely on groundwater from the San Ramon Valley Groundwater Basin. The previous EIR concluded that this condition precludes the possibility of the proposed project depleting local groundwater supplies.

Groundwater Recharge

Limited groundwater recharges occur within the Specific Plan area, as it consists of mostly urban, built-up land uses that is served by the City's municipal storm drainage system. The Specific Plan emphasizes Low Impact Development (LID) principles, which include stormwater management practices that employ infiltration and percolation, which contribute to groundwater recharge. Accordingly, impacts related to groundwater recharge would be less than significant.

Groundwater Contamination

Leaking USTs are the primary source of groundwater contamination within the City, and there are five leaking UST sites that exist within the Specific Plan area. Of the five sites, the previous EIR identified four of the sites as "Closed," signifying that remediation has occurred to the satisfaction of the RWQCB. The remaining site (Shell Service station) was identified as "Active" and the previous EIR determined that remediation efforts were ongoing under the oversight of the San Francisco Bay RWQCB. The previous EIR concluded that remediation of contamination

associated with this site is independent of the proposed Specific Plan and will continue to occur whether the plan is adopted or not. Therefore, the previous EIR determined that implementation of the Specific Plan would not interfere with remediation of this site, and impacts would be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be located in Sub Area G4 within the Specific Plan area that was analyzed in the previous EIR, which concluded that the Specific Plan would not substantially deplete groundwater supplies, interfere substantially with groundwater recharge, or result in groundwater contamination. Water service is provided to the Specific Plan area by the EBMUD, which does not rely on groundwater. LID principles would contribute to groundwater recharge. Groundwater contamination has either been remediated or is in the process of remediation. Consistent with the Specific Plan, the proposed project would continue to be served with potable water service provided by EBMUD and connect via service laterals to existing underground facilities within Norris Canyon Road and Camino Ramon. EBMUD has provided a “will serve” letter confirming it can serve the proposed project. Furthermore, consistent with LID principles emphasized in the Specific Plan, the proposed project would include a bioretention area, a park, and landscaping which would contribute to groundwater recharge. Also, based on the incremental amount of urban runoff that may be generated from the proposed residential uses and the incorporation of a bioretention area to capture urban runoff, development of the project site would not notably contribute to groundwater contamination. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan

- i) The previous EIR determined that development and land use activities contemplated by the Specific Plan would not create the potential for substantial soil erosion or siltation on- or off-site as a result of alteration of drainage patterns. Compliance with the City’s Stormwater Municipal Regional Permit, which requires LID techniques to minimize and treat stormwater runoff, and compliance with NPDES requirements during construction, was determined to be sufficient to ensure appropriate sediment and erosion control. Therefore, the previous EIR concluded that impacts would be less than significant.
- ii) The previous EIR determined that development and land use activities contemplated by the Specific Plan would not create the potential for flooding as a result of alteration of drainage patterns. The Specific Plan area is highly developed with a significant footprint of impervious surfaces (buildings, parking lots, and roadways). While the previous EIR determined that implementation of the Specific Plan would alter development types in the area, it would not increase the quantity of impervious surfaces. While existing drainage patterns may be altered, the previous EIR determined that stormwater would continue to be directed toward the City’s network of storm drains, and that impacts would be less than significant.

- iii) The previous EIR determined that development and land use activities contemplated by the Specific Plan would have the potential to create polluted runoff that could affect water quality. As previously discussed, compliance with General Plan Policies 8.3-I-11, 8.3-I-12, and 8.6-I-6; compliance with the General NPDES Construction Permit; implementation of MM HYD-1a and MM HYD-1b, and implementation of LID techniques, were determined to be sufficient to reduce impacts associated with polluted runoff to a less than significant level. Regarding storm drain capacity, new drainage infrastructure required by the Specific Plan was found to be appropriately sized and modeled through the existing drainage system to ensure proper sizing to handle stormwater flows. Therefore, impacts on the capacity of the storm drain system were determined to be less than significant.
- iv) The previous EIR determined that development and land use activities contemplated by the Specific Plan would not be located in an area at risk of flooding. The Specific Plan is not located within a 100-year Flood Zone as indicated by Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRMs). Additionally, the Specific Plan area does not contain any levees or dams, nor are any such facilities located upstream of the Specific Plan area. Therefore, the previous EIR concluded that no impacts would occur.

City Village Project Analysis and Conclusions

- i) The proposed project would be located in Sub Area G4 within the Specific Plan area and would develop 404 residential dwelling units within the 31.05-acre site. The project site is already developed with impervious surfaces. Development of the project would decrease the amount of impervious surface on the site compared to existing conditions and compared to what was evaluated and disclosed in the previous EIR as a result of implementation of the Specific Plan. The proposed project would be required to comply with the City's Stormwater Municipal Regional Permit, which requires LID techniques to minimize and treat stormwater runoff, and NPDES requirements during construction, which would minimize erosion or siltation impacts. The proposed project would include a bioretention area, a proposed park, and landscaping that would further minimize erosion and/or siltation impacts. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.
- ii) As described above, the proposed project would be located in Sub Area G4 within the Specific Plan area and would develop 404 residential dwelling units within the 31.05-acre site. Consistent with the Specific Plan, the proposed project would remove many of the impervious surfaces, specifically the parking lots, at the project site and would reduce the amount of impervious surfaces overall. According to the Preliminary Stormwater Treatment Plan and Hydrology Summary prepared by CBG for the project, the post development surface water flows, totaling and estimated 34 cubic feet per second (cfs), would be lower than the existing surface water flow (38.0 cfs). The project would be required to comply with the City's Stormwater Municipal Regional

Permit, which requires LID techniques to minimize stormwater runoff. The project would also include a bioretention area, a proposed park, and landscaping that would further reduce stormwater runoff. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

- iii) As described above, the proposed project would be located in Sub Area G4 within the Specific Plan area and would develop 404 residential dwelling units within the 31.05-acre site. According to the Preliminary Stormwater Treatment Plan and Hydrology Summary, the post development surface water flows, totaling an estimated 34 cfs would be lower than the existing surface water flow (38.0 cfs). The proposed project would be required to treat stormwater runoff prior to discharge to the storm drain system. The project would implement IMPs as required by Contra Costa County to comply with the Regional Municipal Stormwater Permit issued by the San Francisco Bay RWQCB. In compliance with NPDES permitting requirements, and as described in MM HYD-1a and MM HYD-2a, the proposed project would be required to develop a SWPPP and BMPs to prevent the generation of stormwater pollution from construction sources. According to the Preliminary Stormwater Treatment Plan and Hydrology Summary, runoff from the portion of the project site abutting Norris Canyon Road and various landscaped paseos would gravity drain to a proposed bioretention area prior to connecting to an existing catch basin at the northern corner of the project frontage. The remaining runoff would drain to an underground cistern in the park, where it would be treated at a bioretention area prior to discharge to the existing public storm drain system. A detailed hydrology report would be provided with the construction drawings, to provide detailed stormwater runoff calculations, storage volume of the bioretention area, and connections to the storm drain system, and storm drain capacity to accommodate the reduced peak flows from the project compared to existing conditions. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.
- iv) The proposed project would be located in Sub Area G4 within the Specific Plan area analyzed in the previous EIR, which concluded that the project site would not be located in an area at risk of flooding. The proposed project site would not be located within a 100-year Flood Zone as indicated by FEMA FIRMs and does not contain any levees or dams, nor are any such facilities located upstream of the project site. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

d) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR determined that the Specific Plan is not located within a 100-Year Flood Zone as indicated by FEMA FIRMs. Additionally, the Specific Plan area does not contain any levees or dams, nor are any such facilities located upstream of the Specific Plan area. Furthermore, the

Specific Plan area does not contain any large bodies of water that would be susceptible to a seiche. The Specific Plan area is approximately 29 miles from the Pacific Ocean, a condition that precludes the possibility of tsunami inundation. The Specific Plan area does not contain and is not located adjacent to areas susceptible to mudflows. Therefore, the previous EIR determined that land use and development activities contemplated by the Specific Plan would not be exposed to a 100-year flood hazards, hazards associated with flooding from levee or dam failure, or hazards from seiches, tsunamis, or mudflows. The previous EIR concluded that there would be no impacts.

City Village Project Analysis and Conclusions

The proposed project would be located in Sub Area G4 within the Specific Plan area analyzed in the previous EIR, which concluded that the proposed project site would not be located within a 100-year Flood Zone, does not include any levees or dams, and does not contain any large bodies of water that would be susceptible to a seiche or tsunami inundation. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

e) Summary of 2012 North Camino Ramon Specific Plan

This checklist question was not included in the previous EIR because this checklist question did not exist at the time the previous EIR was prepared. No conclusion was made in the previous EIR regarding the significance level of impacts related to the project's potential to conflict with or obstruct implementation of a water quality control plan or sustainable groundwater management plan. However, the previous EIR stated that any development resulting from the implementation of the Specific Plan would be required to comply with General Plan Policies 8.3-I-11, 8.3-I-12, and 8.6-I-6, which require participation in clean water programs, monitoring waterways to prevent degradation, and the continued implementation of the City's Stormwater Management Program.

City Village Project Analysis and Conclusions

As previously described, the proposed project would be located in Sub Area G4 within the Specific Plan area analyzed in the previous EIR, which concluded that all development in the Specific Plan area would require participation in clean water programs, monitoring waterways to prevent degradation, and the continued implementation of the City's Stormwater Management Program. As such, the proposed project would be consistent with these programs and General NPDES Construction Permit requirements. The proposed project would be required to develop a SWPPP and BMPs to prevent stormwater pollution from construction sources, as described in MM HYD-1a and MM HYD-2a. The proposed project would be required to treat stormwater runoff prior to discharge to the storm drain system, through implementing IMPs to comply with the Regional Municipal Stormwater Permit. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

MM HYD-1a Prior to the issuance of grading permits for areas larger than 1 acre within the Specific Plan area, the project applicant shall prepare and submit a Storm Water Pollution Prevention Plan (SWPPP) and Grading Plan to the City of San Ramon that identify specific actions and Best Management Practices (BMPs) to prevent stormwater pollution from construction sources. The plans shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The applicant shall include conditions in construction contracts requiring the plans to be implemented and shall have the ability to enforce the requirement through fines and other penalties. The plans shall incorporate control measures in the following categories:

- Soil stabilization practices
- Dewatering practices (if necessary)
- Sediment and runoff control practices
- Monitoring protocols
- Waste management and disposal control practices

Once approved by the City, the applicant's contractor shall be responsible throughout the duration of the project for installing, constructing, inspecting, and maintaining the control measures included in the SWPPP and Grading Plan.

MM HYD-1b The City shall ensure that Storm Water Pollution Prevention Plans (SWPPPs) for projects within the Specific Plan area identify pollutant sources that could affect the quality of stormwater discharges from the construction site. Control practices shall include those that effectively treat target pollutants in stormwater discharges anticipated from project construction sites. To protect receiving water quality, the SWPPP shall include but not be limited to the following elements:

- Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, temporary inlet protection, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be employed for disturbed areas.
- No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.
- Sediment shall be retained on-site by a system of sediment basins, traps, or other appropriate measures. Of critical importance is the protection of existing catch basins that drain to San Ramon Creek.
- The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains.

