



# CITY OF SAN RAMON GENERAL PLAN 2040



## INTRODUCTION AND OVERVIEW

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### 1.1 INTRODUCTION

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The City of San Ramon General Plan 2040 articulates a long-term vision for the City. Plan policies focus on what is achievable in the next 20 years and set forth actions to be undertaken by the City. Broad objectives such as “quality of life” and “community character” are meaningful only if translated into actions that are tangible and can be implemented. State law requires that City actions be consistent with the General Plan; as such, regular ongoing use of the General Plan will be essential. There will be circumstances and instances when detailed studies will be necessary before General Plan policies can be implemented.

#### GENERAL PLAN 2040 BACKGROUND

In 2021, San Ramon initiated an update to the 2035 General Plan to reflect changes that have occurred since the last General Plan update as well as reflect new State direction regarding housing from the 2023-2031 Housing Element. As part of the 2040 General Plan update, the City analyzed new housing opportunity sites to fulfill the 6<sup>th</sup> Cycle Regional Housing Needs Allocation (RHNA) as well as changes in the development pattern of the City which includes new mixed-use development areas and the removal of the North Camino Ramon Specific Plan. The 2040 General Plan update builds upon prior growth measures and local planning practices to reflect updated projection and demands for the City.

In 1999, San Ramon voters approved Measure “G” which (1) established a two-year moratorium on General Plan or Zoning Ordinance amendments, (2) provided for a General Plan Review Commission (GPRC) consisting of 32 San Ramon residents to recommend a new General Plan, and (3) required voter approval of the GPRC’s new General Plan. Through Measure G (1999), the GPRC was formed; the General Plan 2020 was drafted; and in March 2002, San Ramon voters approved General Plan 2020.

The voter-approved General Plan 2020 established the City’s first Urban Growth Boundary (UGB) to encourage smart growth by promoting infill development and discouraging urban sprawl. Since 2002, the City has been proactively implementing many of the policies of General Plan 2020 such as acquiring open space, creating affordable housing, and providing opportunities for mixed use development.

In 2011, the City updated the General Plan to a buildout year of 2030 (General Plan 2030). In 2015, the General Plan was updated to align with the 5<sup>th</sup> cycle RHNA with a buildout year of 2035 (General Plan 2035). In 2019, amendments to the Economic Development Element and associated elements were adopted.

The General Plan 2040 update largely maintains the land use concepts and policy language set forth in General Plan 2035 with updates to City demographic, State mandated Housing Element update for the 2023-2031 planning cycle, minor policy language revisions, narrative text and mapping updates to reflect changes that have occurred since the last update.

The General Plan 2040 updates the demographic estimates for the current conditions (January 1, 2020) and provides year 2040 buildout projections based on the revised demographics and the current local land use assumptions.

#### GENERAL PLAN 2040 PURPOSE

The San Ramon General Plan 2040 largely maintains the land use patterns and growth strategies set forth by the voter approved General Plan 2035. The San Ramon General Plan 2040 serves several purposes:

- It outlines a vision for San Ramon’s long-range physical and economic development and resource conservation that reflects the aspirations of the community and the smart growth mandate of Measure G (1999);
- It provides strategies and specific implementing actions that will allow this vision to be accomplished;
- It establishes a basis for judging whether specific development proposals and public projects are in harmony with Plan policies and standards;
- It allows City departments, other public agencies, and private developers to design projects that will enhance the character of the community, preserve, and enhance critical environmental resources, and minimize hazards; and
- It provides the basis for establishing and setting priorities for detailed plans and implementing programs, such as the Zoning Ordinance, the Capital Improvement Program (CIP), specific plans, etc.
- The San Ramon General Plan 2040 builds upon the accomplishments of the past while looking to the future and ensures that the City continues to evolve and mature while maintaining its sense of community.

## LOOKING AHEAD

San Ramon will face several planning challenges over the next 20 years. Included in these challenges are managing the City’s urban growth boundaries, open space preservation, accommodating housing needs outlined by the State, and addressing forecasts for increased population and employment growth for the 2040 planning horizon.

The General Plan 2040 anticipates a buildout population of 110,089 and a buildout labor force (jobs) of 71,999 for the San Ramon Planning Area. In comparison, San Ramon’s 2022 Planning Area population is estimated at 83,820 with a labor force 54,046. Much of this population and employment growth will be accommodated by development that has already been programmed or approved for the San Ramon Planning Area. This includes buildout of the Dougherty Valley, the San Ramon City Center Project, and Faria Preserve. The extent to which this demand is fulfilled at a project level is addressed in the General Plan policies and is based upon the public input on how best to accommodate growth based on the smart growth mandate of Measure G (1999).

## 1.2 REGIONAL SETTING AND PLANNING AREA

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### REGIONAL LOCATION





State law requires each California city and county to prepare a general plan. A general plan is defined as “a comprehensive, long-term general plan for the physical development of the county or city, and any land outside its boundaries which in the planning agency’s judgment bears relation to its planning.” State requirements call for general plans that “comprise an integrated, internally consistent and compatible statement of policies for the adopting agency.”

A city’s general plan has been described as its constitution for development – the framework within which decisions on how to grow, provide public services and facilities, and protect and enhance the environment must be made. California’s tradition of allowing local authority over land use decisions means that the State’s cities have considerable flexibility in preparing their general plans.

While allowing considerable flexibility, state planning laws do establish some requirements for the issues that general plans must address. The California Government Code establishes both the content of general plans and rules for their adoption and subsequent amendment. Together, state law and judicial decisions establish three overall guidelines for general plans.

- *The General Plan Must Be Comprehensive.* This requirement has two aspects. First, the general plan must be geographically comprehensive. That is, it must apply throughout the entire incorporated area, and it should include other areas that the City determines are relevant to its planning. Second, the general plan must address the full range of issues that affect the City’s physical development.
- *The General Plan Must Be Internally Consistent.* This requirement means that the general plan must fully integrate its separate parts and relate them to each other without conflict. “Horizontal” consistency applies as much to figures and diagrams as to the general plan text. It also applies to data and analysis as well as policies. All adopted portions of the general plan, whether required by state law or not, have equal legal weight. None may supersede another, so the general plan must resolve conflicts among the provisions of each element.
- *The General Plan Must Be Long-Range.* Because anticipated development will affect the City and the people who live or work there for years to come, state law requires every general plan to take a long-term perspective.



**Table 1-1: Required General Plan Elements and Chapters in the San Ramon General Plan**

<i>Required Element</i>	<i>Where Included in the General Plan</i>
Housing	Chapter 13: Housing
Environmental Justice	In multiple chapters <sup>2</sup>

Note:

<sup>1</sup> Required by Contra Costa County Measure J (2004).

<sup>2</sup> The Planning for Healthy Communities Act of 2016 (Senate Bill 1000) was enacted to address environmental justice in local and regional planning practice. The legislation requires cities and counties to incorporate policies to promote environmental justice in their general plans. As such, environmental justice-oriented policies are incorporated throughout the Land Use, Circulation, Housing, and Safety Chapters.

**POLICY STRUCTURE**

Each element of the General Plan includes brief background information to establish the context for policies in the Element. This background material is neither a comprehensive statement of existing conditions nor does it contain adopted information. This background information is followed by two sets of policies:

- *Guiding Policies* are the City’s statements of its goals and philosophy. The policies are identified in the following format: 1.1-G-1, where “1.1” identifies the General Plan Element number and section and “G-1” identifies the guiding policy number.
- *Implementing Policies* represents commitments to specific actions. They may refer to existing programs or call for establishment of new ones and are identified in the following format: 1.1-I-1, where “1.1” identifies the General Plan Element number and section and “I-1” identifies the implementing policy number.

Together, the guiding and implementing policies articulate a vision for San Ramon that the General Plan seeks to achieve. These policies also provide protection for the City’s resources by establishing planning requirements, programs, standards, and criteria for project review. Explanatory material or commentary accompanies some policies. Italicized language provides background information or is intended to guide Plan implementation. Note that explanatory material and commentary language is not binding and does not supersede the text of guiding or implementing policies. Furthermore, the use of “should” or “would” indicates that a statement is advisory, not binding; details will need to be resolved in General Plan implementation. Where the same topic is addressed in more than one chapter, sections and policies are cross-referenced.

**GENERAL PLAN INTERPRETATION**

The General Plan is a statement of the City’s policies, objectives, and vision for the future. Common sense and reason should be utilized in interpreting the provisions of the General Plan. In doing so, several principals should be observed:

- The General Plan should be read and interpreted to effectuate the policies and principles stated therein. Many statements are general in nature and cannot be objectively measured because specific conditions cannot always be foreseen. All relevant aspects of the General Plan should be considered in the larger context of the document and viewed with no single aspect viewed in isolation.
- Context should be considered in interpreting the General Plan. The clarifying text in italics is intended to assist in understanding the context and intent of the policies and principles.

**1.4 DEVELOPMENT UNDER THE GENERAL PLAN**

Full development under the General Plan is referred to as “buildout.” Although the General Plan applies to a 20-year planning horizon, it is not intended to specify or anticipate when buildout will actually occur; nor does the designation of a site for a certain use necessarily mean the site will be built/redeveloped with that use in the next 20 years. Refer to the Land Use Element for more detailed analysis of General Plan buildout.

## **GENERAL PLAN BUILDOUT CHARACTERISTICS**

### ***Urban Growth Boundaries***

This General Plan includes an Urban Growth Boundary (UGB), established in response to Measure G (1999), to promote compact development, discourage urban sprawl, and protect rural lands and open space resources within the Planning Area. Refer to the [Urban Growth Boundaries](#) policies in Section 4.6 of the Land Use Element.

### ***Rural Conservation***

In order to protect the rural character of Bollinger Canyon and the Westside hills, this General Plan includes a Rural Conservation land use classification. This classification is intended to protect natural features and sensitive habitat. Refer to the [Rural Conservation Development](#) policies in Section 4.6 of the Land Use Element.

### ***Residential Development***

In 2022, approximately 29,460 dwelling units exist in the San Ramon Planning Area. The General Plan is anticipated to accommodate a total of 39,615 dwelling units within the Planning Area in 2040.

### ***Non-Residential Development***

In 2022, approximately 13 million square feet of non-residential floor area exists in the San Ramon Planning Area, which includes retail, commercial, office, industrial, and public space. In total, General Plan buildout will result in approximately 16.3 million square feet of non-residential floor area in the Planning Area.