- BMP performance and effectiveness shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination (inadvertent petroleum release), is required by the RWQCB to determine adequacy of the measure.
- In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to hydrology and water quality. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XI. Land Use and Planning <i>Would the project:</i>					
a) Physically divide an established community?	Less than significant impact.	No	No	No	None
b) 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?	Less than significant impact with mitigation incorporated.	No	No	No	MM NOI-1b

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the Specific Plan boundaries contain developed commercial uses and some public facilities (San Ramon City Hall, the San Ramon Post Office, the San Ramon Valley Unified School District maintenance facility, and the Iron Horse Trail). The previous EIR determined that redevelopment of the privately-owned commercial properties within the Specific Plan boundaries would not constitute the division of an established community because these land uses are not occupied for residential use and are also not used for “community purposes” (such as a park). Additionally, the three publicly owned facilities within the Specific Plan boundaries are used for administrative, operational, and maintenance purposes, therefore, the previous EIR determined that their removal would not divide an established community. In addition, the previous EIR determined that access to the Specific Plan would not impair or impede access to the Iron Horse Trail, and therefore, would not divide an established community that relies on this trail as linkage. Furthermore, the intent of the Specific Plan is to guide the transition of the plan area from a low-density, auto-oriented commercial area to transit- and pedestrian-oriented mixed-use district. Therefore, the previous EIR found that the Specific Plan would establish a community and would appropriately support it with commercial offerings and infrastructure. As such, the previous EIR determined that implementation of the Specific Plan would not physically divide an established community. Impacts were determined to be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be located within Sub Area G4 of the Specific Plan and develop 404 residential dwelling units. The proposed project would result in an overall reduction in building square footage, resulting in a net decrease in development of approximately 439,000

square feet compared to what was anticipated under the Specific Plan. The proposed project would require an amendment to the Specific Plan to allow for multi-family residential development without a commercial or mixed-use component, would require compliance with the City's Inclusionary Housing Ordinance, would permit densities for MDR of 14 to 30 units per acre, would revise the minimum setbacks for residential uses along Norris Canyon Road East and Camino Ramon South to 15 feet and 25 feet, respectively, and would revise the building design guidelines to include MDR, along with other minor amendments. The proposed Specific Plan amendments are included in Appendix J of this Addendum. The proposed project would result in the development of up to 520 total dwelling units, which includes the proposed City Village project in Sub Area G4 as well as other residential projects already implemented in the Specific Plan area, compared to a total of 1,500 residential units analyzed in the previous EIR for the buildout of the Specific Plan area. Therefore, buildout of the proposed project would not exceed the number of residential units projected for the Specific Plan area. Furthermore, the O proposed project would develop 18.5 dwelling units per acre compared to the minimum density of 20 dwelling units per acre under the Specific Plan for all new development). As discussed above, the intent of the Specific Plan is to replace privately-owned commercial uses and services use with uses that would create a community. Implementation of the proposed project's residential uses would be consistent with this intent and further the implementation of a community within the Specific Plan boundaries through the development of the residential uses at the project site. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the Specific Plan. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the Specific Plan would be consistent with all applicable goals and policies of the General Plan and would not conflict with any of the applicable provisions of the Municipal Code. The Specific Plan was found to be consistent with the General Plan's "Mixed Use" land use designation and was found to be within the maximum allowable FAR of 0.70 established for the Mixed-Use land use designation. Implementation of the Specific Plan was found to be in accordance with the General Plan's Implementing Policies 2.3-I-18 and 4.7-I-4 regarding the preparation and implementation of the Specific Plan as a transit-oriented, mixed-use area that is pedestrian/bicycle friendly and provides neighborhood and regional retail opportunities lacking in San Ramon, and vertical and horizontal mixed-use development in proximity to new and existing jobs. The Specific Plan's proposed use of shared parking resources and a centralized parking structure was found to be consistent with Implementing Policy 5.6-I-16. In addition, the Specific Plan envisioned the relocation of the existing Transit Center to a central location within a 10-minute walk from all parcels within the Specific Plan area, thereby obtaining the goal of Implementing Policy 5.5-I-16 regarding a geographically balanced transit center location. The Transit Center is proposed to be located within the Specific Plan area; however, the Specific Plan identifies the proposed Transit Center south of Norris Canyon Road, near the project site, but not within Sub Area G4. The Specific Plan was adopted by ordinance and, as part of the San Ramon Municipal Code, serves as the zoning for all properties within the Plan area. The Specific Plan complies with all applicable requirements for such land use plan and it is consistent and compatible with the Municipal Code. Therefore,

impacts regarding conflict with any land use, plan, policy, or regulation adopted to avoid or mitigate an environmental effect were determined to be less than significant.

Noise Land Use Compatibility Analysis

The previous EIR identified that new residential development within the plan area could be exposed to ambient noise levels (combined transportation and stationary noise sources) in excess of normally acceptable land use compatibility standards for new residential land use development. The analysis concluded that this potential impact would be reduced to less than significant with implementation of MM NOI-1b.

City Village Project Analysis and Conclusions

The proposed project would develop 404 residential dwelling units on the project site and require an amendment to the North Camino Ramon Specific Plan to allow all residential uses on the project site. In general, the amendments would permit more residential uses than previously considered for Sub Area G4, but do not include a commercial component or ground floor commercial use. The proposed Specific Plan amendments are included in Appendix J of this Addendum. The proposed amendments would not change the conclusions of the General Plan consistency analysis presented in Table 3.8-2 of the Specific Plan or the Municipal Code consistency analysis for adoption of the Specific Plan. As specified in the Specific Plan, modifications such as the changes to development standards proposed to allow development of the proposed project shall require a Specific Plan Amendment pursuant to Government Code 65453. With the approval of the Specific Plan Amendment there would be no conflicts with any land use plan, policy, or regulation. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the Specific Plan. No additional analysis is required.

Noise Land Use Compatibility

A significant impact would occur if proposed residential uses would be exposed to ambient noise levels in excess of 60 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) for exterior areas of in excess of 45 dBA CNEL for all habitable rooms.

Existing Ambient Noise Levels

The existing noise environment in the project vicinity was documented through ambient noise monitoring. Noise monitoring was conducted at the locations described in Table 9, and as described in detail on the noise measurement data sheets included in Appendix H. Three short-term noise measurements (15-minutes each) were taken on Wednesday, June 16, 2021, between 12:30 p.m. and 1:20 p.m., during the afternoon peak noise hour. One long-term (24-hour) noise measurement was taken from approximately 1:30 p.m. on Wednesday, June 16, 2021, to 3:00 p.m. on Thursday, June 17, 2021. These measurements provide a baseline for existing noise conditions in the project vicinity.

The noise measurement locations were taken in compliance with the methodology and site selection guidance of the Caltrans Technical Noise Supplement. The short-term measurements were taken at the nearest appropriate point to roadway segments surrounding the project boundaries.

Short-term Noise Measurements

The short-term noise measurements taken at the project site are summarized in Table 9. The noise measurements indicate that daytime ambient noise levels range from 45.9 dBA to 53.2 dBA L_{eq} . The noise technician observed that the dominant noise source in the project vicinity is traffic noise on local roadways.

Long-term Noise Measurement

The long-term noise measurement (LT-1) was conducted along the western boundary of the project site, adjacent to the parking lot of nearby businesses. The 24-hour average ambient noise levels at this location averaged 56.3 dBA CNEL, with a daytime average noise level of 50.0 dBA L_{eq} , an evening average noise level of 52.6 dBA L_{eq} , and a nighttime average noise level of 49.2 dBA L_{eq} . Documented maximum noise levels at this location ranged up to 72.9 dBA L_{max} . The noise technician observed that the dominant noise source in the project vicinity during the 24-hour noise measurement was vehicle traffic on local roadways.

Table 9: Existing Ambient Noise Levels in the Project Vicinity

Site Location	Location Description	dBA	Primary Noise Sources
ST-1	In east parking lot adjacent to east project boundary	51.4 L_{eq}	Traffic on Camino Ramon
ST-2	Southwest corner of project site, in parking lot 100-feet from Executive Parkway	45.9 L_{eq}	Traffic on Executive Parkway, some noise from I-680
ST-3	Northwest corner of project site, in parking lot 90-feet from Norris Canyon Road	53.2 L_{eq}	Traffic on Norris Canyon Road
LT-1	Western project property line, 650 feet north of ST-2	56.3 CNEL	Traffic on Norris Canyon Road

Source: FCS 2021.

These ambient noise levels document that the ambient noise environment of the project site is below the City's normally acceptable standard of 60 dBA CNEL for new residential development.

Based on the EPA's Protective Noise Levels,¹⁵ with a combination of walls, doors, and windows, standard construction in accordance with Title-24 Uniform Building Code (UBC) requirements for multi-family residential developments would provide a minimum of 25 dBA in exterior-to-interior noise reduction with windows closed and 15 dBA or more with windows open. As such, code compliant construction would ensure that the interior noise level standard of 45 dBA CNEL is met, even with windows open ($56.03 - 15 = 41.3$). Therefore, the proposed project is compatible with the City's noise land use compatibility guidelines, and the impact of the ambient noise environment to the proposed residential development would be less than

¹⁵ United States Environmental Protection Agency (EPA). 1978. Protective Noise Levels, EPA 550/9-79-100. November.

significant. This acoustical analysis satisfies the requirements of MM NOI-1b of the Specific Plan, and no further analysis or mitigation would be required.

Therefore, the proposed project 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, and this impact would be less than significant.

Mitigation Measures

MM NOI-1b An acoustical analysis shall be prepared for any development that will include residential uses within the Specific Plan area. The acoustical analysis shall analyze potential exterior noise impacts to any ground level yards or patios (upper-level balconies shall be exempt from exterior noise standards) in order to determine compliance with the City's 60 A-weighted decibel (dBA) Community Noise Equivalent Level (CNEL) exterior noise standard. The acoustical analysis shall also analyze potential interior noise impacts to any habitable rooms in order to determine compliance with the City's 45 dBA CNEL interior noise standard. If the analysis determines an exceedance of noise standards will occur, then the analysis shall develop mitigation to reduce noise levels to within the standards.

The noise analysis provided above for the proposed project by FirstCarbon Solutions contained within this Addendum satisfies the requirements of MM NOI-1b. No further analysis or mitigation is required.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to land use and planning. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XII. Mineral Resources <i>Would the project:</i>					
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	No impact	None	None	None	None
b) Result in the loss of availability of a locally important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	None identified	None	None	None	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the Specific Plan area does not contain any mineral extraction operations or known deposits of minerals of Statewide or local importance (such as aggregate, oil, or precious metals). Therefore, the previous EIR determined that land use and development activities included in the Specific Plan would not result in the loss of availability of minerals of Statewide or local importance. No impacts would occur.

City Village Project Analysis and Conclusions

The proposed project would be implemented within Sub Area G4 of the Specific Plan area analyzed in the previous EIR, so the project site does not contain any mineral extraction operations or known mineral resources. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan

This checklist question did not exist at the time the previous EIR was prepared. However, as discussed in Impact XII(a), there are no mineral extraction operations or known deposits of minerals of Statewide or local importance at the project site. Therefore, the Specific Plan area does not contain a locally important mineral resource recovery site delineated on a local general plan, specific plan, or other land use plan. As such, no impact would occur.

City Village Project Analysis and Conclusions

As discussed in Impact XII(a), the proposed project would be implemented within Sub Area G4 of the Specific Plan area, so the project site does not contain any mineral extraction operations or known mineral resources. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to mineral resources. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XIII. Noise <i>Would the project:</i>					
a) Generation of a substantial temporary or permanent increase in ambient noise levels in the vicinity of the project in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	Less than significant with mitigation incorporated.	No	No	No	MM NOI-1a
b) Generation of excessive groundborne vibration or groundborne noise levels?	Less than significant with mitigation incorporated.	No	No	No	MM NOI-2a MM NOI-2b
c) 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, would the project expose people residing or working in the project area to excessive noise levels?	No impact.	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR concluded that temporary noise impacts related to construction activities would be less than significant with implementation of MM NOI-1a. The analysis also concluded that implementation of the Specific Plan would result in less than significant increases in traffic noise levels. The analysis also showed that potential permanent impacts to noise sensitive receptors from stationary sources would also be less than significant.

City Village Project Analysis and Conclusions

Short-term Construction Impacts

Implementation of the proposed project would result in a similar, although slightly less, level of development than was analyzed in the 2012 previous EIR. Such development would include construction equipment operations that would result in potential short-term noise impact for individual development sites within the Specific Plan area.

Reasonable worst-case combined noise level during the loudest phase of construction would be maximum noise levels of 90 dBA maximum noise/sound level (L_{max}), and an hourly average of 86 dBA equivalent sound level or equivalent continuous sound level (L_{eq}), as measured at a distance of 50 feet from the acoustic center of a construction area. The nearest sensitive noise receptor to the project site is a middle school located approximately 1,300 feet east of the project site on Alcosta Boulevard. At this distance reasonable worst-case construction noise levels would attenuate to below 58 dBA L_{eq} . The nearest residential land use is located over 1,500 feet east of the project site on the east side of Alcosta Boulevard, shielded by an 8-foot-high block wall. At this distance and assuming minimal shielding provided by the block wall, reasonable worst-case construction noise levels would attenuate to below 52 dBA L_{eq} . These noise levels would not result in a perceptible increase in existing daytime ambient noise levels as measured at these nearest sensitive receptors.

The proposed project shall comply with MM NOI-1a of the previous EIR, which restricts construction activities from occurring during nighttime hours and on federal holidays. The measure also requires compliance with Occupational Safety and Health Administration (OSHA) noise standards to protect all on-site workers, and also requires the use of manufacturer compliant noise reduction features on all equipment. Compliance with these measures would further ensure that project construction noise impacts would be reduced to less than significant.

Therefore, similar to the findings of the previous EIR, implementation of MM D.1a and MM D.2b would ensure that temporary construction noise impacts would be reduced to less than significant.

Operational/Mobile Source Noise Impacts

The projected project-related daily traffic volumes were obtained from the traffic analysis prepared for the project by Gibson Transportation Consulting, Inc.¹⁶ Total projected daily trips would be 2,154 lower than existing trips associated with the current land use. The morning peak-hour total trips would be 296 lower, and the afternoon peak-hour trips would be 248 lower than existing trips associated with the current land use operations. Therefore, implementation of the proposed project would not result in any projected increase in traffic noise levels in the project vicinity and the impact would be less than significant.

¹⁶ Gibson Transportation Consulting, Inc. 2021. Transportation Operational Analyses for the Bishop Ranch 6 Residential Project. June.

Therefore, the proposed project would not result in any peculiar effects and would not result in new or more severe impacts related to traffic noise beyond what was previously analyzed in the previous EIR.

Operational/Stationary Source Noise Impacts

Similar to the previous EIR, the proposed project would result in development that could result in potential stationary noise impacts from proposed mechanical ventilation equipment operation.

Operational noise levels from typical market available residential mechanical ventilation equipment range from 50 dBA to 70 dBA L_{eq} at a distance of 3 feet. The nearest sensitive noise receptor to the project site is Iron Horse Middle School located approximately 1,100 feet from east of the project site. At this distance, reasonable worst-case noise levels generated by new mechanical ventilation equipment operations would attenuate to below 20 dBA L_{eq} . These noise levels would not be audible over background ambient noise levels as measured at this nearest sensitive receptor. Therefore, similar to the findings of the previous EIR, implementation of the proposed project would not result in a substantial permanent increase in noise levels from new stationary noise sources and the impact would be less than significant.

Therefore, the proposed project would not result in any peculiar effects and would not result in new or more severe impacts related to stationary noise sources beyond what was previously analyzed in the previous EIR.

b) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR concluded that temporary vibration impacts related to construction activities would be less than significant with incorporated MM NOI-2a. The analysis also concluded that operational-related vibration impacts would also be reduced to less than significant with implementation of MM NOI-2b.

City Village Project Analysis and Conclusions

Short-term Construction Vibration Impacts

Similar to the previous EIR, the proposed project construction activities could result in ground-borne vibration impacts to existing structures located in the vicinity of the plan area.

The nearest off-site structure to the project construction footprint where the heaviest equipment would operate is the office building north of the project site, across Norris Canyon Road. The façade of this closest structure would be located over 150 feet from where the heaviest construction equipment would potentially operate on-site during construction of the project. At this distance, groundborne vibration levels would range up to 0.014 peak particle velocity (PPV) from operation of the types of equipment that would produce the highest vibration levels. This is well below the Federal Transit Administration (FTA) Construction Vibration Impact Criteria of 0.3 PPV for this type of structure, a building of engineered concrete and masonry construction. Therefore, the impact of short-term groundborne vibration associated with construction to off-site receptors would be less than significant.

This analysis satisfies the requirements of MM NOI-2a, which required all new developments in the plan area to prepare and submit to the City a vibration analysis for any project construction that would occur within 130 feet of any off-site sensitive receptor. This analysis demonstrates that project construction activities would not occur within 130 feet of any off-site sensitive receptor, and therefore, would not result in the generation of ground borne vibration or ground borne noise levels in excess of established standards and the impact would be less than significant.

Therefore, the proposed project would not result in any peculiar effects and would not result in new or more severe construction-related vibration impacts beyond what was previously analyzed in the previous EIR.

Operational Vibration Impacts

Anticipated development that would occur in the plan area would not include any permanent sources of vibration that would expose persons in the plan area to ground borne vibration levels that could be perceptible without instruments at any receiving property adjacent to the project site. Furthermore, the proposed residential development would not be located within 50-feet of any off-site loading area or truck route. Therefore, this analysis demonstrates that the project would comply with MM NOI-2b, and operational vibration impacts would be less than significant.

Therefore, the proposed project would not result in any peculiar effects and would not result in new operational ground borne vibration impacts beyond what was previously analyzed in the previous EIR.

c) Summary of 2012 North Camino Ramon Specific Plan

This checklist question was not included in the previous EIR. No conclusion was made in the previous EIR regarding the significance level of impacts related to the project's potential to airport land uses and private air strip proximity.

City Village Project Analysis and Conclusions

The proposed project would be within the boundaries of development anticipated in the previous EIR. The nearest public airport to the plan area is the Livermore Municipal Airport, located approximately 9.5 miles southeast of the plan area. The plan area is located outside of the 60 dBA CNEL airport noise contours of this closest airport. Therefore, implementation of the project would not expose persons residing or working in the project vicinity to noise levels from airport activity that would be in excess of normally acceptable standards for the proposed land use development, and no impact would occur.

Therefore, the proposed project would not result in any peculiar effects and would not result in new or more severe impacts related to airport noise beyond what was analyzed in the previous EIR.

Mitigation Measures

The following mitigation measure shall apply to the proposed project and would ensure that construction noise impacts would be reduced to less than significant.

- MM NOI-1a** All construction contractors shall adhere to the following noise attenuation requirements:
- Construction activities shall be restricted from occurring Monday through Friday between the hours of 6:00 p.m. and 7:30 a.m. or on Saturday and Sunday between the hours of 6:00 p.m. and 9:00 a.m. or anytime on federal holidays. The City of San Ramon shall have the discretion to permit construction activities to occur outside of allowable hours if compelling circumstances warrant such an exception (e.g., weather conditions necessary to pour concrete).
 - Construction activities shall not exceed Occupational Safety and Health Administration (OSHA) noise standards of 90 decibel (dB) over 8 continuous hours or 105 dB over 1 continuous hour at any nearby office or residential use.
 - All construction equipment shall use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer.

The analysis summarized above satisfies the requirements of MM NOI-2. No further analysis or mitigation is required.

- MM NOI-2a** A vibration analysis shall be prepared for any development that would include construction activities located within 130 feet of an off-site sensitive receptor. The vibration analysis shall utilize industry-accepted methodologies that include the recommended vibration assessment procedure and thresholds provided by public agencies such as the California Department of Transportation (Caltrans) or the Federal Highway Administration (FTA).

- MM NOI-2b** A vibration analysis shall be prepared for any residential development that will be located within 50 feet of any private loading area or truck route. The vibration analysis shall utilize industry-accepted methodologies that include the recommended vibration assessment procedure and thresholds provided by public agencies such as the California Department of Transportation (Caltrans) or the Federal Highway Administration (FTA).

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to noise. The conclusions from the previous EIR remain unchanged when considering the adoption of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XIV. Population and Housing <i>Would the project:</i>					
a) 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)?	Less than significant impact.	No	No	No	None
b) Displace substantial numbers of existing people or housing, necessitating the construction of replacement housing elsewhere?	No impact.	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that development of land use and infrastructure that are contemplated by the Specific Plan would not have significant direct or indirect growth-inducing effects. The Specific Plan is a tool for the systematic implementation of the San Ramon General Plan and establishes a link between the policies of the General Plan and the individual development proposals in the Specific Plan area. Thus, development and land use activities that occur within the Specific Plan boundaries that are consistent with the Specific Plan are inherently “planned growth.” As such, the previous EIR determined that development of housing within the North Camino Ramon Specific Plan area would not be considered growth-inducing. The previous EIR determined that development and land use activities contemplated by the Specific Plan would include the expansion or redevelopment of roads, potable water, recycled water, wastewater, and stormwater facilities. However, the plan area is already served by such services, therefore, the previous EIR determined that the expansion would not result in indirect growth. Furthermore, the previous EIR determined that the implementation of increased commercial space would not cause indirect growth since significant commercial space already exists in the plan area, which is located in already highly urbanized region with a sufficient workforce.

The Specific Plan’s growth estimates are included in the General Plan 2030 growth projections. The General Plan 2030 Housing Element currently contemplates the development of 1,124 dwelling units within the Specific Plan area. The Specific Plan contemplates as many as 1,500

dwelling units, a net increase of 376 dwelling units relative to General Plan 2030. As such, the Specific Plan was determined to be consistent with the Housing Element's housing projections for the Specific Plan area. Therefore, the previous EIR determined that the Specific Plan's residential development would be consistent with local and regional housing strategies. Impacts on substantial unplanned population growth, either directly or indirectly, were determined to be less than significant.

City Village Project Analysis and Conclusions

The Specific Plan analyzed the development of 1,500 residential units within the Specific Plan area. The St. James Place Project was under construction at the time of the release of the Certified EIR, and includes a 116-unit residential development, constructed at the former RMC Pacific Materials cement plant site. No other residential development has occurred under the Specific Plan. The proposed project would include the development of 404 residential dwelling units within Sub Area G4 of the Specific Plan area analyzed in the previous EIR.. The proposed project would require an amendment to the North Camino Ramon Specific Plan to allow all residential uses; to delete references to required commercial uses; and to provide for inclusionary housing, consistent with the City's Inclusionary Housing Ordinance (among other revisions). The proposed project would result in the development of up to 520 total dwelling units, which includes the proposed City Village project in Sub Area G4 as well as other residential projects already implemented in the Specific Plan area, compared to a total of 1,500 residential units analyzed in the previous EIR for the buildout of the Specific Plan area. Therefore, buildout of the proposed project would not exceed the number of residential units projected for the Specific Plan area. and would be consistent with the Specific Plan housing projections and the General Plan 2030 Housing Element housing projections. Furthermore, the project site is already served by existing infrastructure, therefore, the extension of existing infrastructure to serve the proposed project would not result in indirect growth. In addition, there would be no increase of commercial uses and associated workforce. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

At the time of the previous EIR release, there were no inhabited dwelling units within the Specific Plan boundaries. The St. James Place Project was under construction at the time of the release of the Certified EIR, and includes a 116-unit residential development, consistent with the Specific Plan. As such, the previous EIR concluded that implementation of the Specific Plan would not result in the displacement of persons or housing. No impacts would occur.

City Village Project Analysis and Conclusions

The proposed project site currently contains the existing Bishop Ranch 6 office complex, which consists of three 3-story office buildings totaling approximately 564,000 square feet, as well as surface parking (approximately 1,590 spaces), and landscaping consisting of mature trees and shrubs. The removal of the existing uses at the site would not remove any residential uses, therefore, it would not result in the displacement of substantial numbers of existing people or

housing, necessitating the construction of replacement housing elsewhere. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to population and housing. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XV. Public Services					
<i>Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:</i>					
a) Fire protection?	Less than significant impact.	No	No	No	None
b) Police protection?	Less than significant impact.	No	No	No	None
c) Schools?	Less than significant impact.	No	No	No	None
d) Parks?	Less than significant impact.	No	No	No	None
e) Other public facilities?	Less than significant impact.	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that development of the Specific Plan would not result in a need for new or expanded fire protection facilities that have the potential to result in physical impacts on the environment. The San Ramon Valley Fire Protection District (Fire District) provides fire protection and emergency medical services to the Specific Plan area from Fire Station 34, located on Alcosta Boulevard, and Fire Station 38, located on Bollinger Canyon Road. Both stations are located within 1 mile of the Specific Plan boundaries. The new commercial uses and new dwelling units proposed by the Specific Plan were acknowledged to increase demand upon the Fire District for fire protection and emergency medical services. The Fire District was consulted during the preparation of the Specific Plan regarding public safety issues and identified a primary concern of ensuring adequate access for fire apparatus. Therefore, Specific Plan Policies PF-2.1 and PF 2.2 require that all streets provide sufficient vehicle access and that the new types of mixed-use development are incorporated into the emergency and disaster response plans for the City.