### ***Population***

The San Ramon Planning Area’s estimated 2022 population is estimated at 83,820 people. The General Plan is anticipated to accommodate a population of approximately 110,089 at buildout. The majority of this new population growth results from the development of housing units already approved, underway, or programmed by the 2023-2032 Housing Element. The significant increase in current population estimates is based on a population correction associated with the 2020 Census as well as an increase in the average Persons Per Household Citywide.

### ***Employment***

The San Ramon Planning Area’s estimated 2022 employment is 54,046. The General Plan is expected to accommodate 71,999 jobs at buildout. The majority of these new jobs will result from non-residential development already approved, underway, or programmed.



### ***Jobs/Housing Balance***

A city's jobs/employed resident ratio would be 1:1 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting and signifies a balanced community. A ratio greater than 1.0 indicates a net in-commute (jobs rich); less than 1.0 indicates a net out-commute (housing rich). The estimated jobs/employed resident ratio in San Ramon in 2020 was 1.20, which means that the number of jobs in the City exceeds the number of employed residents by about 20 percent. While the City anticipates the addition of significantly more residential units (and by implication employed residents), ABAG projects estimated jobs to rise resulting in an increase in the jobs/employed resident ratio to 1.50 by the estimated 2040 buildout. If the pace of future residential development decreases with buildout of General Plan 2040, the growth in employed residents will likely also slow, absent a change in the existing household employment profile. As such, if the job growth remains constant or slows, the jobs/employed resident balance will also remain flat as the city approaches buildout in 2040. It should be noted that it is important to work toward jobs/housing balance not just on a jurisdictional level, but also on a regional or corridor level to reduce regional traffic patterns by allowing residents the opportunity to work close to their homes and thereby reducing vehicle miles traveled and commute times.

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## 1.5 IMPLEMENTATION OF THE GENERAL PLAN

### WORK PROGRAM AND SCHEDULE

Following adoption of the General Plan, City staff will prepare an Implementation Work Program and Schedule for City Council approval. This work program and schedule will be updated annually as part of the budget process and included in the Annual Report on the General Plan (see below). For each implementation policy, the Implementation Schedule will show when it would be implemented, whether it is a high priority action, who would be responsible, what City document would be affected, what the estimated cost would be, and if separate or supplemental funding is needed because the activity is not currently budgeted. In many cases, the General Plan implementation costs would be part of the normal costs of City operations.

### LAND USE CLASSIFICATIONS

The General Plan establishes land use classifications that are broad enough to give the City flexibility in implementing the Plan policy, but clear enough to provide sufficient direction for implementation through zoning, which contains more detailed provisions and standards.

The General Plan includes seven residential land use classifications to provide for development of a full range of housing types. These classifications are based on residential density, or the number of housing units per net acre of developable land, which excludes areas subject to geological, physical, and environmental constraints, as well as areas dedicated to public streets. Nine non-residential land use classifications are included in the General Plan to provide for development of employment and other uses in San Ramon. Additionally, there is a Mixed-Use designation that allows both residential and non-residential uses. These classifications are based on development intensity or Floor Area Ratio (FAR). Development in all classifications is required to be within the density/intensity range expressed, although development standards established in the Zoning Ordinance may limit attainment of maximum density or FAR specified in the General Plan.

San Ramon will implement many General Plan policies by means of the City's Zoning Ordinance, and zoning must be consistent with the General Plan if the City's land use, housing, and open space policies are to be realized. A fundamental link between the General Plan and the Zoning Ordinance is land use/zoning consistency. Table 1-2 shows how zoning districts in San Ramon are consistent with the land use designations of the General Plan.

The Zoning, Subdivision, and Grading Ordinances will be reviewed and may need to be amended to be consistent with General Plan policies. Other City codes and regulations will also be reviewed for Plan consistency and amended where needed. This effort should be completed within 18 months of Plan adoption. Work on specific area plans and, where appropriate, Planned Development Plans also is expected to be initiated within the first year or two of Plan implementation. Scheduling of this work will depend on individual property owners' development plans and real estate market conditions. The City cannot mandate the timing of private development.

**Table 1-2: Consistency Between the General Plan and the Zoning Ordinance**

<i>General Plan Land Use Designations</i>	<i>Consistent Base Zoning Districts</i>
<i>Residential</i>	
Rural Conservation	RC
Hillside Residential	HR
Low Density <a href="#">Residential</a>	RE-A, RE-B, RS-12, RS-10
Low Medium Density <a href="#">Residential</a>	RS-10, RS-7, RS-6
Medium Density <a href="#">Residential</a>	RS-6, RS-D, RM

**Table 1-2: Consistency Between the General Plan and the Zoning Ordinance**

<i>General Plan Land Use Designations</i>	<i>Consistent Base Zoning Districts</i>
Medium-High Density <a href="#">Residential</a>	RMH, RH
High-Very High Density <a href="#">Residential</a>	RVH
<a href="#">San Ramon Village Housing Residential</a>	<a href="#">SRVSP</a>
<i>Office, Commercial, Industrial</i>	
Office	OL, OA, M-1, M-2
Mixed Commercial	MC
Retail Shopping	CC
Thoroughfare Commercial	CT
<i>Mixed Use</i>	
Mixed-Use, Commercial Emphasis	MUX
Mixed-Use, Residential Emphasis	MUR
Downtown Mixed-Use, North	DMU-N
City Center Mixed-Use	CCMU
<i>Community Facilities /Open Space</i>	
Commercial Recreation	CR, P
Golf Course	GC
Public and Semipublic	PS, CR, M-1, M-2
Parks	P
Open Space	OS-1, OS-2, AG, RC

The City’s Capital Improvement Program will be the primary means of scheduling and funding infrastructure improvements of citywide benefit. Special benefit assessment districts or other means of financing improvements benefiting specific areas may be used. San Ramon also will participate in funding infrastructure improvements and, through the City’s Housing Trust Fund, affordable housing programs (also known as workforce housing programs) as available.

In many areas, General Plan implementation will depend on actions of other public agencies and of the private sector, which will fund most development expected in the Planning Area. The General Plan will serve a coordinating function for private sector decisions; it will also provide a basis for action on individual development applications.

**BOARDS AND COMMISSIONS**

The City Council has created a number of boards and commissions to advise the Council on policy issues. Some of these boards and commissions also have specific responsibilities for development review and approval. Implementation of the General Plan will involve the Planning Commission, the Parks and Community Services Commission, the Architectural Review Board and the City’s [eight-nine](#) advisory committees (Arts, Economic Development, Open Space, Housing, [Innovation and Technology](#), Library, Senior Citizen, Transportation, and Transportation Demand Management).

The General Plan does not envision any substantive change in the responsibilities assigned to these boards, commissions, and committees. They will be administering new or amended regulations adopted pursuant to Plan policies, and their actions will need to be consistent with the new General Plan.

## 1.6 KEEPING THE GENERAL PLAN CURRENT

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The General Plan is intended to be a dynamic document. As such, the Plan may be subject to more site-specific and comprehensive amendments over time. These amendments may be needed to conform to state or federal law passed after adoption, or to eliminate or modify policies that may become obsolete or unrealistic over time, due to changed conditions, such as the completion of a task or project, development on a site, or adoption of an ordinance or plan.

### AMENDMENTS

State law limits the number of times a jurisdiction can amend its general plan to generally no more than four times in one year for a mandatory element (Land Use, Circulation, Housing, Conservation, Open Space, Noise and Safety), although each amendment may include more than one change to the same or multiple general plan elements. This restriction does not apply to optional general plan elements (Growth Management, Economic Development, Public Facilities and Utilities, Parks and Recreation, and Air Quality/Greenhouse Gas Emissions), or if the amendment is necessary to allow for the development of workforce housing or to comply with a court decision.

### ANNUAL REPORT

The California Government Code requires General Law cities and applicable Charter cities “provide an annual report to the legislative body on the status of the general plan and progress in its implementation” (Government Code § 65400(b)). This report must also be submitted to the Governor’s Office of Planning and Research and the Department of Housing and Community Development. It must include an analysis of the progress in meeting the city’s share of regional housing needs and local efforts to remove governmental constraints to maintenance, improvement, and development of workforce housing (Government Code § 65583, 65584).

In addition, any mitigation monitoring and reporting requirements prescribed by the California Environmental Quality Act (CEQA) identified in the general plan environmental impact report (EIR) should be addressed in the annual report because they are closely tied to plan implementation. Finally, the annual report should include [the implementation status of the General Plan goals and policies and a summary of all general plan amendments adopted during the preceding year](#), ~~and an outline of upcoming projects and general plan issues to be addressed in the coming year, along with a work program.~~

### URBAN GROWTH BOUNDARY REVIEW

Policy 4.6-I-3 of the Land Use Element provides the opportunity for voter review of the Urban Growth Boundary (UGB). If the City determines a review is necessary to assess the City’s future needs for housing and employment, this review would be by means of a City voter review to consider the maintenance or amendment of the UGB and related policy. Any amendment to the UGB, greater than 25 acres, would also require City voter approval.



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# ECONOMIC DEVELOPMENT

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San Ramon is committed to developing a vibrant and healthy economy, providing appropriate land uses for planned development, strengthening the fiscal and financial health of the City, and working with the private sector to provide fundamental resources such as an adequate supply of skilled workers and capital improvements to attract and maintain businesses.

## 2.1 SAN RAMON'S ECONOMIC BASE

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### THE BEGINNINGS

Beginning in the 1970s, Bishop Ranch Business Park was the engine for economic development in San Ramon. Bishop Ranch not only established the City as an employment center, but also helped determine San Ramon's economic character. The presence of major firms, such as Chevron and AT&T, and the attractive physical environment of Bishop Ranch stimulated further business development in San Ramon. City- and region-wide population increases also helped fuel the growth of businesses serving local and subregional needs for retail, service, and public uses.

San Ramon is a good location for business, and the City has benefited from business growth. By affirming this positive relationship through sound economic planning, the City will strengthen its ability to serve future residents.

### YEAR 2021 EMPLOYMENT

<sup>1</sup>Total 2021 employment in San Ramon (in city limits, not planning area) is estimated at 37,301 jobs (data from [EmsiEconomic Modeling Specialist International \(EMSI\) data](#)). Of this total, 36,161 jobs are in industries that are included in either a "local" or "traded" cluster (as defined below). The local clusters currently represent 26,417 jobs in San Ramon, while the traded clusters account for 9,744 jobs. Whereas local and traded clusters are both critically important components of a balanced economy, they have distinct roles and characteristics, and these distinctions can be helpful in terms of planning economic development programs:

- *Local clusters* typically form the core of a region's economy; they primarily provide goods and services for the local (resident) population. They tend to account for the majority of jobs in a region (in the case of San Ramon, local clusters represent about 71% of total jobs), and support a high quality of life by ensuring the availability of a diverse range of goods and services.
- *Traded clusters* are "export-oriented" in the sense that they include industries that are engaged in producing goods and services for end customers outside the region. Traded clusters represent close to 29% of the jobs in San Ramon and are especially important from an economic development perspective given that they tend to have higher wages and higher "multiplier impacts" compared to local clusters. That is, they have a strong potential to inject new dollars into the local economy and thereby serve as "drivers" for broader economic growth.