The Specific Plan boundaries are within 1 mile of two fully staffed fire stations, Fire Station 34 and Fire Station 38, both of which were found to provide adequate response times. In addition, the Fire District has an Insurance Services Office (ISO) rating of 2 (on a scale of 1 to 10, with 1 being the highest rating). The ISO rating measures individual fire protection agencies against a Fire Suppression Rating Schedule, which includes such criteria as facilities and support for handling and dispatching fire alarms, first-alarm response and initial attack, and adequacy of local water supply for fire suppression purposes. The ISO ratings are used to establish fire insurance premiums. Only 5 percent of the more than 44,000 fire agencies in the United States receive an ISO 2 rating or higher. Therefore, the previous EIR concluded that fire apparatus responding from either station would provide adequate fire protection services to development within the Specific Plan area and would be expected to arrive at emergency calls within acceptable response times, therefore, no new or expanded fire facilities would be required. Impacts were determined to be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be located in Sub Area G4 of the Specific Plan area analyzed in the previous EIR, which is served by the Fire District. The proposed project is located within approximately 0.4 mile from Fire Station 34 and 1.5 miles from Fire Station 38. Therefore, fire apparatus responding from either station would be expected to arrive at emergency calls at acceptable response times. As previously discussed, the proposed project would amend the Specific Plan to allow for all residential uses within the project site and develop 404 residential dwelling units, including an additional network of streets that would increase circulation in the area, and facilitate emergency vehicle access. The proposed project would comply with Specific Plan policies PF-2.1 and PF 2.2, which require that all streets provide sufficient vehicle access and that the new types of mixed-use development are incorporated into the emergency and disaster response plans for the City. Additionally, the project proposes an overall reduction in buildout of square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan. The proposed project would result in the development of up to 520 total dwelling units, which includes the proposed City Village project in Sub Area G4 as well as other residential projects already implemented in the Specific Plan area, compared to a total of 1,500 residential units analyzed under the Specific Plan. Therefore, buildout of the proposed project would not exceed the number of residential units projected for the Specific Plan area. There would be no commercial development, and overall development would be less intense than proposed in the previous EIR. The proposed residential uses would likely represent a decrease in demand on the Fire District compared to the existing office complex. Therefore, demand on the Fire District would be less than under the Specific Plan and less than current conditions. The proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR determined that development of the Specific Plan would not result in a need for new or expanded police protection facilities that have the potential to result in physical impacts on the environment. The San Ramon Police Department (Police Department) provides

police protection services to the Specific Plan area. The Police Department headquarters are located 1 mile west of the Specific Plan boundaries on Crow Canyon Road. Response times and staffing were determined to be adequate. The new commercial uses and new dwelling units resulting from the Specific Plan were acknowledged to increase demand on the Police Department for police protection services. The Police Department was consulted during the preparation of the Specific Plan, and the Department noted that the mixed-use nature of the area and the creation of pedestrian-friendly internal streets would lend itself to the Department's Community Policing policies, which are designed to reduce crime and the fear of crime by encouraging a partnership between the police and citizens of the community. As a part of that partnership, the Specific Plan recognized the need for an additional beat with five additional officers to serve the Specific Plan area (Policy PF-3.1) and included the provision for a substation space in the proposed shared parking structure adjacent to the Village Green to help facilitate community policing programs, public outreach, and access (Policy PF-3.2). Because the Specific Plan boundaries are within 1 mile of San Ramon Police headquarters, response times were determined to be adequate. Therefore, no new or expanded police facilities were determined to be required and impacts were found to be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be located in Sub Area G4 of the Specific Plan area analyzed in the previous EIR, which is served by the Police Department. The proposed project is located within 1.4 miles of the San Ramon Police headquarters. Therefore, police units responding from headquarters would be expected to arrive at emergency calls that occur within the Specific Plan boundaries within acceptable response times. In addition, units out on patrol within or near the Specific Plan area may arrive more quickly than those responding from headquarters. As previously discussed, the proposed project would amend the Specific Plan to allow for all residential uses within the project site and develop 404 residential dwelling units, including an additional network of pedestrian-friendly internal streets and walkways that would lend itself to the Department's Community Policing policies to encourage a partnership between the police and community. Additionally, the project proposes an overall reduction in buildout of square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan. The proposed project would result in the development of up to 520 total dwelling units, which includes the proposed City Village project in Sub Area G4 as well as other residential projects already implemented in the Specific Plan area, compared to a total of 1,500 residential units analyzed under the Specific Plan. Therefore, buildout of the proposed project would not exceed the number of residential units projected for the Specific Plan area. Overall, demand on the existing police protection services would be similar to under the Specific Plan. Therefore, the proposed project would not include demand for additional beat officers or facilities. The proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan

The San Ramon Valley Unified School District provides K-12 education to the Specific Plan area. The Specific Plan included development of up to 5,070,000 square feet of commercial uses and

as many as 1,500 dwelling units. The Specific Plan EIR discussed potential impacts on K-12 school facilities on page 3.11-13. As noted in the discussion, development under the Specific Plan would be expected to increase K-12 enrollment in local schools and would generate as many as 570 new K-12 students, accordingly, the Specific Plan requires developers of new residential units to pay established school impact fees. Specific Plan Policy PF-4.1 ensures that developers of any new residential units would contribute school impact mitigation fees which, pursuant to SB 50, are considered complete mitigation for identified potential impacts. Government Code Section 65995 establishes that payment of fees is the “full and complete mitigation” for provision of adequate school facilities and prohibits cities and counties from assessing additional fees or exactions for school impacts. Accordingly, the Specific Plan sets forth the appropriate process for mitigating impacts on K-12 school facilities and limits such mitigation to the payment of designated fees as required by law. Therefore, it was determined that the San Ramon Valley Unified School District would have adequate classroom capacity to accommodate students generated by development within the Specific Plan area, and impacts were determined to be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be located in Sub Area G4 within the Specific Plan area analyzed in the previous EIR, which is located within the San Ramon Valley Unified School District. The project proposes an overall reduction in buildout of square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan; however, the proposed project would amend the Specific Plan to allow for all residential uses within the project site and develop 404 residential dwelling units. The proposed project would develop 54 more residential units than projected in the EIR for the Specific Plan, resulting in a slight increase. However, as discussed in Impact XIV(a), the residential development would be within the 1,500 residential units analyzed under the Specific Plan. Additionally, the proposed project would contribute to school impact mitigation fees to be used for capital improvements for school facilities. Therefore, payment of development fees to the San Ramon Valley Unified School District would address the proposed project’s impacts on schools. The proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

d) Summary of 2012 North Camino Ramon Specific Plan

The City and East Bay Regional Parks District provide various parks, trails, and community facilities with the plan boundaries. The previous EIR concluded that residential development within the Specific Plan area would increase the City’s population and have a corresponding increase in park usage, since both the new commercial uses and the new residential dwelling units proposed in the Specific Plan would be expected to increase park, trail, and community facility use.

In recognition of this, the Specific Plan would include the following additional park facilities and public spaces:

- The Commons would consist of a 1.25-acre, linear landscaped open space stretching from Crow Canyon Road to Norris Canyon Road and would provide space for community events and passive recreation.
- The Village Green would consist of a 2-acre communal activity space near the Specific Plan area's central block and would provide space for a variety of community events and passive recreation.
- The Iron Horse Trail is an existing, linear pedestrian and bicycle trail serving the Specific Plan area and connecting it to Danville, Alamo, Walnut Creek, Pleasant Hill, Concord, and Dublin. The Iron Horse Trail consists of 5.25 acres within the Specific Plan area and would be maintained as part of Specific Plan implementation. Furthermore, the Specific Plan contemplates the development of an overcrossing at Crow Canyon Road, which would enhance the convenience and safety of this facility.
- The Iron Horse Trail Link would consist of a 74-foot-wide landscaped open space containing an 18-foot-wide pedestrian and bicycle path to link the Commons and the Village Green to the Iron Horse Trail. The link would consist of 2.0 acres within the Specific Plan area.
- The residential park would consist of a 2-acre, multi-use open space area constructed as part of the high-density residential development south of Norris Canyon Road to serve both residents and nearby office employees.

Policy PF-1.3 of the Specific Plan requires residential development in the planning area to be conditioned to provide public space amenities or on-site recreation facilities for their residents. Additionally, Policy PF-1.4 of the Specific Plan requires land dedication or park fees for new residential development in the planning area for the implementation of the Public Spaces component of the Specific Plan. The previous EIR determined that implementation of policies within the Specific Plan would ensure that impacts to parks would be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be located in Sub Area G4 within the Specific Plan area analyzed in the previous EIR and residents of the project would use various parks, trails and community facilities serviced by the City and the East Bay Regional Parks District. The project proposes an overall reduction in buildout of square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan; however, the proposed project would amend the Specific Plan to allow for all residential uses within the project site and develop 404 residential dwelling units. The proposed project would develop 54 more residential units than projected in the EIR for the Specific Plan for Sub Area G4. However, the proposed project would result in the development of up to 520 total dwelling units, which includes the proposed City Village project in Sub Area G4 as well as other residential projects already implemented in the Specific Plan area, compared to a total of 1,500 residential units analyzed under the Specific Plan. Therefore, buildout of the proposed project would not exceed the number of residential units projected for the Specific Plan area. Overall, the proposed project would develop 18.5 dwelling units per acre compared to the minimum of 20 dwelling units per acre

under the Specific Plan for all new development). Consistent with the park facilities identified in the Specific Plan, the proposed project would include an approximately 2-acre public park abutting the intersection at Camino Ramon/Executive Parkway. The park included in the proposed project would satisfy the requirement of the 2-acre, publicly accessible residential park included under the Specific Plan and provide better access to the surrounding communities. The park could include sports courts, a tot lot, and a large multi-purpose field. Additionally, the proposed project would contribute to park fees to accommodate for the increase in demand. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

e) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR discussed the need for new or expanded library facilities or adverse impacts on related services as a result of implementation of the Specific Plan. The Contra Costa County Library, in conjunction with the City, operates libraries within the city limits. While the adoption of the Specific Plan would not change the status of the existing library service levels, the previous EIR determined that implementation of development within the plan boundaries area may result in a decrease in performance standards. The previous EIR determined that the population increase attributable to buildout of the Specific Plan would be expected to translate into additional demand for library services. At the time of the adoption of the Specific Plan, the City had not met its adopted standards of 0.5 square feet of library space and 3 volumes per capita. However, the planned expansion of the Dougherty Station Library and construction of a library within the city hall complex at the City Center project were expected to bring the City into compliance with adopted library service standards. As such, the previous EIR determined that impacts would be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be located in Sub Area G4 within the Specific Plan area analyzed in the previous EIR. Residents of the project would use libraries operated by the Contra Costa County Library, in conjunction with the City. The project proposes an overall reduction in buildout of square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan; however, the proposed project would amend the Specific Plan to allow for all residential uses within the project site and develop 404 residential dwelling units. The proposed project would result in the development of up to 520 total dwelling units, which includes the proposed City Village project in Sub Area G4 as well as other residential projects already implemented in the Specific Plan area, compared to a total of 1,500 residential units analyzed under the Specific Plan. Therefore, buildout of the proposed project would not exceed the number of residential units projected for the Specific Plan area. Overall, the proposed project would develop 18.5 dwelling units per acre compared to the minimum of 20 dwelling units per acre under the Specific Plan for all new development.. The City has recommended, but has not yet adopted library service standards, therefore, the proposed project would have no impacts on library services. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to public services. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVI. Recreation <i>Would the project:</i>					
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	Less than significant impact.	No	No	No	None
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?	Less than significant impact.	No	No	No	None

Discussion

a, b) Summary of 2012 North Camino Ramon Specific Plan

The previous EIR concluded that new commercial and residential development within the Specific Plan area would increase park, trail, and community facility usage. The Specific Plan includes additional park facilities and public spaces, such as a 1.25-acre, linear landscaped open space identified as the Commons; a 2-acre communal activity space identified as the Village Green; a pedestrian and bicycle trail as well as an open space (Iron Horse Link) linking the Commons and Village Green to the Iron Horse Trail; and a 2-acre residential park. Additionally, the Specific Plan also encourages smaller public spaces such as paseos, courtyards, and pocket parks to be privately developed. The implementation of policies within the Specific Plan were determined to ensure that impacts to parks would be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be developed within Sub Area G4 of the Specific Plan, which was analyzed in the previous EIR. The Specific Plan EIR generally identified green space/park space within Sub Area G4. Similar to the Specific Plan, the proposed project consists of residential development that would increase the City’s population and would have a corresponding increase in park usage. The proposed project would provide 404 dwelling uses, representing an

increase of 54 units, and a decrease of 971,000 square feet of commercial development compared to the amount of development projected in the EIR for Sub Area G under the Specific Plan. However, as previously discussed in Impact XIV(a), the 404 residential dwelling units within the proposed project would be within the 1,500 residential units analyzed under the Specific Plan, and the overall demand on parks would be similar to what was analyzed in the previous EIR. Furthermore, the proposed project would also provide an approximately 2-acre public park abutting the intersection at Camino Ramon/Executive Parkway. The park included in the proposed project would satisfy the requirement of the 2-acre, publicly accessible residential park included under the Specific Plan and provide better access to the surrounding communities. The proposed park could include sports courts, a tot lot, and a large multi-purpose field. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to population and housing. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVII. Transportation <i>Would the project:</i>					
a) Conflict with a program plan, ordinance or policy of the circulation system, including transit, roadway, bicycle and pedestrian facilities?	Less than significant with mitigation.	No	No	No	None
b) Would the project conflict or be inconsistent with CEQA Guidelines Section 15064.3, subdivision (b)?	Less than significant.	No	No	No	None
c) Substantially increase hazards due to a geometric design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	Less than significant.	No	No	No	None
d) Result in inadequate emergency access?	Less than significant.	No	No	No	None

Discussion

The following analysis is based, in part, on the Traffic Impact Analysis (TIA) prepared on June 22, 2021, by Gibson Transportation Consulting, Inc. (Appendix I).¹⁸ The TIA analyzed the potential transportation impacts related to the proposed project.

The proposed project is located fully within Sub Area G4 of the Specific Plan area. According to the TIA, for Sub Area G4, the existing office buildings are estimated to generate approximately 5,682 daily trips, including 557 AM peak-hour trips and 589 PM peak-hour trips. The proposed project is estimated to generate approximately 3,528 daily trips, including 261 AM peak-hour trips and 341 PM peak-hour trips. Therefore, the proposed project is anticipated to result in a net decrease of 2,154 daily trips, as well as a net decrease of 296 AM peak-hour trips (-413 inbound, +117 outbound) and a net decrease of 248 PM peak-hour trips (+121 inbound, -369 outbound).

After the release of the previous EIR in 2012, SB 743 became effective in January 2014 and required the Governor’s Office of Planning and Research to change the CEQA Guidelines regarding the analysis of transportation impacts. Under SB 743, the focus of transportation analysis shifted from

¹⁸ Gibson Transportation Consulting, Inc. 2021. Traffic Impact Analysis for the Bishop Ranch 6 Residential Project.

driver delay (Level of Service [LOS]) to VMT, in order to reduce GHG emissions, create multimodal networks, and promote mixed-use developments. The Contra Costa Transportation Authority (CCTA) developed VMT analysis guidelines consistent with SB 734 in June 2020. The City is currently working on VMT guidelines consistent with SB 743.

This Addendum compared conditions with the proposed project to those without the proposed project. Significant impacts are identified when traffic from the proposed project would result in the impacts described in specific thresholds. The CEQA transportation analysis contains the following thresholds intended to identify impacts:

Threshold 1: Conflicting with Plans, Programs, Ordinances, or Policies

The proposed project would result in a significant impact if it conflicts with a program, plan, ordinance, or policy addressing the circulation system, including transit, roadways, bicycle, and pedestrian facilities. The TIA evaluated the proposed project's consistency with the Regional Transportation Plan/Sustainable Community Strategies (RTP/SCS) goals, the Specific Plan goals and policies, and City and County planning document and requirements.

Threshold 2: Causing Substantial VMT

The proposed project would result in a significant impact if it causes a substantial increase in VMT. The CCTA has released Draft VMT Methodology, which provides a screening application for the CEQA transportation analyses. A project must meet at least one of the five screening criteria in order to be exempt from conducting a project-level VMT analysis.

Threshold 3: Substantially Inducing Additional Automobile Travel

The proposed project would result in a significant impact if it includes substantial additional VMT, such as through the addition of through traffic lanes on existing or new highways, including general-purpose lanes, high-occupancy vehicle lanes, peak period lanes, auxiliary lanes, and lanes through grade-separated interchanges.

Threshold 4: Substantially Increasing Hazards Due to a Geometric Design Feature or Incompatible Use

The proposed project would result in a significant impact if it substantially increases hazards due to geometric design features of incompatible uses. The TIA conducted a review of a project's access points, internal circulation, and parking access to determine whether the proposed project would substantially increase hazards due to geometric design features, including safety, operational, or capacity impacts.

Threshold 5: Transportation Safety

The proposed project would result in a significant impact if it causes inadequate emergency access or decreases transportation safety. The evaluation of transportation safety involves the consideration of pedestrian, bicycle, and vehicular safety on the streets surrounding and inside the proposed project and an investigation of the proposed project's potential impacts on the safety of the freeway system serving the project site.

a) Summary of 2012 North Camino Ramon Specific Plan EIR

The Specific Plan identified this checklist question as a CEQA threshold but did not identify it as a specific impact. In the context of this threshold, the previous EIR followed a quantitative analysis to reflect the policies of General Plan 2030. Specifically, the EIR analyzed whether the project would cause a study intersection to exceed the General Plan's standard of LOS C, with LOS D for more than two hours of the day (AM and PM peak-hours). With mitigation of MM TRANS-1a, MM TRANS-1b, and MM TRANS-1c the previous EIR found impacts to be less than significant. Additionally, the previous EIR stated that any development resulting from the implementation of the Specific Plan would be required to comply with General Plan Policies 3.2-I-1 through 3.2-I-6 and 3.3-I-1 through 3.3-I-8, which set forth minimum performance standards for transportation facilities and require new development projects to study impacts to these facilities and mitigate for any associated impacts. The previous EIR also concluded that the Specific Plan would implement General Plan Policies 5.2-I-1 through 5.2-I-6, which set forth various objectives concerning regional cooperation in implementing transportation improvements, as well as General Plan Policy 5.3-I-5, which requires that traffic mitigation fees be assessed on new residential and commercial development; however, these fees could be offset by credits from existing uses

City Village Project Analysis and Conclusions

According to the TIA, the proposed project would contribute to the productivity and use of the regional transportation system by providing residential uses near transit and employment centers, in line with RTP/SCS goals. Thus, the project encourages a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region. The proposed project would provide housing, including affordable housing and required in-lieu fees, near transit opportunities to serve the office buildings and future residents in the area, as well as provide pedestrian connections to the rest of the Specific Plan area. As such, the proposed project would be consistent with the goals and policies contained in the Specific Plan including the following elements:

- GOAL VIS-1: Create an identifiable district with a unique sense of place.
- Policy VIS-1.1: Plan for an integrated system of public spaces, transit, and sidewalks to promote walkability and connectivity with a focus on the Central Commons, integrated landscape, and site amenities.
- Policy VIS-1.2: Encourage a compatible mix of uses, connectivity, and architectural and visual diversity through the Specific Plan Development Standards and Architectural Guidelines.
- GOAL VIS-3: Provide for a variety of housing options in the Planning Area to serve the existing and future housing needs of San Ramon residents.
- Policy VIS-3.1: Encourage residential development to serve existing and anticipated employment base in and adjacent to the Plan Area.

- Policy VIS-3.3: Limit the number of residential units to a maximum of 1,124 units within the Specific Plan area. The proposed project would include 404 residential dwelling units to the Specific Plan area, bringing the total residential count within the Specific Plan area to 520 units.
- Policy VIS-3.5: Require each residential project to provide inclusionary housing consistent with the City's Inclusionary Housing Ordinance. Consistent with the Inclusionary Housing Ordinance, 15 percent of the attached townhomes will be deed-restricted and designated as Affordable Units. An in-lieu fee will be paid for the detached Row Homes and detached Courtyard Homes in accordance with the Inclusionary Housing Ordinance.

The proposed project would not preclude the implementation of any City or County planning documents and requirements. Additionally, MM TRANS-1a, MM TRANS-1b, and MM TRANS-1c in the previous EIR were created to reduce impacts for intersections that are not located in or near Sub Area G4 and therefore, they would not apply to the proposed project site and would not be implemented. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

This checklist question did not exist at the time the previous EIR was certified. As was common in 2012, VMT was analyzed as part of the air quality analysis. The EIR calculated VMT using the detailed adjusted daily trip generation contained in the TIA. The EIR concluded that VMT would increase at a lower rate than the project population increase. The EIR explained that the Specific Plan was intended to provide infill and improved pedestrian and transit orientation to reduce overall growth in VMT generation in the City. The EIR concluded that growth under the Specific Plan would produce lower VMT per capita and per employee than would otherwise occur. For this reason, the VMT increase was determined not to be significant, and no mitigation was required. Additionally, the previous EIR evaluated LOS, which reflects how an intersection operates from the driver's perspective and is used to rank traffic operation on various types of facilities based on traffic volumes and roadway capacity using a series of letter designations ranging from A to F. Generally, LOS A represents free-flow conditions and LOS F represents forced-flow or breakdown conditions. Overall, traffic patterns were not anticipated to change significantly compared to existing conditions as the only roadway modifications included in the Specific Plan are the new roadways proposed as part of the Specific Plan. The primary roadway network around the Specific Plan would remain unchanged with implementation of the Specific Plan. The previous EIR determined that implementation of MM TRANS-1a, which monitors the intersection of Crow Canyon Road/I-680 Northbound Ramps, MM TRANS-1b, which monitors the intersection of Crow Canyon Road/Crow Canyon Place, and MM TRANS-1c, which would monitor the intersection of Bollinger Canyon Road/I-680 Northbound Ramps, would ensure that traffic resulting from Specific Plan buildout would not cause intersection or freeway LOS to degrade beyond acceptable levels.

City Village Project Analysis and Conclusions

CEQA Guidelines Section 15064.3, subdivision (b) utilizes VMT to evaluate a project's transportation impacts. As described in the CCTA Draft VMT Methodology, a proposed project can go through a screening application that would evaluate the proposed project for its eligibility for exemption from conducting a project-level VMT analysis.¹⁹ In order to qualify for a VMT analysis exemption, the proposed project must be located in a Transit Priority Area (TPA) and meet all identified criteria in the Draft VMT Methodology. A TPA is an area within 0.5 mile of an existing or planned major transit stop.²⁰ The additional qualifications are included in Screening Criteria 2.4, as follows (exemption can only apply if the project meets all the following criteria):

- The proposed project must have a total FAR greater than 0.75.
- The proposed project does not provide more parking for use by residents, customers, or employees than required by the lead agency (if the agency allows but does not require the project to supply a certain amount of parking).
- The proposed project is consistent with the applicable Sustainable Communities Strategy (SCS), as determined by the lead agency, with input from the MTC.
- The proposed project results in a net increase in multi-family housing units.

As concluded in the TIA, the project site is well served by public transit and, thus, the project area qualifies as a TPA. The San Ramon Transit Center is located less than 600 feet from the project site and serves CCTA bus lines, which serve the entire area with average headways of 10 to 30 minutes in each direction during the morning and afternoon peak-hours.

Additionally, the proposed project has a total FAR of 0.92 with 912,780 square feet of total floor area within 933,103 square feet of gross lot area (the gross lot area does not include the 87,555-square-foot park provided by the proposed project, nor the 271,814 square feet of dedicated on-site streets). With an FAR of 0.92, the proposed project meets the criteria of having a FAR greater than 0.75. Although FAR is not typically used to analyze residential development, it is included in the CCTA VMT methodology; therefore, FAR has been utilized to analyze the proposed project.

The Specific Plan imposes the City parking requirements for all new developments in the Specific Plan area. The proposed project's parking requirement is based on the anticipated mix of residential units, as shown in Table 10 below:

¹⁹ Gibson Transportation Consulting, Inc. 2021. Traffic Impact Analysis for the Bishop Ranch 6 Residential Project.

²⁰ Ibid.

Table 10: City Parking Code Requirements

Code Requirements	Project Size	Spaces Required
2.0 spaces per unit for 2- and 3-bedroom units	90 dwelling units	180
3.0 spaces per unit for four or more-bedroom units	314 dwelling units	632
0.25 spaces per unit for guests	404 dwelling units	101
Total Code Parking Required		913
Source: Parking rates from Specific Plan, Chapter 4, Table 4-4, July 24, 2012.		