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<sup>1</sup> Material in the 2022 Update sections comes from two documents prepared by The Natelson Dale Group, Inc. as part of the City of San Ramon's General Plan Update process: 1) Draft - *San Ramon: Retail Development Opportunities Analysis*, May 2022; and 2) *San Ramon: Market Conditions and Demand Projections for Retail, Office and Industrial Development*, February 2022.

## CURRENT NON-RESIDENTIAL LAND USE PATTERNS

In general, businesses in San Ramon are diverse in terms of both amount of occupied space and number of employees. Companies in the Bishop Ranch Business Park range from national corporate headquarters to small offices for companies with 10 or fewer employees.

As of 2022, developed space by land-use type (within city limits only) is summarized in Table 2-1.

<i>Land Use</i>	<i>Existing Inventory / Vacancy Rate</i>
Retail	2.7 million SF (5.5% vacant)
Office	9.5 million SF (15.8% vacant)
Industrial	801,000 SF (12.7% vacant)
Hotel	1,147 rooms in San Ramon

## FUTURE EMPLOYMENT

Employment growth in San Ramon will allow the City’s economic base to expand in tandem with its population. Employment growth anticipated under the General Plan 2040 would consist of an employment mix that continues the City’s strong “office park” character. Total employment in San Ramon is projected to increase to an estimated 71,775 jobs by 2040, a 33% increase from 2020. Of the projected 17,925 new jobs, the most substantial job growth is expected to be in the following major industry groups (as defined by the Association of Bay Area Governments): Financial and Professional Services (11,350 new jobs), Health, Educational and Recreational Services (3,035 new jobs), and Information, Government and Construction (3,050 new jobs).<sup>2</sup>

## OPPORTUNITIES FOR ECONOMIC GROWTH

Supporting economic development means making space available both for existing businesses to expand and for new businesses to come to San Ramon. To ensure that growth opportunities exists, the City developed the Economic Development Strategic Plan (EDSP) in 2005 which establishes the direction for San Ramon’s short- and long-term economic development and details how to attract new or added uses to the local economy. Specifically, the EDSP guides future land use decisions with economic development implications, and outlines strategies to enhance the City’s business retention, expansion, and attraction efforts. The EDSP was last updated in 2018.

The EDSP is recognized as the primary tool for implementation of this Element and is incorporated here by reference rather than inserting the entire Plan and its set of Implementation Strategies. Through the EDSP and its periodic update, the City will encourage attractive, affordable, and useable building space, an attractive business and residential environment, and a desirable “quality of life.”

## FUTURE NON-RESIDENTIAL LAND NEEDS

The land use program of the General Plan 2040 reflects San Ramon’s historic economic evolution. The program adjusts the City’s historic economic mix to take into account the types of new jobs the region as a whole attracts and provides for opportunities to accommodate economically and physically suitable employment. By General Plan buildout, the City of San Ramon estimates non-residential (retail, office

<sup>2</sup> The indicated projections are from Plan Bay Area 2040, adopted by the Association of Bay Area Governments (ABAG) in November 2018. ABAG adopted updated projections in October 2021; however, the updated projections are not available at the city/jurisdictional level of geography.

industrial) square footage to increase approximately 2.5 million square feet for a total of approximately 21.6 million square feet within the Plan Area based on anticipated development.

In 2012, the City adopted the North Camino Ramon Specific Plan (NCRSP) located in both the Bishop Ranch and Crow Canyon Subareas. The vision of the NCRSP was for a blend of retail, commercial services, and housing that would encourage residential uses in the City core while expanding new non-residential uses opportunities. However, due to changes to State housing regulations and demand for non-residential uses, the NCRSP was repealed as part of the General Plan 2040 Update and replaced with focused land use policies for the City core.

The increases in non-residential space would take place within project sites, including the Dougherty Valley Specific Plan, San Ramon Valley Specific Plan (SRVSP) and the core area of the City areas. Future non-residential development is anticipated to primarily occur on infill and designated mixed-use properties such as those within the SRVSP and NCRSP areas where infill development can be supported based on the existing land use and infrastructure pattern.

While retail development in and around San Ramon is relatively mature, office and industrial development is still evolving, and is currently driven by the movement of employment uses from the high-cost Silicon Valley areas surrounding San Jose. This movement has been spurred on by the pandemic, which consequently has created a dynamic and at times unpredictable regional market.

Table 2-2 summarizes the [potential](#) long-term demand/development opportunities, based on optimizing opportunities, in San Ramon.

<b>Table 2-2: Summary of <a href="#">Potential</a> Long-Term Demand/Development Opportunities in San Ramon</b>	
<b>Land Use</b>	<b>Potential Future Demand based on Optimizing Opportunities (Net New Space through 2040)</b>
Retail	1,100,000 square feet to 1,800,000 square feet
Office	500,000 square feet to 750,000 square feet
Industrial	250,000 square feet to 500,000 square feet
Hotel	Demand for new hotel development in San Ramon is projected to reach 317 rooms by 2040. Most of this demand will be absorbed by two recently approved hotels (totaling 259 rooms). <sup>3</sup>

Source: San Ramon Retail Development Opportunities Analysis, May 23, 2022, The Natelson Dale Group, Inc.

### **CITY CENTER BISHOP RANCH**

In 2007, the City approved the City Center project at Bollinger Canyon Road and Camino Ramon. The project was successfully developed in 2018 and includes a variety of retail, office, and civic uses.

In May 2016, a new City Hall building was opened at the southwest corner of Central Park. The City Hall building was developed in partnership with Sunset Development, who designed and constructed the new building. As part of the partnership with Sunset Development, the former City Hall location (Parcel 1B) within the City Center Bishop Ranch development, retained ownership of the location and development rights subject to the terms of associated Development Agreements.

Largely as a result of the opening of the City Center development in 2018, San Ramon’s retail space inventory has grown from 2017 to 2022. Also, the increase in recapture of retail demand leakage from 2015 to 2019 (65 to 71% capture rate) is based on the success of the City Center project.

<sup>3</sup> Recently approved (but unbuilt) hotels include 169-room hotel in City Center and 90-room hotel in San Ramon Village Specific Plan area.

## THE RETAIL SECTOR

As a key quality of life amenity for both residents and employees, retail is a critical factor for successful economic development. San Ramon's shopping areas offer a broad range of standard and value-oriented retail goods that serve the needs of San Ramon residents, workers, and businesses; however, as in communities across the US, the local retail sector is undergoing rapid changes. Demand for physical store space from commodity retailers is shrinking in the face of increased online shopping, while at the same time, a strong and growing consumer preference for specialty shopping environments that offer retail shopping together with a higher proportion of service businesses, leisure amenities (e.g., outdoor dining public gathering areas, entertainment spaces, and other placemaking features) and events is driving redevelopment of existing retail shopping centers as well as the design of new ones.

Further, while San Ramon is a community with a strong job base – a factor which makes it attractive to retailers -- a high level of retail purchases occurs outside of the community, as shoppers are attracted to major regional and community shopping centers in nearby cities at major highway interchanges. Additionally, a lack of undeveloped sites at high-traffic-count locations suitable for new retail within San Ramon represents an economic constraint, as the cost of redeveloping and retrofitting existing sites to provide the experience that consumers want is higher than it would be on greenfield sites.

To address these challenges and strengthen the local retail sector, a two-pronged strategy is needed. First, the City should seek to focus retail in locations where it has the highest chance of success, along major arterials with high traffic volumes and good freeway access that provide optimal visibility, access and convenience. Second, the City should seek to incentivize redevelopment of existing shopping centers and opportunity sites to promote attractive site design with amenities, events and a mix of uses that encourages leisurely shopping trips, foot traffic, and browsing. Restaurants and cafes are also needed to add a recreational or an experiential dimension to the shopping experience.

In 2022 the City conducted a retail market study as part of the City of San Ramon's General Plan Update process. The study provides an update to a 2017 study prepared by BAE Urban Economics. Key comparisons in retail market conditions in 2017 and 2022 are summarized below:

- San Ramon's retail inventory has grown from 2.3 million square feet to 2.7 million square feet, with this increase largely attributable to the development of the City Center project in 2018.
- Rent growth rate has slightly outpaced inflation.
- The retail vacancy rate has increased from 2.8% to 5.5%, in large part due to the pandemic.
- In 2019 total retail sales in San Ramon equated to a capture rate of 71% of resident retail demand; this capture rate compares to an estimated 65% in 2015. The increase represents a significant recapture of demand leakage based on the success of the new (2018) City Center project.
- In 2015, total retail leakage (i.e., resident purchases lost to other cities) was estimated at \$371 million (excluding Motor Vehicle and Gasoline sales); by 2019, the City's capture of resident demand had improved, with total leakage decreasing to about \$280 million.
- The 2017 study projected future development opportunities by 2035 to range between 600,000 and 1.2 million square feet; the 2022 study shows stronger potential demand growth, ranging from 800,000 to 1.4 million square feet. It should be noted that these projections do not assume full recapture of San Ramon's existing demand leakage (which would be unrealistic given competing retail centers in the larger regional trade area); the projections are primarily driven by expected population growth within the primary and secondary market areas considered in the analysis.



## **REDEVELOPMENT HISTORY AND DISSOLUTION**

In 1986, the City designated its redevelopment project area, which consists of two subareas:

- Alcosta Boulevard. On the south side of Alcosta Boulevard mostly east of I-680.
- Crow Canyon. On the north side of Crow Canyon Road east of I-680 and on both sides of Crow Canyon Road west of I-680.

The Alcosta redevelopment area—about 30 acres of residential development, an 11-acre shopping center, and a 6-acre neighborhood park—was developed in 1999.