As shown in Table 10, a total of 913 parking spaces would be required for the project based on standard rates in the Specific Plan. The Specific Plan does not provide rates for public parks; however, the proposed project would provide seven striped spaces for the park. The proposed project would also provide four striped spaces reserved for electric car charging. In addition to the 812 residential parking spaces to be provided in garages and 11 striped parking spaces allotted for electric car charging and guest parking for the park, the proposed project would provide room for 90 parallel on-street parking spaces for guests. By providing 913 parking spaces, the proposed project would meet the criteria of not providing more than the standard code required parking.

Plan Bay Area 2040 (RTP/SCS) presents a long-term vision for the region's transportation system through Year 2040 and balances the region's future mobility and housing needs with economic, environmental, and social equity goals. The RTP/SCS seeks to integrate regional transportation, land use, and housing to meet GHG reduction targets set by the ARB. As previously mentioned, the project site is located less than 600 feet west of the San Ramon Transit Center that serves CCTA bus lines. The proposed project would contribute to the productivity and use of the regional transportation system by providing residential uses near transit and employment centers, in line with RTP/SCS goals. Thus, the proposed project encourages a variety of transportation options and is consistent with the RTP/SCS goal of maximizing mobility and accessibility in the region.

As discussed previously, the proposed project would result in the construction of 404 residential dwelling units, as well as a 2-acre park accessible to the residents and general public. Because the project site is not currently occupied by any residential uses, the proposed project would meet the criteria of providing a net increase in multi-family housing units.

As described above, the proposed project would meet Screening Criteria 2.4 for projects located in TPAs and is therefore exempt from a VMT analysis. Therefore, the proposed project would not result in a significant CEQA impact related to VMT and would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the existing roadway network within the Specific Plan area consists of high-capacity arterial and collector roadways in a conventional, widely spaced suburban grid. The Specific Plan proposes a grid of smaller, pedestrian-scaled blocks consisting of walkable local streets integrated with active commercial frontages, landscaping, streetscape features, public spaces, and other amenities, intended to encourage walking, bicycling, and exploration of the shop environment. The street grid forms a framework for development of compact commercial and residential mixed-use buildings as well as flexibility for larger retailers, office complexes, and multi-family residential blocks. The Specific Plan area's roadway network reflects the street classification system established in the General Plan. New roadways contemplated by the Specific Plan would adhere to roadway sections set forth in the General Plan, which establish requirements for lane geometry, width, bicycle facilities, and pedestrian facilities. As such, new roadways would be consistent with City standards and industry standards for mixed-use development. All new intersections are proposed at 90-degree angles or near-90-degree angles, maximizing visibility for all approaches. All new public streets would have through connections to other streets; no cul-de-sacs or dead ends are proposed. In higher density areas, the Specific Plan contemplates the use of service corridors to allow for delivery access to the rear of buildings, which would serve to minimize potential safety issues associated with truck circulation and parking. For these reasons, development and land use activities contemplated by the Specific Plan would not result in hazardous roadway design features or incompatible uses. Impacts would be less than significant.

City Village Project Analysis and Conclusions

The TIA reviewed project access points, internal circulation, and parking access to determine whether the proposed project would substantially increase hazards due to geometric design features, including safety, operational, and capacity impacts. Vehicular access to the proposed project would be maintained along public streets on the north, east, and south sides of the project site. The proposed project does not intend to widen any roads in the area, nor does it intend to increase the number of access points along the adjacent public street system. One new right-in/right-out-only access point will be created on Executive Parkway, but the proposed project will consolidate the two full-access driveways on Camino Ramon into one full-access driveway, thereby reducing the number of vehicle/pedestrian interactions along the project frontage. The location and design of any access points would need to meet City standards and be approved by the City. According to the TIA, a review of the project site plan does not indicate any potential sight distance, safety, or operational concerns associated with the proposed access locations.

According to the TIA, the proposed project's internal streets will all be designed to City standards and sight distance at the internal intersections will also meet City design standards. The proposed project would not interfere with the City's continuing implementation of its citywide bicycle and pedestrian systems. The pedestrian and bicycle connection between the project site and the San Ramon Transit Center is controlled by crosswalks at the signalized intersection of Camino Ramon and Executive Parkway and the route is served by continuous sidewalks. The project-level evaluation of impacts on the freeway system typically focuses on

the impact of traffic on the off-ramps serving the site. Due to the decrease in overall trips and the change in directionality as compared to the existing office use on-site, the proposed project traffic would reduce the off-ramp trips in the morning peak-hour and, thus, the morning off-ramp queues would be lessened. In the afternoon peak-hour, three of the eight movements leaving the four off-ramps experience an increase in traffic and, thus, an increase in queue lengths. In no case, however, did the increase cause a queue to extend back to the mainline freeway lanes. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

d) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR concluded that the Specific Plan area is located within close proximity of staffed fire protection and police protection facilities, and therefore, would be expected to be served with acceptable emergency response times. The existing roadway network within the Specific Plan area consists of high-capacity arterial and collector roadways in a conventional, widely spaced suburban grid. As previously discussed, the Specific Plan proposes a grid of smaller, pedestrian-scaled blocks consisting of walkable local streets integrated with active commercial frontages, landscaping, streetscape features, public spaces, and other amenities. The street grid forms a framework for development of compact commercial and residential mixed-use buildings as well as flexibility for larger retailers, office complexes, and multi-family residential blocks. The vehicular circulation system also serves to provide emergency access to all parts of the Specific Plan area. All of the streets (and service corridors) are dimensioned to accommodate the San Ramon Valley Fire Protection District's travel way clearances. The growth in land uses allowed under the Specific Plan was determined to increase traffic and associated delays at intersections that may impact the response time for emergency service providers. Maintenance of the City's LOS standards on roadways would ensure that emergency service response time remains at an adequate level. Based on the analysis of land use development resulting from the implementation of the Specific Plan and with the implementation of mitigation, intersections and freeway segments were projected to operate at acceptable levels of services. Therefore, the previous EIR concluded that future development and land use activities contemplated by the Specific Plan would not result in inadequate emergency access. Impacts would be less than significant.

City Village Project Analysis and Conclusions

As previously concluded in Impact IX(f), the proposed project does not propose any permanent lane closures or obstructions that could impede emergency response to or from the project site from the surrounding streets. Consistent with the Specific Plan, the proposed project would replace the existing uses at the site with an additional network of streets that would increase circulation in the area, and therefore, would increase access for emergency vehicles. Additionally, as discussed in Impact XV(a), the proposed project would comply with Specific Plan policies PF-2.1 and PF 2.2, which require that all streets provide sufficient vehicle access and that the new types of mixed-use development are incorporated into the emergency and disaster response plans for the City. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts related to transportation. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XVIII. Utilities and Service Systems					
<i>Would the project:</i>					
a) 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?	Less than significant impact.	No	No	No	None
b) Have sufficient water supplies available to serve the project and reasonably foreseeable future development during normal, dry and multiple dry years?	Less than significant impact.	No	No	No	None
c) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	None Identified.	No	No	No	None
d) Generate solid waste in excess of State or local standards, or in excess of the capacity of local infrastructure, or otherwise impair the attainment of solid waste reduction goals?	Less than significant impact with mitigation incorporated.	No	No	No	MM US-4a MM US-4b
e) Comply with federal, State, and local management and reduction statutes and regulations related to solid waste?	None identified.	No	No	No	MM US-4a MM US-4b

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

Water

EBMUD provides potable water service to the northern and western portions of the City, including the Specific Plan area. Implementation of the Specific Plan would result in an increased demand for potable water. Based on a Water Supply Assessment (WSA) conducted for the Specific Plan, existing potable water demand is approximately 455,000 gallons per day (GPD) of water, and after buildout, would be approximately 892,000 GPD. The WSA concluded that the water demands for the Specific Plan are accounted for in EBMUD's 2005 Urban Water Management Plan (UWMP). The UWMP concluded that adequate water supplies are available to serve existing and projected water demands through 2030. Furthermore, EBMUD recently updated its demand projections as part of the development of its Water Supply Management Program 2040. EBMUD indicated that the Specific Plan would not change demand projections included in the Water Supply Management Program 2040. EBMUD's 2010 UWMP projects customer rationing during the Single Dry Year and Multiple Dry Years scenarios to offset decreases in supply. Additionally, the 2010 UWMP anticipates that recycled water programs will offset demand for potable water by using non-potable water for irrigation. As identified in the Specific Plan, development within the plan boundaries would be required to comply with the Model Water Efficient Landscape Ordinance, which requires that plans and water usage estimates for landscape irrigation be submitted prior to the issuance of ministerial permits. Furthermore, Specific Plan Policy UTL-1.1 requires water conservation and LID BMPs to be incorporated into all public improvement and private development projects in the Specific Plan area. Finally, the Specific Plan contemplates a comprehensive network of potable water and recycled water distribution facilities. The implementation of these facilities would ensure that adequate infrastructure is available to serve the Specific Plan uses. For these reasons, the Specific Plan would have a less than significant impact on water supply or facilities.

Wastewater

Central San provides wastewater collection and treatment to the northern and central portions of the City, including the Specific Plan area, and has adequate collection and treatment capacity to serve development within the Specific Plan area. Implementation of the Specific Plan would result in an increased need for wastewater service. However, Central San has indicated that the Specific Plan would not create capacity deficiencies in the existing trunk system and that adequate treatment plan capacity is available. Additionally, the Specific Plan includes a network of sewer collection facilities that would ensure that development that occurs pursuant to the Specific Plan would be adequately served with wastewater collection and treatment. Therefore, impacts would be less than significant.

Stormwater

The City owns and maintains drainage facilities within the city limits. The Specific Plan area is divided into two major drainage basins. The northern portion of the site is drained by a network of storm drainpipes that eventually flows to a 60-inch storm drain located within the

Iron Horse Trail corridor. The southern portion of the project area drains to the south via a network of storm drainpipes into a 72-inch storm drain located under Camino Ramon that transitions to an 84-inch-diameter pipe south of the Bollinger Canyon Road and ultimately, to a 96-inch-diameter pipeline located under the Bishop Ranch 1 surface parking areas.

The existing Specific Plan area is highly developed with a significant footprint of impervious surfaces (buildings, parking lots, and roadways). The Specific Plan would alter development types in the area, but it is not anticipated to increase the quantity of impervious surfaces. Development within the Specific Plan boundaries would be required to comply with the San Francisco Bay RWQCB, San Francisco Region's new regional municipal permit. A key element of the permit would require new development to employ LID techniques to minimize and treat stormwater runoff. Therefore, each development within the Specific Plan boundaries would be required to demonstrate that it adequately treats any site runoff to ensure the proper quality of the runoff leaving the site; does not increase the quantity, duration, or peak flow of runoff from a site; and employs proper construction management techniques through the construction process to ensure sediment and erosion control (addressed through the State NPDES requirements). Accordingly, new development within the Specific Plan boundaries would not increase flows within the existing drainage system. As indicated by the Specific Plan, there are no known deficiencies within the existing drainage system. Furthermore, the Specific Plan contemplates a network of storm drainage facilities that would ensure that development that occurs pursuant to the plan would be adequately served with drainage. New drainage infrastructure required by the Specific Plan would be limited to that required for new roadways and would be appropriately sized and modeled through the existing drainage system to ensure proper sizing to handle stormwater flows. As such, the Specific Plan would not result in an increased need for off-site stormwater drainage facilities and impacts would be less than significant.

Electricity, Natural Gas and Telecommunications

PG&E provides electricity and natural gas service to the City and would service the development within the Specific Plan. The California Public Utilities Commission (CPUC) regulates privately-owned telecommunication, electric, natural gas, water, railroad, rail transit, and passenger transportation companies. Telecommunications were supplied by Pacific Bell at the time of the previous EIR release, but the AT&T campus now serves the area. Infrastructure is currently in place or within the planning parameters of PG&E to service additional development within the Specific Plan area.

City Village Project Analysis and Conclusions

Water

The proposed project would continue to be served with potable water service provided by EBMUD and connect via service laterals to existing underground facilities within Norris Canyon Road and Camino Ramon. EBMUD's water supply system consists of a network of reservoirs, aqueducts (pipelines), water treatment plants, pumping plants, and other distribution facilities and pipelines that convey Mokelumne River water from Pardee Reservoir to EBMUD

customers.²¹ The project proposes an overall reduction in building square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan. The proposed project would not include the commercial component anticipated under the Specific Plan, instead the proposed project would include 54 additional residential units and additional landscaping than projected in the EIR for the Specific Plan. According to EBMUD's UWMP, residential water demand is greater than commercial water demand. However, as discussed in Impact XIV(a), the proposed project would be within the 1,500 residential units analyzed in the Specific Plan. Therefore, projected water demand for the proposed project would not exceed the water demand projected in the EIR for the Specific Plan. Since EBMUD determined, based on a WSA and future water demand projections, that adequate water supply was available to the Specific Plan area with the anticipated development and growth of the Specific Plan, EBMUD would be able to provide water service anticipated by the proposed project. The changes in land use proposed by the project would have a negligible effect on water demand projections for the Specific Plan area. Furthermore, the proposed project would be required to comply with the Model Water Efficient Landscape Ordinance and Specific Plan Policy UTL-1.1. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

Wastewater

The proposed project would continue to be served with wastewater collection and treatment service provided by Central San and connect via service laterals to existing underground facilities within Norris Canyon Road and Camino Ramon. Central San's water treatment plant location in the City of Martinez and has a capacity 70 million gallons per day (mgd). Central San's treatment plan currently collects and treats approximately 35 mgd and is expected to collect and treat approximately 37 mgd by 2025, resulting in a remaining capacity of approximately 34 mgd.²²

The project proposes an overall reduction in building square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan. Although the proposed project would not include the commercial component proposed under the Specific Plan, the proposed project would include 54 additional residential units and additional landscaping than projected in the EIR for the Specific Plan. However, as discussed in Impact XIV(a), the residential units included in the proposed project would be within the 1,500 residential units analyzed in the Specific Plan. Therefore, projected wastewater generation for the proposed project would not exceed the water demand projected in the EIR for the Specific Plan. Central San has indicated that adequate collection and treatment capacity is available to serve the Specific Plan area with the anticipated development and growth of the Specific Plan. Therefore, Central San would be able to provide wastewater service to the proposed project. The changes in land use proposed by the project would have a negligible effect on the capacity of wastewater collection and treatment facilities the serve the Specific Plan area. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

²¹ East Bay Municipal Utility District (EBMUD). 2020. Urban Water Management Plan.

²² Ibid.

Stormwater

The proposed project would use the drainage facilities owned and maintained by the City. The project site is located within the southern portion of the project area, which drains to the south via a network of storm drainpipes into a 72-inch storm drain located under Camino Ramon that transitions to an 84-inch-diameter pipe south of the Bollinger Canyon Road and ultimately, to a 96-inch-diameter pipeline located under the Bishop Ranch 1 surface parking areas. The proposed project would install an on-site storm drainage system to meet applicable C.3 requirements, consisting of bioswales, inlets, unground piping, and basins. Stormwater would be detained and released at a rate no greater than the pre-development condition of the project site into municipal storm drains located in Norris Canyon Road and Camino Ramon.

The project proposes an overall reduction in building square footage of approximately 439,000 square feet and a reduction in impervious surface, compared to the Specific Plan. Development of the proposed project would also result in a decrease in impervious surface compared to the existing site conditions. As stated in the Preliminary Stormwater Treatment Plan and Hydrology Summary prepared by CBG for the proposed project, per the Contra Costa County Stormwater C.3 Guidebook, the project would be required to treat stormwater runoff prior to discharge to the storm drain system. The proposed project would implement IMPs as required by Contra Costa County to comply with the Regional Municipal Stormwater Permit issued by the San Francisco Bay RWQCB. Additionally, the proposed project would install an on-site storm drainage system to meet applicable C.3 requirements, consisting of bioswales, inlets, unground piping, and basins. Stormwater would be detained and released at a rate no greater than the pre-development condition of the project site into municipal storm drains located in Norris Canyon Road and Camino Ramon. Therefore, the proposed project would not introduce new impacts or create more severe impacts than those previously analyzed in the previous EIR. No additional analysis is needed.

Electricity, Natural Gas and Telecommunications

At the time the previous EIR was prepared, PG&E was identified as the electricity and natural gas service provider to the City. The City, including the project site, is currently provided electricity and natural gas service by MCE and PG&E, respectively. The proposed project would continue to be served with electricity and natural gas service provided by MCE and PG&E and connect via service laterals to existing underground facilities within Norris Canyon Road and Camino Ramon. Infrastructure is currently in place or within the planning parameters of PG&E to serve the project site. The proposed project would be required to implement General Plan policies that would reduce energy consumption. The project's proposed land uses would be constructed according to the most recent California Building Code and Title 24 standard, which is the state-of-the-art for energy efficiency. Further, due to the removal of existing office uses and associated daily vehicle trips, implementation of the project would result in lower energy consumption than what would occur with the buildout of the Specific Plan.

Telecommunications would continue to be provided by AT&T. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan

As previously discussed, based on a WSA conducted for the Specific Plan, EBMUD indicated that water demand for the Specific Plan is accounted for in its long-term water supply planning (2005 UWMP, 2010 UWMP, and Water Supply Management Program 2040). The UWMP evaluates and forecasts water supply availability based on normal year, single dry year, and multiple dry year projections. EBMUD's 2010 UWMP projects customer rationing during the Single Dry Year and Multiple Dry Years scenarios to offset decreases in supply. Additionally, the 2010 UWMP anticipates that recycled water programs will offset demand for potable water by using non-potable water for irrigation. While EBMUD's 2010 UWMP forecasts a worst-case scenario of a three-year drought that would result in a need for supplemental water supply, the Specific Plan would not exacerbate this projected deficit because its demand is accounted for in this total. Furthermore, this projection is based on a number of adverse conditions occurring simultaneously, and therefore, is considered a "worst case" planning scenario. The Specific Plan includes a number of policies requiring water conservation measures to be incorporated into development that occurs pursuant to the plan. For these reasons, the Specific Plan would have a less than significant impact on water supply during a normal, dry, and multiple dry years.

City Village Project Analysis and Conclusions

As discussed previously, the project proposes an overall reduction in building square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan. Although the proposed project would not include the commercial component proposed under the Specific Plan, the proposed project would include 54 additional residential units and additional landscaping than projected in the EIR the Specific Plan. However, as discussed in Impact XIV(a), the residential units included in the proposed project would be within the 1,500 residential units analyzed in the Specific Plan. Therefore, projected water demand would be similar to what was anticipated by the Specific Plan for the project site. As such, the conclusion that projected water demand of the Specific Plan during normal year, single dry year, and multiple dry years projections is accounted for in EBMUD's UWMP and Water Supply Management Program 2040) applies to the proposed project as well. The changes in land uses proposed would have a negligible effect on water demand projections for the Specific Plan area. Consistent with the Specific Plan, the proposed project would incorporate applicable water conservation measures into the project. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR did not identify any impacts. Although this checklist question did not exist at the time the previous EIR was prepared, the previous EIR did discuss the Specific Plan's wastewater treatment provider and whether it has adequate capacity to serve the Specific Plan's project demand in addition to the provider's existing commitments. As previously discussed, the Specific Plan would be served by Central San, which has adequate treatment capacity to serve the development within its service area. Central San treats sewage at its

treatment plant in Martinez. Central San indicated that the treatment plant has a “reliable” physical capacity of 53.8 mgd and is expected to be sufficient to accommodate effluent from “currently planned growth” within the service area over the next 15 years. Central San has indicated that adequate treatment plant capacity is available to serve development proposed under the Specific Plan. Additionally, the treatment plant is in compliance with all applicable federal and State environmental health and safety standards for treated wastewater. Therefore, impacts would be less than significant.

City Village Project Analysis and Conclusions

As discussed previously, the project proposes an overall reduction in building square footage, resulting in a net decrease of approximately 439,000 square feet, as compared to the Specific Plan. Although the proposed project would not include the commercial component proposed under the Specific Plan, the proposed project would include 54 additional residential units and additional landscaping than projected in the EIR for the Specific Plan. However, as discussed in Impact XIV(a), the residential units included in the proposed project would be within the 1,500 residential units analyzed in the Specific Plan. Therefore, projected wastewater generation would be similar to what was anticipated by the Specific Plan for the project site. Therefore, the proposed project would be considered within the “currently planned growth” in the service area, including growth contemplated under the Specific Plan. Additionally, Central San’s treatment plan currently collects and treats approximately 35 mgd and is expected to collect and treat approximately 37 mgd by 2025, resulting in a remaining capacity of approximately 34 mgd, so Central San would have adequate wastewater treatment capacity available to serve the proposed project. The changes in land use proposed by the project would have a negligible effect on the capacity of the wastewater treatment facility to serve the Specific Plan area. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

d) Summary of 2012 North Camino Ramon Specific Plan

Implementation of the Specific Plan would generate solid waste during construction and operation. Solid waste collection and disposal in the City is provided by Valley Waste Management. These services include collection of solid waste from commercial, industrial, and residential customers; collection of residential recyclables and yard trimmings; and management of the San Ramon Recycling Center. Commercial recycling services are provided by several companies that have been granted permits by the City and are available to all San Ramon businesses on a competitive basis. Valley Waste Management transports solid waste to the Vasco Road Sanitary Landfill in Livermore. Currently the landfill has capacity until 2025. Implementation of development in accordance with the Specific Plan would include the demolition of approximately 2.65 million square feet of commercial uses, and the construction of 5.07 million square feet of commercial uses and 1.65 million square feet of residential uses. Implementation of the Specific Plan is estimated to generate 218,850 tons of construction and demolition debris. This tonnage would be spread out over the length of construction activities and the actual volumes of construction waste disposed of at any one time are not expected to be more than several tons of debris. However, because 218,850 tons represents a significant amount of construction and demolition waste, MM US-4a is proposed, which would require

the applicant to implement construction and demolition recycling to the maximum extent feasible. After construction is completed, the Specific Plan is estimated to generate a net total of 233.75 tons of solid waste on a daily basis and 81,668.75 tons on an annual basis. While regional landfill capacity would be available to accommodate this amount of solid waste, this figure could be substantially reduced through recycling and waste reduction practices and would avoid the unnecessary use of landfill capacity. Implementation of MM US-4b would require development projects within the Specific Plan boundaries to implement operational recycling and waste reduction practices to the maximum extent feasible. The implementation of this mitigation measure would reduce operational solid waste generation substantially and conserve landfill capacity. Therefore, impacts on landfill capacity would be less than significant with mitigation.

City Village Project Analysis and Conclusions

The Phase I ESA determined that solid waste produced by the proposed project would continue to be collected by Waste Management and recyclables would be collected by Alameda County Industries (ACI). The proposed project would be located fully in Sub Area G4 of the Specific Plan area. Using waste generation rates published by the EPA, demolition and construction waste generation for Sub Area G4 would be approximately 2,732 tons and would have an annual operational waste generation of approximately 18,360 tons. Demolition and construction of the proposed project would generate approximately 1,999 tons of solid waste and would have an annual operational waste generation of approximately 737 tons. Therefore, the proposed project would reduce construction waste generation by 733 tons and annual operational waste generation by 17,623 tons. Overall, the proposed project would represent a significant decrease in solid waste generation than anticipated for Sub Area G4. Since Waste Management was determined to be capable of adequately providing solid waste collection and disposal services to the Specific Plan area, including Sub Area G4, the reduced amount of solid waste that would be generated by the proposed project would not affect collection and disposal services. However, even with the reduction in construction and operational solid waste generation proposed for Sub Area G4, the total solid waste generation of the Specific Plan would incrementally reduce the available capacity of the Vasco Road Sanitary Landfill, which has a remaining capacity of 7.38 million cubic yards and a closure date of December 31, 2022.²³ Therefore, implementation of MM US-4a would help reduce the amount of construction and demolition debris that is disposed at the Vasco Road Sanitary Landfill by recycling to the maximum extent feasible. While the proposed project would substantially reduce operational waste generation in Sub Area G4 and the Specific Plan area waste generation overall, implementation of MM US-4b would reduce the amount of solid waste disposed of at the Vasco Road Sanitary Landfill and has been modified from the previous EIR to remove references to commercial land uses as the buildout of the proposed project no longer includes any commercial development. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

²³ California Department of Resources Recycling and Recovery (CalRecycle). SWIS Facility/Site Activity Details. Vasco Road Sanitary Landfill. Website: <https://www2.calrecycle.ca.gov/SolidWaste/SiteActivity/Details/9?siteID=8>. Accessed July 13, 2021.

e) Summary of 2012 North Camino Ramon Specific Plan EIR

The previous EIR did not identify any impacts. Although this checklist question did not exist at the time the previous EIR was prepared, the previous EIR stated that the California Integrated Waste Management Act requires each jurisdiction in the State to set diversion requirements of 50 percent by 2020; establish a comprehensive Statewide system of permitting, inspections, enforcement, and maintenance for solid waste facilities; and authorize local jurisdictions to impose fees based on the types or amounts of solid waste generated. In 2007, SB 1016 introduced a new per capita disposal and goal measurement system that uses an actual disposal measurement number as a per capital disposal rate factor. Accordingly, the City's disposal rate goal is 5.7 pounds per person per year. As discussed above, the amount of construction and operational solid waste generation and disposed at the Vasco Road Sanitary Landfill would be reduced through implementation of MM US-4a and MM US-4b which would ensure the development within the Specific Plan area would implement construction and operational recycling measures in order to reduce the amount of solid waste disposed of at the Vasco Road Sanitary Landfill. Therefore, the Specific Plan would be in compliance with the California Integrated Waste Management Act. Impacts would be less than significant.