A redevelopment plan for the Crow Canyon area was adopted in 1991. In 2006, the City adopted the Crow Canyon Specific Plan (since renamed the San Ramon Village Specific Plan in 2020) for a significant portion of the Crow Canyon redevelopment area north of Crow Canyon Road along San Ramon Valley Boulevard. In 2012, the dissolution of Redevelopment Agencies (RDAs) made development contemplated by the CCSP more difficult because of the loss of tools to aggregate land, fund infrastructure and subsidize housing and other community improvements. In 2020, the City updated the CCSP, which was renamed the San Ramon Village Specific Plan (SRVSP) to guide the evolution of the 134-acre office and service commercial area in a way that encourages coordinated development, which responds to Citywide and regional objectives as well as to local and neighborhood considerations. A key objective is to create a new mixed-use residential and retail village node in the heart of the SRVSP Area, while strengthening the role of San Ramon Valley Boulevard as a commercial corridor and preserving viable existing service commercial uses wishing to remain.

## **TRANSPORTATION AND CONNECTIVITY**

San Ramon enjoys convenient freeway access from Interstate 680 via Crow Canyon Road, Bollinger Canyon Road, and Alcosta Boulevard. Throughout the Bay Area and the San Ramon Valley, the freeway system and Routes of Regional Significance have become increasingly congested. Travel times in other parts of the Bay Area have also increased and traffic congestion creates longer commutes for San Ramon residents and workers.

The City has initiated operational improvements that provide traffic congestion relief along the I-680 corridor, particularly at the Bollinger Canyon Road/I-680 Interchange. Additionally, the City of San Ramon supports CCTA efforts underway that will provide congestion relief along the I-680 corridor.

## **ECONOMIC DEVELOPMENT SUPPORT FOR BUSINESSES**

The City of San Ramon has an important role in encouraging economic development and providing support for businesses. For example, by “streamlining” its design review, permitting, and licensing processes, the City makes the approval process less complicated, costly, and time-consuming for businesses. In addition, through its General Plan, the City determines the amount of space available for new business growth and sets guidelines for land use and development intensity. The City is also responsible for maintaining streets and other infrastructure and for overseeing workforce housing programs and housing development incentives. City actions in these areas can help to create an environment that is attractive for business investment.

City responsiveness to development/redevelopment requests is particularly important in light of current development conditions. As noted in the 2022 Update to The Current And Future Economic Outlook section, below, San Ramon’s limited supply of developable land is likely the single greatest constraint on future retail development in the City. Under these circumstances, maintaining the City’s retail/sales tax base will largely depend on strengthening the viability of existing retail centers. The City is likely to face increasing pressure to rezone some of these properties for residential development (as is reflected in the Housing Element to meet the City’s Regional Housing Needs Allocation).

## GENERAL PLAN-RELATED CAPITAL FACILITIES NEEDS

The City maintains capital facilities plan that sets priorities for investing City funds in improvements such as streets, traffic signals, and other public facilities. By designating areas for new development (and redevelopment), the General Plan creates demands for capital facilities that the City will need to address.

## 2.2 DISCUSSION OF TRENDS AND ECONOMIC OUTLOOK

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### CURRENT AND FUTURE ECONOMIC OUTLOOK

The City's fiscal condition is determined by its operating revenues, expenditures, and its financial reserves. Revenue sources include taxes, fees, assessments, rent on City-owned facilities, interest on City investments, and transfers from federal and State agencies. Expenditures include the costs of government operations, police protection, community development, and parks and recreation services.

In 2008 and 2009, the economy experienced the negative impact of a global recession (the "Great Recession"). In response to any economic downturn, the City has a fiscal responsibility to implement strategic moves to contain future costs until the economy recovers and revenue growth resumes.

Emerging from the Great Recession, the City worked to maintain services in light of fiscal constraints and the City and local economy consistently improved through early 2020 (when State and local unemployment levels reached the lowest levels in 20 years). In March 2020, unemployment rates skyrocketed (to nearly 15% for Contra Costa County as a whole) with the onset of the Covid-19 pandemic. Retail sales (and associated sales tax receipts) were also significantly impacted by mandated business closures and stay-at-home orders.

While the pandemic represented a significant challenge, it does not detract from San Ramon's long-term economic strengths looking forward. San Ramon residents are well-educated and have high household incomes. The City's property values remain fairly stable, particularly when compared with outlying cities within Contra Costa County. Through implementation of the Land Use Plan and Economic Development Element, San Ramon's long-term economic outlook remains positive.

### Recovery from the Pandemic Economy

In early 2020, prior to the COVID-19 pandemic, the retail industry was undergoing dramatic changes – primarily induced by the ongoing growth in ecommerce. Throughout 2020, as the COVID-19 "pandemic economy" unfolded, the shift from brick-and-mortar retail to online shopping accelerated significantly. In San Ramon, total taxable retail sales in 2020 were 15% lower than in 2019. At the time, much discussion and speculation focused on the potential for at least a portion of these sales impacts to be permanent (on the premise that consumers would more fully incorporate the convenience of online shopping into their lifestyles). As it turned out, the retail industry (in most sales categories) rebounded strongly in the latter part of 2020 and into 2021. By 2021, taxable retail sales in San Ramon had recovered to 94% of 2019 levels (even when adjusted for inflation); if the Motor Vehicle and Gasoline sales categories are excluded from the calculations, inflation-adjusted taxable sales were slightly higher than in 2019.

### **Long Term Retail Development Prospects**

While it is clear that ecommerce will have continuing impacts on traditional retail shopping, it is not a foregone conclusion that prospects for new shopping center development will remain limited. In addition to the encouraging rate of local recovery from the pandemic, the following indications (nationally) are positive for brick-and-mortar retail activity:

- Retail vacancy rates (nationally) are now at their lowest level for at least a decade, having steadily declined since 2012 (with a slight but temporary uptick during the pandemic).

- Comparing Q1 2022 to Q1 2021, in-store purchases (nationally) grew at a higher rate (11.5%) than ecommerce sales (10.2%).
- In 2021, U.S. retail chains announced twice as many store openings as closings, reversing the trend of the prior several years.
- “Digital natives” (i.e., retailers that started with an online-only presence) are increasingly expanding into physical stores.

Notwithstanding the above indications of retail industry strength, it is important to note that the projections of future development demand (Table 2-2) are intentionally conservative. Future year forecasts assume that San Ramon’s capture rates of resident (and regional) retail demand will remain well below the theoretical maximum of 100%. The conservative capture rate assumptions provide a “margin” in the analysis to allow for additional future incursions of ecommerce into physical retail sales. The conservative capture rates also reflect a regional retail environment in which other communities have already to some extent “staked their claim” to San Ramon’s resident demand – a pattern that is likely to be difficult to fully overcome. Moreover, as described in greater detail in the Strength-Weakness-Opportunity-Threat (SWOT) summary below, the reality of San Ramon’s limited supply of developable land places significant practical constraints on the amount of new retail space that the City can realistically expect to attract in the future.

*SWOT summary: points that warrant special attention in relation to the 2017 BAE study SWOT analysis*

- Maintain San Ramon’s competitive advantage of a large daytime population with higher-income workers (as exemplified by Bishop Ranch). Aggressive economic development efforts to retain and attract key employment-generating industries can maintain and build upon the City’s strength from a retail demand perspective.
- Limited supply of developable land is likely the single greatest constraint on future retail development in the City.
- In the absence of major greenfield development opportunities, maintaining the City’s retail/sales tax base will largely depend on strengthening the viability of existing retail centers. As older centers become less competitive, the City is likely to face increasing pressure to rezone these properties for residential development (as is already reflected in the City’s recently updated Housing Element).

## **FINANCIAL AND FISCAL SUPPORT FOR ECONOMIC ACTIVITY**

The most important contribution San Ramon will make to its future economic development is to provide for development opportunities as described earlier in the chapter and in greater detail in the chapter on land use.

Beyond this strategy, the City’s support for economic development can take a variety of forms, some of which are suggested by the implementation policies presented below. The General Plan includes measures to address potential future economic development growth opportunities, emphasizes and reinforces features of San Ramon that contribute to the City’s image, and preserves the characteristics that make San Ramon a desirable business location.

## FISCAL ANALYSIS OF THE GENERAL PLAN

The land use changes called for in the General Plan will inevitably have fiscal implications for San Ramon. As described above, the General Plan will allow a substantial increase in non-residential building space and, consequently, the number of jobs in the City by the year 2040.

The increase in business activity will boost revenues collected by the City from property taxes, sales and use taxes, hotel taxes, and other sources. Similarly, the expansion of the population and the residential development that will house new residents will add to the City's revenues. At the same time, the operating costs of City programs and activities will rise, as the City provides services to new as well as existing residential and non-residential development. New developments would be responsible for offsetting these operating costs through contributions such as dedication of land or payment of development impact fees. In 2014, the City created a Citywide Community Facilities District (CFD) which also serves to offset costs of City services and facilities ~~form~~from new development.

Current General Plan Policy 2.3-I-1 requires that the City evaluate the ability of new development to pay for its infrastructure, its share of public and community facilities, and the incremental operating costs it imposes as part of the development review process.

In 2005, the City prepared the San Ramon Economic Development Strategic Plan: Economic Trends and Opportunities report. The extensive report provided an overview of economic conditions in San Ramon, examining demographics and household data, employment figures, taxable sales trends, and quality of life factors that impact local economic development. This report identified the City's economic strengths and weaknesses that ultimately formulated the goals and implementation strategies of the EDSP. The EDSP was updated in 2018 to address changes in demographics, trends for the residential labor force, real estate market, and jobs and business, along with clean technology potential, and education and business development resources. In addition, an updated market analysis (addressing all non-residential land uses) and an updated Retail Development Opportunities analysis were prepared in 2022 as part of the General Plan Update.

## 2.3 GUIDING AND IMPLEMENTING POLICIES - Economic Development

### GUIDING POLICY – GENERAL 1

#### 2.3-G-1

Foster a climate in which businesses can prosper.

### IMPLEMENTING POLICIES – GENERAL 1



### 2.3-I-1

Implement the goals and strategies of the Economic Development Strategic Plan (EDSP) [and assess the need for updates as warranted in response to changes to economic conditions.](#)

*The EDSP, written in 2005 and updated in 2011 will continue to need periodic refinement to evaluate and enhance its goals and implementation strategies. As of 2018, an additional update was conducted to ensure the EDSP responds to ongoing changes in the retail market, including the rise of internet shopping and a growing consumer preference for "experiential" retail, which offers shoppers amenities and events as well as specialty retail goods and services. In the future, as buildout of the City Center project and the Bishop Ranch subarea takes place, there may be further opportunities for retail along Camino Ramon to serve residents and employees in the area or to foster a new retail corridor at that location.*

*As part of the 2022 General Plan Update process, a market study was prepared to update and evaluate previous retail studies and to address other industries that appeared to be promising prospects for development in San Ramon. This "industry cluster analysis" also highlighted the importance of traded clusters in San Ramon, in comparison to local clusters, which include retail, in that industries in traded clusters are "export-oriented" – producing goods and services for end customers outside the region. They also tend to have higher wages and higher "multiplier impacts" compared to local-cluster industries and are therefore integral components of economic development implementation.*

### 2.3-I-2

Work with regional Economic Development Organizations to foster the economic health of the City and surrounding region.

*The City is integrally connected to the rest of the Tri-Valley cities. Many issues facing the region affect all communities in it and can be solved only through regional dialogue and cooperation. This collaboration can include regional efforts to generate job growth and overall economic vitality.*

### 2.3-I-3

Maintain the Economic Development Advisory Committee to advise the City Council and staff regarding economic development, redevelopment, and employment issues.

*The economic life of the City is never static but ever-changing. It is important to have citizen-formulated input available to city government on a regular basis.*

### 2.3-I-4

Work with the business community to periodically evaluate City services and receive improvement suggestions.

*To retain existing businesses and attract new ones, the City needs to "feel the pulse" of the business community. Establishing a regular program to ensure dialogue between the community and the City is essential to ensuring that the City's policies encourage and stimulate commercial vitality.*

**2.3-I-5** Provide expedited permit review processing for development proposals meeting City goals.

**2.3-I-6** Encourage housing on infill sites in the City’s two PDAs (City Center and North Camino Ramon), where flat terrain and proximity to employment, shops and services favors walking, bicycling and travel by other modes than single-occupant vehicle.

*The social fabric of the City is strengthened when citizens are able to work near their homes so that the time otherwise spent commuting can be used for beneficial activities within the community. Encouraging housing that will permit a broad range of workers, particularly providers of essential services, to reside within the City enhances the desirability of the City as a business location.*

**2.3-I-7** Work with private sector entities to identify and implement technologically advanced infrastructure improvements to enable the City to remain competitive with other localities.

*To maintain its deserved reputation as the home of “cutting edge technologies,” the City must be prepared to offer the infrastructure necessary to support such businesses. Ongoing communication with the private sector is needed to keep the City apprised of the technological needs of businesses—both existing and new. This information will enable the City to undertake advance planning to ensure its competitive position.*

**2.3-I-8** Promote San Ramon as a location for business.  
~~Coordinate a City effort to “sell” San Ramon as a business location offering assets that include an educated workforce; competitive development sites; and an active, business-friendly government with low business license fees.~~

*Coordinate a City effort to “sell” San Ramon as a business location offering assets that include an educated workforce; competitive development sites; and an active, business-friendly government.*

**2.3-I-9** Develop a comprehensive Business Development Strategy that includes access to tools and resources needed by new and existing businesses to grow in San Ramon as part of the EDSP ~~update~~.

*The business development strategies were incorporated into the 2011-2018 EDSP and City staff and the Economic Development Advisory Committee continue to work on implementation.*

**2.3-I-10**

Attract and engage organizations that promote tourism in San Ramon.

The Chamber of Commerce and Discover San Ramon can play a key role in supporting tourism in San Ramon.

**GUIDING POLICY – GENERAL 2**

**2.3-G-2**

Provide adequate land use designations to accommodate planned development, with business and commercial areas complementing residential and public development in location/access, mix of uses, attractiveness, and environmental quality.

**IMPLEMENTING POLICIES – GENERAL 2**

**2.3-I-~~10~~11**

Continue to refine development standards, and potentially other development-assistance tools, that allow for better utilization of sites already developed for employment uses (e.g., through height and/or floor area ratio increases in combination with structured parking).

**2.3-I-~~11~~12**

Prepare development standards specifically to address the proportion of non-commercial development allowed in the course of shopping center revitalization, and the conditions under which such proportions would be allowed.

*The City should anticipate continuing requests of this nature, and can preclude incremental negotiations while providing greater development certainty by setting forth clear guidance. These standards may evolve over time, but can do so from a firm foundation.*

**2.3-I-~~12~~13**

Work toward redevelopment and revitalization in the Crow Canyon area through implementation of the San Ramon Village Specific Plan to address the City’s future needs for residential and non-residential development.

**2.3-I-~~13~~14**

Promote and encourage public transit, carpool and vanpool opportunities into San Ramon’s business areas.

**2.3-I-~~14~~15**

Encourage and facilitate non-motorized means of transportation to business areas.

**2.3-I-~~15~~16**

Implement the approved CityWalk area into a cultural, recreational, residential, and vibrant mixed-use lifestyle center.

*~~The City Center project includes social, economic, and demographic dimensions, recognizing the pivotal need for a “central place” that will serve as a vital, vibrant gathering place for the full range of ages and social groups in the City.~~*

*~~The needs of both residents and businesses (and their employees) will be best met in and around the City Center, which combines nearby civic, recreational, and commercial activities operating at a level of intensity that invites visitation and participation and communicates excitement. The Center will draw users and visitors throughout the day and week, in part through revenue-generating businesses that will both contribute to the diversity of uses and provide economic support. In 2020, the City approved the CityWalk Master Plan a 135 acres area within Bishop Ranch. The CityWalk area integrates recreational amenities, office and commercial uses, and up to 4,500 multi-family residential units over the next 20 to 30 years. CityWalk will draw users and visitors throughout the day and week, in part through revenue-generating businesses that will both contribute to the diversity of uses and provide economic support.~~*

**2.3-I-~~16~~17**

Use development standards to minimize adverse visual effects of transportation infrastructure.

*Planning for new development should address the visual aspects of circulation, parking, and loading facilities, using siting, design, landscaping, and (where appropriate) screening to assure that these functional elements do not detract from the physical attractiveness of new development.*

**2.3-I-~~11~~87**

Pursue alternative funding sources to secure and maintain open space and park facilities in San Ramon.

*The City’s natural environment and recreational opportunities are part of its set of “capital assets” vital to retaining existing, and attracting new businesses to the community. The City—consistent with prudent fiscal management—should seek ways, including obtaining government funding when reasonable, to ensure that significant open space and parks are available for existing and future residents.*

2.3-I-~~18~~19

Encourage businesses to promote the use of commute alternatives among their employees by implementing the City’s Transportation Demand Management (TDM) programs.

2.3-I-~~19~~20

Establish a system for ongoing coordination of specific plan areas, to maximize the potential for mutually reinforcing development to occur, with attention to emerging opportunities, transportation linkages, expanding markets, and similar considerations.

### GUIDING POLICY – GENERAL 3

2.3-G-3

Ensure the fiscal and financial health of the City.

### IMPLEMENTING POLICIES – GENERAL 3

2.3-I-~~20~~21

~~Evaluate the ability of~~All new development ~~to shall~~ pay for its infrastructure, its share of public and community facilities, and the incremental operating, maintenance, and upgrade costs it imposes.

*Existing City development review practices assure that new development provides for the capital facilities needed to serve it. Ongoing maintenance of those facilities—generally via infrastructure landscaping and lighting districts—is also typically provided for. While the defraying of such costs by new development would normally be expected, some projects may contribute to the community in ways that compensate for a negative fiscal impact.*

2.3-I-~~21~~22

Seek to maintain an operating reserve consistent with the City Council’s reserve policy to assure that sufficient financial resources will be available in the event of sudden economic dislocations or general economic slowdowns.

*Demands on the City’s resources can come from a variety of sources, routine and emergency, ongoing and one-time. Responses to funding requests should be anchored in a clear understanding of the purposes that City spending is intended to serve and is disciplined by prudent financial management. In 2020, the City Council adopted an amended General Reserve Policy target to maintain a reserve of not less than 36 percent of estimated General Fund expenses to contribute to the City’s fiscal health and discipline.*

**2.3-I-2223**

Through proactive economic development marketing and business attraction efforts, encourage diverse and complementary economic growth along with the retention of existing businesses within the City, particularly in the retail sector.

*Per capita revenues from store-based sales could be stronger than they are. Retail development is an economic asset in several ways, contributing jobs and income as well as public revenues. A vibrant retail area confers a sense of place that strengthens community image and encourages residents to shop, dine, and pursue leisure activities locally.*

**2.3-I-2324**

Assure adequate revenue sources to finance City capital facilities and program initiatives.

*Examples of initiatives potentially requiring capital outlays are open space acquisition, development of the City Center public facilities, and provision of other kinds of community infrastructure. Provision of assisted housing may also involve capital costs. Ongoing costs of administering newly established programs and/or providing services in conjunction with expanded activity (expansion of City-maintained public open space) will require increased operating costs and, potentially, augmentation of existing sources of operating revenues. Enlargement of the City's responsibilities, whether in the capital or operating realm, should occur only when decision makers are satisfied that a range of adequate financing options is available.*

**2.3-I-2425**

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.



## GUIDING POLICY – GENERAL 4

### 2.3-G-4

Work with the private sector and educational institutions to assure an adequate supply of skilled workers and capital improvements needed to attract and maintain business in San Ramon.

## IMPLEMENTING POLICIES – GENERAL 4

### 2.3-I-~~25~~26

Encourage local educational institutions to establish education and continuing education programs to meet the existing and foreseeable needs of local employers.

*Use network of contacts with local businesses (see Implementing Policy 2.3-I-3) to identify the types of industries and occupations most in demand and/or least available in the local workforce. Work with local campuses of Diablo Valley College and other higher education universities to identify local educational resources applicable to labor force needs of emerging industries (e.g., telecom, optics, other) in relevant occupational specialties. Support regional efforts such as through the Tri-Valley Business Council to disseminate information on education and training programs to enhance workforce availability and “fit.”*

### 2.3-I-~~26~~27

Support location of a four-year college within the Tri-Valley.

*A four-year degree-granting college in the Tri-Valley expands the range of educational resources available locally. The presence of a college within the area is a factor in attracting and retaining employees. Other benefits to business relate to availability of academic and technical training, internships and similar joint business/education programs, and research in subject areas with local business applications.*

### 2.3-I-~~27~~28

Continue to support the success and development of Diablo Valley College (DVC) in San Ramon.

*DVC’s San Ramon Campus, located in the Dougherty Valley subarea, opened in 2006 and continues to serve the community.*

### 2.3-I-~~28~~29

Maintain the City’s Capital Improvement Program.

*Change can be expected in the overall regional and national economies as well as in the way California organizes and implements local government financing and fiscal structure. San Ramon’s capital facilities financing and programming should continue to be structured in a way that allows decision makers flexibility, so that choices regarding how to defray the costs of a capital or operating expenditure reflect financing and fiscal conditions at the time a particular project or program goes forward.*

## GUIDING POLICY – GENERAL 5

**2.3-G-5**

Strengthen the retail sector in San Ramon in order to expand retail and restaurant options for residents and employees and to increase the tax base.