City Village Project Analysis and Conclusions

As previously discussed, the proposed project would be located in Sub Area G4 of the Specific Plan and would represent a reduction in both construction and demolition debris and operation solid waste, compared to the Specific Plan. The proposed project would also implement MM US-4a and MM US-4b would ensure the development within the Sub Area G4 of the Specific Plan area would implement recycling measures in order to reduce the amount of solid waste disposed of at the Vasco Road Sanitary Landfill. MM US-4b has been modified from the previous EIR to remove references to commercial land uses as the buildout of the proposed project no longer includes any commercial development. As such, the proposed project would comply with the California Integrated Waste Management Act. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

Mitigation Measures

- MM US-4a** Prior to the issuance of demolition and construction permits, project applicants within the Specific Plan area shall submit a recycling plan to the City of San Ramon identifying the procedures by which construction and demolition would be salvaged and recycled to the maximum extent feasible. The plan shall include proof that a construction and demolition debris recycler is under contract to the applicant to perform this work.
- MM US-4b** Prior to the issuance of occupancy permits, project applicants within the Specific Plan area shall submit a Recycling and Waste Reduction Plan to the City of San Ramon identifying practices they and their tenants would implement during project operations that demonstrate at least 50 percent diversion.

Operation recycling and waste reduction practices shall include but not be limited to:

- Compliance with City of San Ramon’s 50 percent waste diversion ordinance.
- Installation of common recycling facilities in all residential uses. These facilities shall be equipped to accept aluminum, cardboard, glass, mixed paper, and plastic materials and contain signage clearly identifying accepted materials.
- Periodic notification of residents and commercial tenants about the location of recycling facilities and accepted materials.
- Installation of recyclable materials receptacles in public places (along streets in public parks, plazas, and outside of the Transit Center, etc.). Recycling receptacles shall be of high-quality design and shall display signage clearly identifying accepted materials.
- Common commercial and residential disposal areas shall be designed with sufficient space to accommodate separate containers for solid waste, recyclables, organics, and—for restaurants—tallow, subject to approval of the franchise waste provider and City of San Ramon. Plans should include adequate and safe access for solid waste and recycling vehicles to access and collect materials.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts or new checklist questions related to utilities. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project. Clarifications and updates have been made to existing mitigation measures because the project does not include any commercial uses.

Environmental Issue Area	Conclusion in North Camino Ramon Specific Plan EIR	Do the Proposed Changes Involve New or More Severe Impacts?	New Circumstances Involving New or More Severe Impacts?	New Information Requiring New Analysis or Verification?	Mitigation Measures
XIX. Wildfire <i>If located in or near State Responsibility Areas or lands classified as very high fire hazard severity zones, would the project:</i>					
a) Substantially impair an adopted emergency response plan or emergency evacuation plan?	Less than significant.	No	No	No	None
b) Due to slope, prevailing winds, and other factors, exacerbate wildfire risks, and thereby expose project occupants to, pollutant concentrations from a wildfire or the uncontrolled spread of a wildfire?	None identified.	No	No	No	None
c) Require the installation or maintenance of associated infrastructure (such as roads, fuel breaks, emergency water sources, power lines or other utilities) that may exacerbate fire risk or that may result in temporary or ongoing impacts to the environment?	None Identified.	No	No	No	None
d) Expose people or structures to significant risks, including downslope or downstream flooding or landslides, as a result of runoff, post-fire slope instability, or drainage changes?	None identified.	No	No	No	None

Discussion

a) Summary of 2012 North Camino Ramon Specific Plan EIR

Evaluation of the impacts on adopted emergency response plan and emergency evacuation plan was evaluated within the Hazards and Hazardous Materials section of the previous EIR, under Impact 3, *Emergency Response and Evacuation*. The previous EIR included the following Implementing Policies related to wildfires and emergency response plans and evacuation from the 2020 General Plan:

- Minimize the risks to lives, property, and natural environment due to fire hazards (Guiding Policy 9.5-G-1).

- Require site design features, which are based on a wildfire risk assessment, and fire-retardant building materials to reduce the risk of fire within the City (Implementing Policy 9.5-I-1).
- Require the completion of a Fire Protection Plan for new development adjacent to a Fire Hazard Area in order to determine which mitigation measures are appropriate to minimize fire hazard (Implementing Policy 9.5-I-2).

The previous EIR concluded that development and land use activities contemplated by the Specific Plan would not impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan. The City's existing Emergency Operations Plan addresses emergency response and evacuation procedures during events such as earthquakes, hazardous materials incidents, floods, national security emergencies, wildfires, and landslides. Furthermore, the Specific Plan area is not located within a high fire hazard area and the Specific Plan area is located in an area where existing emergency response times for police and fire meet adopted standards. The Specific Plan does not contain any characteristics that would impair or otherwise interfere with emergency response, evacuation, or the policies of the Emergency Operations Plan. Moreover, the Specific Plan includes plans for an additional network of streets that would increase circulation in the area, thereby increasing potential emergency vehicle access and evacuation routes. Therefore, impacts to emergency response plans and evacuation plans would be less than significant.

City Village Project Analysis and Conclusions

The proposed project is not located in or near State Responsibility Areas or lands classified as Very High Fire Hazard Severity Zones (VHFHSZ). The proposed project does not include changes that could potentially interfere with emergency response, access, or evacuation. Consistent with the previous EIR, any development within the project site would have to comply with all fire codes and regulations related to emergency access. Therefore, the proposed project would not introduce impacts or create more severe impacts than those analyzed in the previous EIR. No additional analysis is required.

b) Summary of 2012 North Camino Ramon Specific Plan EIR

The Specific Plan area is not located in or near State Responsibility Areas or lands classified as VHFHSZ. Additionally, as explained in the previous EIR, the Specific Plan area is mostly developed and surrounded by urbanized uses and the San Ramon General Plan does not identify any areas within the Specific Plan boundaries as having wildfire risks. Additionally, the previous EIR characterized the immediate vicinity around the Specific Plan area as flat relief with slopes of less than 5 percent. Some areas of moderate slope occur, specifically near the northeastern portion of the plan area; however, the most of these slopes are minor. The previous EIR does not identify any other exacerbating factors that would expose project occupants to pollutant concentrations from wildfire.

City Village Project Analysis and Conclusions

The proposed project would be located within Sub Area G of the Specific Plan, and therefore, would be located in an urbanized area that is not exposed to wildfire risks. The City has not been identified as a city for which the California Department of Forestry and Fire Protection (CAL FIRE) has made recommendations on Very High Fire Hazard Severity Zones (VHFSZ), indicating the project site is not within a VHFSZ.²⁴ Additionally, the project site has not been identified as Tier 2 (Elevated) or Tier 3 (Extreme) Risk by the CPUC Fire Threat Map.²⁵ Therefore, the potential for exposure to pollutants from wildfires would be less than significant because the proposed project is not located in or near State Responsibility Areas or lands classified as VHFSZ and the potential for wildfires is low. The proposed project would not introduce impacts or create more severe impacts than those identified in the previous EIR. No additional analysis is required.

c) Summary of 2012 North Camino Ramon Specific Plan EIR

The City has not been identified as a city for which CAL FIRE has made recommendations on VHFSZ, indicating the Specific Plan area is not within a VHFSZ. Infrastructure-related impacts were addressed in the previous EIR in Section 3.13 – Utility Systems, which described the City's existing utility systems and assessed potential impacts related to the provision of and demand for utility services.

Furthermore, the previous EIR concluded that development of the Specific Plan would be required to comply with the Implementing Policies of General Plan 2030 to offset any impacts caused by the proposed project, including the following:

- Assure that ongoing budgets provide for adequate maintenance of the City's capital facilities, and establish fees commensurate with services rendered (e.g., application processing fees, planning, building and safety and engineering) to recover costs of these services (Implementing Policy 2.3-I-24).
- Require new development to fund public facilities and infrastructure that is deemed necessary to mitigate the impact of that new development (Implementing Policy 3.2-I-3).
- Levy local, subregional, and regional mitigation fees for public facilities and infrastructure improvements in proportion to a new development's impact (Implementing Policy 3.2-I-4).

City Village Project Analysis and Conclusions

The previous EIR analyzed the provision of infrastructure such as roads, fuel breaks, emergency water sources, power lines, and other utilities. The project site is located within Sub Area G4 of the Specific Plan and is not located within a high fire hazard area. The proposed project is not located in or near State Responsibility Areas or lands classified as VHFSZ. The proposed project does not include any land use or policy changes that could potentially result in development

²⁴ California Department of Forestry and Fire Protection (CAL FIRE). Fire Hazard Severity Zones in SRA. Website: <https://osfm.fire.ca.gov/divisions/wildfire-planning-engineering/wildland-hazards-building-codes/fire-hazard-severity-zones-maps/>. Accessed July 12, 2021.

²⁵ California Public Utilities Commission (CPUC). FireMap GIS Tool. Website: <https://ia.cpuc.ca.gov/firemap/#>. Accessed July 12, 2021.

not contemplated in previous EIR. The proposed project would require an amendment to North Camino Ramon Specific Plan to permit development of only residential uses within the project site, as shown on the site plan. Utilities for residential uses have already been analyzed because residential uses are a component of Sub Area G of the Specific Plan. Additionally, compliance with the Implementing Policies above would ensure that services are adequately provided to the site and that the proposed project does not exacerbate any risks related to wildfire. Therefore, impacts would be less than significant.

d) Summary of 2012 North Camino Ramon Specific Plan EIR

The City has not been identified as a city for which CAL FIRE has made recommendations on VHFSZ, indicating the Specific Plan area is not within a VHFSZ. Impacts that would cause significant risk to people or structures due flooding and landslides is discussed within other sections of the previous EIR, and impacts are less than significant.

Wildfire: The previous EIR concluded that the Specific Plan area is located in an urbanized area and the San Ramon General Plan does not identify any areas within the Specific Plan as having wildfire risks. Therefore, no impacts related to wildfires would occur.

Flooding: As discussed in Impact X(c), the previous EIR determined that development contemplated by the Specific Plan would not be located in an area at risk of flooding. The previous EIR concluded that there would be no impacts related to flooding.

Landslides: As discussed in Impact VII(a), the previous EIR determined that because the Specific Plan area is generally characterized by flat relief with slopes of less than 5 percent, the landslide potential for the Specific Plan area was considered low. The previous EIR concluded that impacts would be less than significant.

City Village Project Analysis and Conclusions

The proposed project would be located within Sub Area G4 of the Specific Plan. The proposed project is not located in or near State Responsibility Areas or lands classified as VHFSZ. As concluded in Impact XIX(a) above, development of the Specific Plan would not impair an adopted emergency response plan or emergency evacuation plan. As discussed in Impact XIX(b) and Impact XIX(d) above, the proposed project would not be located in a high fire hazard area with a potential for wildfires or an area at risk of flooding. Additionally, the surrounding area is considered flat and has a low risk for landslides. Therefore, there is no new information identifying new significant effects and the proposed project would not introduce impacts or create more severe impacts than those identified in the previous EIR. No additional analysis is required.

Mitigation Measures

None.

Conclusion

There is no new information identifying new significant effects, nor is there an increase in the severity of previously identified impacts or new checklist questions related to wildfires. The conclusions from the previous EIR remain unchanged when considering the implementation of the proposed project.

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