## IMPLEMENTING POLICIES – GENERAL 5

**2.3-I-[2930](#)**

Strengthen the role of central Bollinger Canyon Road as the City’s premier retail corridor.

*Several of San Ramon’s best-performing retail centers are located along the Bollinger Canyon Road between Alcosta and I-680, and with the opening of the City Center regional retail complex in 2018, this corridor is poised to become a major retail corridor, drawing shoppers from San Ramon and the wider region.*

**2.3-I-[3031](#)**

Encourage neighborhood serving retail and restaurant in Mixed Use - Commercial areas to serve the daily needs of local residents.

**2.3-I-[3132](#)**

Encourage the formation of Business Improvement Districts or other funding mechanisms to facilitate construction/provision of amenities and other activities such as a coordinated wayfinding program, signage, branding, or event promotion.

**2.3-I-[3233](#)**

[Actively engage commercial property owners to maintain and/or upgrade their properties through building, site, and landscape improvements.](#)

### 3

## GROWTH MANAGEMENT

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San Ramon will face several planning challenges through 2040, most of which center on the fact that the smart growth mandate of Measure G, including urban growth boundaries and open space preservation, must confront the reality of forecasts for strong population and employment growth in the City.

The purpose of this Growth Management Element (GME) is to establish the goals, policies, and implementation programs that are intended to manage and mitigate the impacts of future growth and development within San Ramon. This element is also intended to comply with the requirements of the Measure J Growth Management Program (GMP).

Growth management has always been a concern in San Ramon with the City's first General Plan in 1986 discussing the need to plan new development in accord with the availability of public facilities and infrastructure. This early growth strategy has evolved into a comprehensive, long-range plan that includes performance guidelines as well as capital improvement, development mitigation, and financing programs. In response to Measure G, approved by voters in 1999, it includes an Urban Growth Boundary (UGB), urban mixed-use centers, and an open space action plan.

San Ramon's growth management policies and initiatives are also consistent with the requirements of Contra Costa's Transportation Sales Tax Expenditure Plan (Measure J), approved by Contra Costa voters in 2004, and as amended by the Contra Costa Transportation Authority (CCTA). Measure J requires Contra Costa cities to:

- Adopt and implement a Transportation Demand Management (TDM) ordinance.
- Adopt a five-year capital improvement program that lists projects, their costs, and funding mechanisms.
- Ensure that new development "pays its own way" through the adoption and implementation of mitigation fees.
- Address housing options at the local, regional, and county level.
- Participate in an ongoing cooperative, multi-jurisdictional planning process.
- Adopt an Urban Limit Line, referred to herein as an Urban Growth Boundary (UGB).
- Adopt a Growth Management Element.

Measure J (2004) is a 25-year extension of the previous Measure C Contra Costa Transportation Improvement and Growth Management Program approved by voters in 1988 and expired in March 2009. On April 1, 2009, Measure J GMP requirements took effect.

Measure J includes a ½-percent transportation and retail transactions and use tax intended to address existing major regional transportation problems. The Growth Management Program (GMP) component is intended to assure that future residential, business, and commercial growth pays for the facilities required to meet the demands resulting from that growth. Compliance with the GMP is linked to receipt of Local Street Maintenance and Improvement Funds and Transportation for Livable Community funds from the CCTA.

While Measure J eliminated the previous Measure C requirements for local performance standards and level-of-service standards for non-regional routes, [San Ramon maintained local standards until the General Plan 2040 update. Due to economic and population growth projected at General Plan 2040 buildout.](#) San Ramon has chosen to ~~shift to a carry forward these growth standards as~~ performance guidelines [approach](#) in this Element. San Ramon's GME growth management performance objectives and guidelines represent the desire of the City and its residents to preserve and enhance the quality of life in San Ramon.

### 3.1 GROWTH STRATEGY

In San Ramon, a growth strategy means that City officials and staff work with residents and the development community to accommodate economic and population growth without diminishing the quality of public services, facilities, and lifestyle that are enjoyed by those who live here. San Ramon must plan to provide services for development considered desirable and beneficial to the City. Growth Management policies and performance guidelines will be used as tools to manage all development within San Ramon and protect and enhance open space and environmental resources.

By establishing a UGB, growth will be limited to areas of infill and land that is contiguous to developed areas within the City (refer to the Land Use Element for further information). Development projects must comply with all City goals and policies. Development review procedures are used to document that each of the City's performance guidelines will be met and detail how required public facility improvements will be financed.

Development within unincorporated areas must be pre-zoned and have an executed property tax transfer agreement in place before annexation occurs.

#### GUIDING POLICY – GROWTH STRATEGY

##### 3.1-G-1

Manage the City's growth in a way that balances existing and planned transportation facilities, protection of open space, creeks and ridgelines, provision of diverse housing options, and the preservation of high quality community facilities and services.

#### IMPLEMENTING POLICIES – GROWTH STRATEGY

##### 3.1-I-1

Allow urban development when traffic impacts from that development can be accommodated within acceptable traffic operations Measures of Effectiveness (MOEs).

*New development must mitigate its traffic impacts on unacceptable intersection operations based on the current MOEs. In instances where a development project would cause the traffic operations to degrade from acceptable levels to unacceptable levels, the applicant shall be required to implement necessary improvements to minimize impacts to acceptable levels. In instances where a development project would contribute vehicle trips to an intersection already operating at unacceptable levels, the applicant shall be required to provide its proportionate share for improvements to restore operations to acceptable levels.*

##### 3.1-I-2

Work with Contra Costa County, property owners, and appropriate agencies to preserve, protect, and enhance open space, creeks, and ridgelines within the City's Planning Area, and to establish contiguous open space areas along the edges of San Ramon.

*The hillsides to the east and west of the City provide a strong open space framework and visual amenity. Preserving the integrity of these ridges will allow development to occur in flatter areas where public services are available.*

<b>3.1-I-3</b>	Provide a variety of diverse housing options to accommodate the local employment base.
<b>3.1-I-4</b>	As part of the development review process, assess the City's ability to provide public services through the use of adopted performance guidelines.
<b>3.1-I-5</b>	Use growth management policies to encourage the construction of workforce housing necessary to meet local housing needs.
<b>3.1-I-6</b>	Join with and encourage other jurisdictions to participate in regional transportation planning programs.
<b>3.1-I-7</b>	Allow urban development only within the City's Urban Growth Boundary (see Implementing Policies 4.6-I-1 through 4.6-I-5) and only in accord with a plan for full urban services (police, fire, parks, water, sanitation, streets and storm drainage) to which all providers are committed.

*While the General Plan does not include policies regarding which agencies should be responsible for providing services in San Ramon, such questions shall be resolved prior to approvals. Areas lacking full services outside the UGB are unsuited for urban development, regardless of land use designation.*

## **3.2 PERFORMANCE GUIDELINES**

San Ramon has adopted growth performance objectives and guidelines for the following services:

- Community Centers
- Fire Protection Services
- Flood Control
- Parks
- Police
- Sanitation
- Schools
- Water

These guidelines represent the City's goal to provide community facilities and define services to its residents.

## COMMUNITY CENTERS

### *Facility Analysis*

Community Centers include public facilities that serve the social, recreational, and indoor athletic needs of the community. The City currently has four multi-purpose community centers: the San Ramon Community Center at Central Park (24,000 square feet), the San Ramon Senior Center Park and Gardens facility on Alcosta Boulevard (15,000 square feet), the Dougherty Station Community Art Center (24,000 square feet), and the Amador Rancho Community Center (10,000 square feet). In partnership with the San Ramon Valley Unified School District (SRVUSD), the City also provides community gymnasiums at Pine Valley and Iron Horse Middle Schools (38,640 square feet); community aquatic centers at California and Dougherty Valley High Schools (San Ramon Olympic Pool and the Dougherty Valley Aquatic Center, combine for 5,000 square feet of community use space); and the Dougherty Valley Performing Arts Center (joint-use with the Dougherty Valley High School) with a 600 seat theater and 3,500 square feet rehearsal room totaling 20,000 square feet.

### *Performance Objective*

Ensure that community centers provide sufficient space to conduct civic meetings, recreational programs, indoor athletic programs, and social activities to meet the needs of San Ramon's citizens.

### *Performance Guideline*

At General Plan buildout, provide a minimum ratio of 1.2 square feet of community center space per 1,000 residents.

## FIRE PROTECTION SERVICES

### *Facility Analysis*

The San Ramon Valley Fire Protection District (SRVFPD) provides all risk emergency and non-emergency services to the City. Within their service area, the District currently staffs 14 companies and five ambulances from nine fire stations. Four fire stations are located within the San Ramon Planning Area. Figure 3-1 illustrates the location of these fire stations.

### *Performance Objective*

Maintain competent and efficient all risk emergency services including first responder medical and ambulance elements, so as to minimize the risks to lives and property due to fire, medical emergency and other hazards that may occur in San Ramon.

### *Performance Guideline*

Prior to project approval, obtain written verification from the District that an adequate response time (travel time) can be maintained for emergency calls in urban and suburban areas.

Figure 3-1: San Ramon Valley Fire Protection District Sites

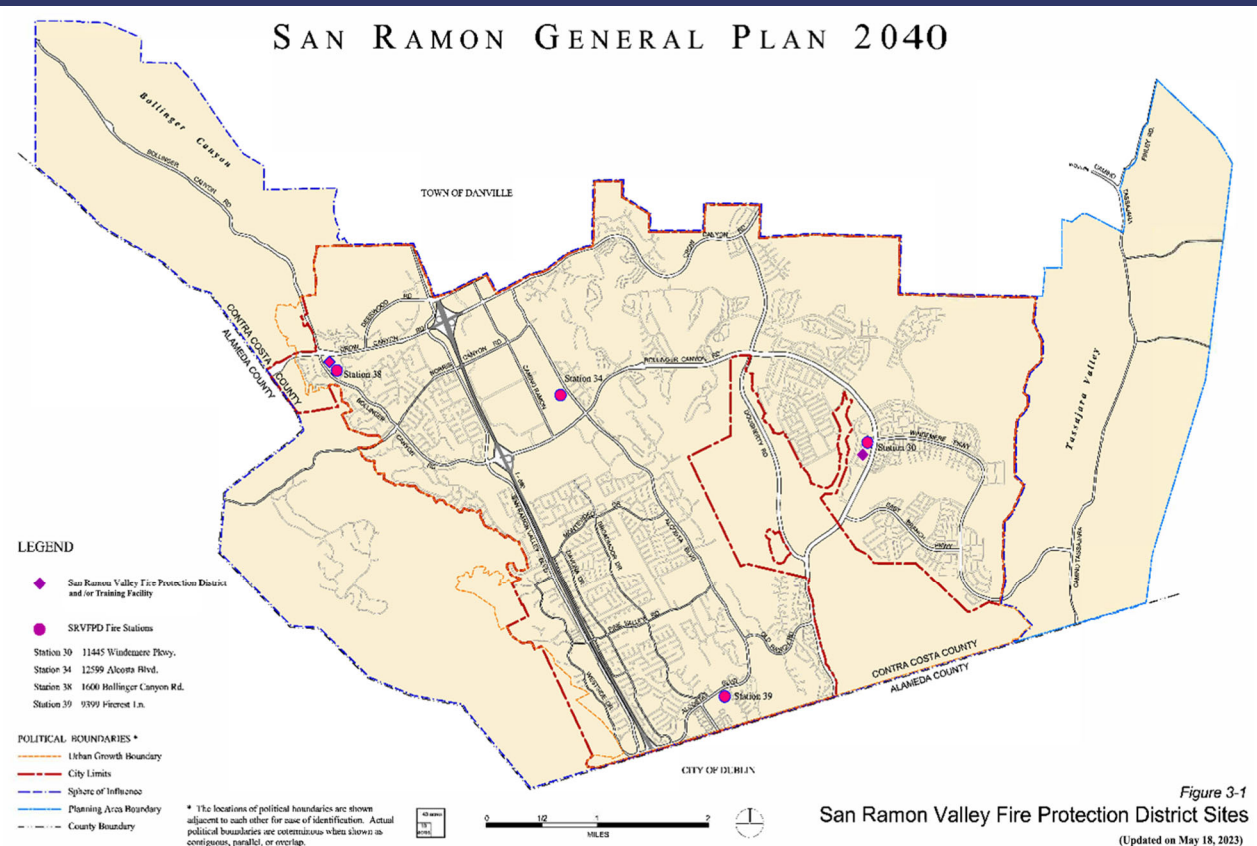


Figure 3-1  
San Ramon Valley Fire Protection District Sites  
(Updated on May 18, 2023)

**FLOOD CONTROL**

**Facility Analysis**

Figure 9-2 in the Safety Element highlights areas in the Planning Area subject to the flood control performance standard. These areas generally correspond to creek locations in the Planning Area. The City of San Ramon has primary responsibility for maintaining the majority of flood control system within the City limits with some responsibility by the County Flood Control District. In the unincorporated portions of the Planning Area, flood control efforts involve both the Contra Costa County Department of Public Works and the County Flood Control and Water Conservation District. Refer to the Safety Element for further information.

**Performance Objective**

Ensure adequate flood control facilities that minimize risk to lives and property due to flood hazards.

**Performance Guideline**

Prior to project approval, applicants shall demonstrate to the satisfaction of the Public Works Department that the new development will provide adequate storm drain facilities. Runoff from the development shall not increase the 100-year peak flow in the City’s flood control channels and shall be typically equal to pre-development conditions.



## **PARKS**

### ***Facility Analysis***

San Ramon’s existing parks and recreation facilities include four community parks, eight special use parks and facilities (which include two aquatic centers and two community gymnasiums), 26 neighborhood parks (which include one pocket park), and 17 school parks (which include one performing arts center). Altogether, the City has approximately 395 acres of existing parks, which translates to a ratio of 4.72 acres (existing park acreage/2022 population) of parkland per 1,000 residents.

At General Plan 2040 buildout, the expected total parkland acreage will be more than 669.03 acres, with a parkland ratio of 6.0 acres per 1,000 residents.

### ***Performance Objective***

Provide active and passive parks and recreation facilities within a reasonable walking distance of all residents of San Ramon.

### ***Performance Guideline***

At General Plan buildout, provide a ratio of 6.5 acres of public park per 1,000 residents, with a goal to have park and recreation facilities within one-half mile of all residences.

## **POLICE**

### ***Facility Analysis***

With a total of 70 officers, the San Ramon Police Department maintains an approximate service ratio of 0.82 officers per 1,000 residents. Dispatch services are provided through [through a 911 Dispatch Center, operated by the San Ramon Valley Fire Protection District, a contract with the Contra Costa County Sheriffs Office.](#) Police responses are prioritized based on the nature of the calls. The classification “emergency calls” are categorized as those requiring an immediate emergency response. Examples would be life-threatening situations such as a major injury traffic collision, crime involving major injury, assisting San Ramon Valley Fire Protection District on a major injury call, and felony crimes in progress. The classification “all other calls” would be any other call for service and the response is dictated based on the nature of the actual call.

### ***Performance Objective***

Maintain comprehensive police services and timely emergency response in all parts of San Ramon.

### ***Performance Guideline***

Prior to project approval, require written verification from the San Ramon Police Department that adequate response times (travel time) for calls for service can be met.

## **SANITATION FACILITIES**

### ***Facility Analysis***

The City is currently serviced by Central Contra Costa Sanitary District and Dublin San Ramon Services District. Figure 3-2 illustrates the service areas for these districts.

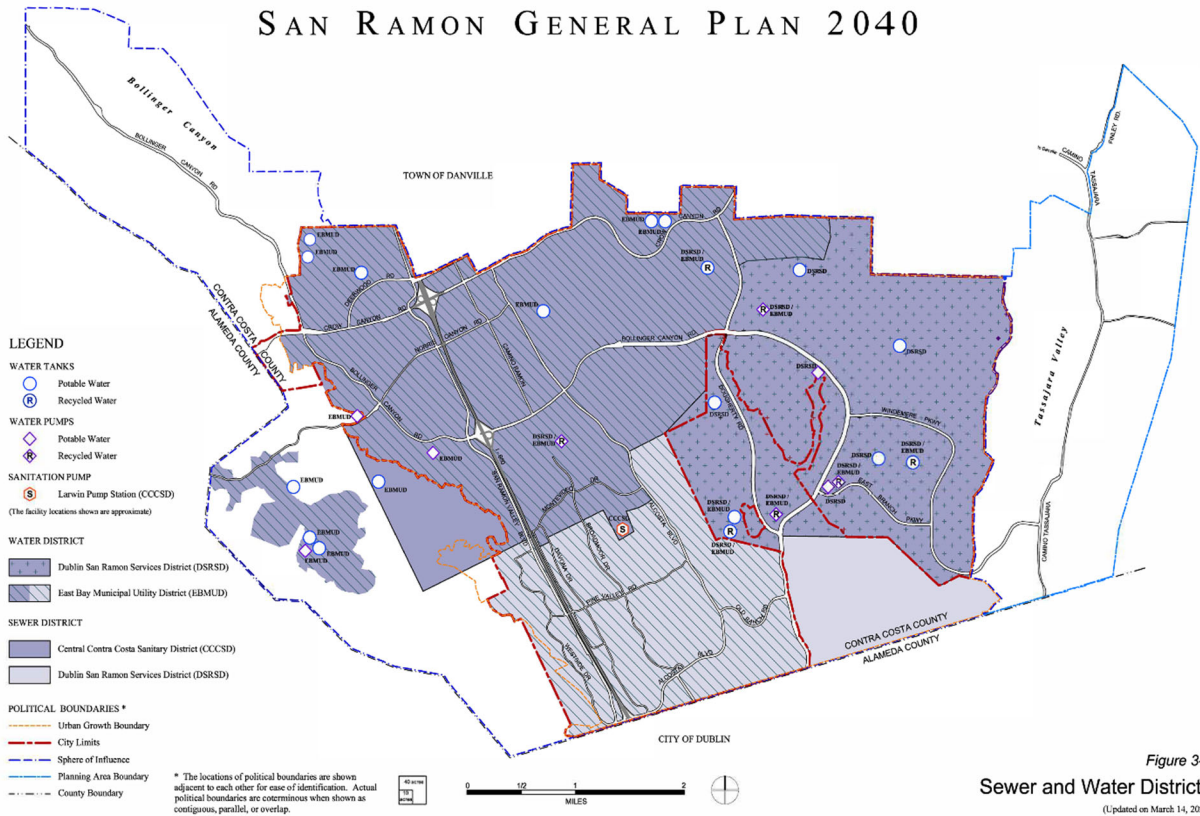
### ***Performance Objective***

Ensure that adequate and permanent sewer facilities can serve existing and future residents.

### ***Performance Guideline***

Prior to project approval, require written verification from the approved service provider that adequate sanitation facilities and services will be available to serve the project.

Figure 3-2: Sewer and Water Districts



## SCHOOLS

### Facility Analysis

The City of San Ramon is served by the San Ramon Valley Unified School District (SRVUSD). This multi-jurisdictional District currently operates 12 elementary schools (grades K-5), four middle schools (grades 6-8), two high schools (grades 9-12), [one alternative education high school \(minimum age 16\)](#) and the VENTURE independent study school (grades K-12) within the City of San Ramon. Currently, approximately 17,657,630 students attend schools in San Ramon.

### Performance Guideline

Require new development to provide necessary land, funding, and/or capital facilities for the school system, as determined by the San Ramon Valley Unified School District and applicable State law.

## WATER

### Facility Analysis

East Bay Municipal Utility District (EBMUD) is the primary drinking water service provider within western San Ramon. The Dougherty Valley (except Gale Ranch 1) is served by the Dublin San Ramon Services District (DSRSD). Figure 3-2 illustrates the service areas for these providers. Both providers review all local plans that affect their respective service areas to ensure that adopted performance guidelines are maintained.

To supplement the demand of potable water, state law allows EBMUD to require the use of recycled water for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health, and not injurious to plant life, fish or wildlife (EBMUD Policy 8.01). The City of San Ramon has a dual plumbing ordinance (Municipal Code Division C4 Land Development) which requires new development areas that will be served with recycled water to dual plumb in advance.

The uncertainty of EBMUD’s future water supply, and the fact that EBMUD opposes any annexations that would extend its existing ultimate service boundary, suggests that both water needs and service will remain crucial factors in the City’s growth.

**Performance Objective**

Ensure an adequate water capacity system to serve existing and future residents at economical rates.

**Performance Guideline**

Prior to project approval, require written verification from the approved service provider that adequate water quality, quantity, and distribution will be available to serve the project.

**POLICIES AND ACTIONS**

To ensure that new development complies with the above performance guidelines, San Ramon has initiated several actions and programs, which are described in the following policies.

**GUIDING POLICY – PERFORMANCE GUIDELINES**

<b>3.2-G-1</b>	Ensure the attainment of public facility and service standards through the City’s development review process, Capital Improvement Program (CIP), and a variety of funding mechanisms such as special assessment districts to maintain existing facilities, help fund expansions, including future retrofits and upgrades, to meet new regulatory requirements.
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**IMPLEMENTING POLICIES – PERFORMANCE GUIDELINES**

<b>3.2-I-1</b>	Review and document compliance with the City’s performance guidelines through the development review process.
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*Compliance with performance guidelines will be reviewed as part of the development review process for new projects.*

<b>3.2-I-2</b>	Utilize the Capital Improvement Program to track and monitor the construction and implementation of the City’s infrastructure improvements and ensure funding sources.
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*The City’s CIP is a five-year calendar of public improvements, prepared annually, that sets forth each capital project, identifies start dates, and states the amount of annual expenditure as well as the method of financing. New development will not be approved unless projects identified in the CIP are provided concurrent with, or will be available upon, completion of development.*

**3.2-I-3**

Require new development to fund public facilities and infrastructure as applicable to mitigate the impact of that new development.

San Ramon implements the concept that new development pays its own way using primarily two mechanisms. First, the approval of a proposed project is in part based upon the developer’s ability to fund improvements that will directly mitigate the impact of that new development. Second, future homeowners may be charged ongoing assessment fees, which may be established by a Landscape and Lighting District, or other funding mechanisms, to pay the additional costs of maintaining facilities and services associated with the new development. The appropriate level of assessment is calculated on a specific project basis to fund benefits received by the residents of the new development. Another alternative available to developers is a Community Facilities District (CFD) which may be formed to levy a special tax to fund the cost of certain additional facilities and services required by the new development but not funded by revenue generated from the development. This offsets the negative fiscal impact which results when revenue generated by the new development is less than the cost of providing services to the project.

**3.2-I-4**

Levy local, sub-regional, and regional mitigation fees for public facilities and infrastructure improvements in proportion to a new development’s impact.

*In addition to direct project costs, the City of San Ramon requires developers to pay citywide, sub-regional, and regional fees for a variety of services and infrastructure, based upon the concept that future residents will directly benefit from the improvements. The fees paid are used to provide parks, traffic circulation improvements, transit service, creek studies and drainage mitigation improvements, noise attenuation, childcare, and street landscaping.*

**3.2-I-5**

Use other funding mechanisms to augment developer and/or mitigation fees, when appropriate.

*In certain situations, it may benefit the City to advance funds, prior to developer funding and/or project completion. Additional financing options available to the City include but are not limited to, reimbursement agreements, credit for City fees, debt financing, and assessment districts. None of these mechanisms precludes the developer’s responsibility to pay the cost or mitigate the impact of their proposed development.*

**3.2-I-6**

Utilize Measure J Transportation Improvement Funds for any eligible transportation purpose. Measure J funds cannot replace private developer funding for transportation projects and infrastructure that are needed to mitigate the impacts their development creates.

*Eligible uses are specified by the Contra Costa Transportation Authority Expenditure Plan and include most transportation projects, programs, and planning purposes.*

**3.2-I-7**

Implement partnerships with private developers, to the extent practical and appropriate, to construct joint public/private facilities and utilities.

### 3.3 TRAFFIC GUIDELINES

Traffic conditions on local streets and regional transportation facilities are a major factor of the quality of life for San Ramon residents. The City has actively promoted the maintenance of desirable levels of traffic operations, or Measures of Effectiveness (MOEs), through its General Plan and other policies and programs.

Traffic Levels of Service (LOS), expressed as letter grades A-F, measure delay experienced by drivers at intersections. Differences in LOS indicate variations in a number of factors that affect driving conditions, including speed, travel time, and freedom to maneuver. VMT measures the amount of vehicle travel on a designated set of roadways, multiplied by the total mileage of those roadways. LOS can be used as an indicator of the success of congestion relief measures, and VMT used to reduce GHG. These measures may include land use changes, traffic engineering projects or demand management strategies.

San Ramon has established traffic circulation guidelines, expressed as acceptable LOS for all City street intersections, as the primary guidelines. These guidelines form the basis for the City's circulation and land use policies.

#### GUIDING POLICY – TRAFFIC GUIDELINES

**3.3-G-1**

Maintain acceptable traffic LOS on City streets and roadways through implementation of Transportation Demand Management (TDM), Growth Management, the Capital Improvement Program, and traffic engineering operational measures.

#### IMPLEMENTING POLICIES – TRAFFIC GUIDELINES

**3.3-I-1**

Strive to maintain traffic LOS C or better as the standard at all intersections with LOS D during a.m. and p.m. peak periods.

**3.3-I-2**

On arterial roadways, accept LOS E during a.m. and p.m. peak periods with the possibility of signalized intersections at or closely approaching the limits of LOS E (average control delay  $\leq$  80 seconds/vehicle), where improvements to meet the City's standard would be prohibitively costly or disruptive.

*The City shall design roadway improvements and evaluate development proposals based on the above traffic guidelines, and as identified in traffic impact studies.*

<b>3.3-I-3</b>	Require traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips and a VMT assessment based on adopted local, regional, and/or State technical criteria. Preparation of traffic impact studies and/or VMT assessments may also be determined or waived by the City Traffic Engineer.
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<b>3.3-I-4</b>	Proposed development expected to generate 50 or more peak hour vehicle trips can be approved, if it can be shown that its impact can be mitigated, and the City’s traffic and circulation guidelines can be maintained.
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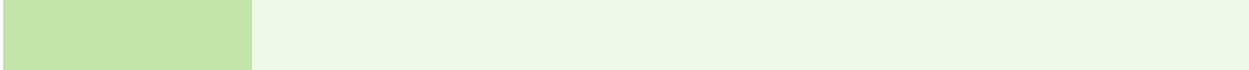
*Such Findings will be based on the project’s ability to maintain City traffic and circulation guidelines, in conjunction with anticipated City-initiated capital improvements.*

<b>3.3-I-5</b>	Identify and implement circulation improvements on the basis of detailed traffic studies.
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*Such improvements may include, but are not limited to, intersection approach lane expansion, related channelization improvements, and traffic signal installations.*

<b>3.3-I-6</b>	Support regional and local neighborhood transit options to reduce the use of the automobile, reduce VMT, and maintain acceptable traffic levels of service.
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*Transit options include expansion of existing Central Contra Costa Transit Authority (CCCTA) bus routes and local neighborhood-level bus service with small multi-passenger vehicles for both school and non-school use. These alternatives, in conjunction with TDM measures, will assist in maintaining acceptable levels of service in San Ramon as well as the greater Tri-Valley Region.*



**3.4 TRANSPORTATION DEMAND MANAGEMENT**

Transportation Demand Management (TDM) refers to measures designed to reduce auto traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable traffic levels of service in the Tri-Valley and elsewhere in the Bay Area.

The City recognizes the need to reduce the use of single-occupant vehicles to achieve levels of service and regional air quality improvements. To meet these objectives, San Ramon will maintain its TDM Program to reflect regional air quality and congestion management standards.



San Ramon participates in the 511 Contra Costa program. 511 Contra Costa is a countywide program aimed at reducing the number of vehicle miles traveled (VMT) and reducing greenhouse gas emissions (GHG) by providing technical assistance, incentives and information to motorists driving to, through, and within Contra Costa. Many of the 511 Contra Costa program elements have been developed to fulfill TDM requirements that are described in each of the sub-regional Action Plans included as part of the Countywide GMP. These elements not only fulfill the TDM requirements of the biennial conditions of compliance checklist, but also provide quantifiable GHG emissions reductions that can be included in Municipal and Community Climate Action Plans.

**GUIDING POLICY – TRANSPORTATION DEMAND MANAGEMENT**

<b>3.4-G-1</b>	Utilize Transportation Demand Management (TDM) strategies as an integral component of the City’s transportation program to reduce total vehicle trips and VMT on San Ramon roadways and reduce the corresponding GHG emissions that promote regional air quality improvements.
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**IMPLEMENTING POLICIES – TRANSPORTATION DEMAND MANAGEMENT**

<b>3.4-I-1</b>	Continue to implement the City’s TDM Program to reduce VMT.
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*The most congested areas are in the Crow Canyon and Bishop Ranch subareas, where employment is most concentrated. The City’s TDM Program encourages major employment sites to attain vehicle ridership goals consistent with Bay Area Air Quality Management District (BAAQMD) and Measure J goals and incorporates a regular monitoring program (biennial employer surveys/driveway counts) to assess their progress.*

<b>3.4-I-2</b>	Work with 511 Contra Costa, other jurisdictions and agencies to coordinate the City’s TDM Program with regional TDM programs and activities.
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*Regional coordination plays an important role in TDM. San Ramon combines its resources with other jurisdictions and agencies, such as the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC), to promote TDM goals and objectives. The City’s TDM Program provides TDM information at locally sponsored events, such as 511 Contra Costa marketing brochures and promotional giveaways and offering in person or virtual transportation educational webinars and/or classes. In addition, annual regional and statewide events such as Bike to Work Day and the Spare the Air Programs (Summer/Winter) require coordinated promotional efforts by local jurisdictions to ensure their success.*



### 3.4-I-3

Cooperate with regional and local service providers and other jurisdictions to promote local and regional public transit service.

*San Ramon is currently served by one public transit provider: CCCTA. Fixed routes and express buses are operated between the San Ramon Transit Center, Dougherty Valley, the Bishop Ranch Business Park, and BART. When higher employment and residential densities are reached, public transit will play a larger role in transportation in the area, particularly for commute trips within San Ramon and to and from neighboring cities in the Tri-Valley. The City also works in concert with large employers, school sites, colleges, and multi-tenant buildings in San Ramon to promote public transit service.*

### 3.4-I-4

Support local feeder transit service to and from current and future regional transit lines.

### 3.4-I-5

Preserve options for future transit use when designing improvements for roadways.

*When recommending or requiring new major roadways or modifications to existing major roadways, the City will ensure that public transit options are considered, and accommodated where appropriate, to allow for optimal public transit route planning.*

### 3.4-I-6

Support future transit uses, ~~such as light rail or BART,~~ in the I-680 right-of-way.

~~*San Ramon, Danville, and Contra Costa County have adopted a memorandum of understanding that designates the I-680 right-of-way as the preferred alignment for future rail transit service through the San Ramon Valley for the purpose of serving major employment centers. The Measure J Transportation Expenditure Plan allocates funding for the [Innovate 680 program and projects such as the I-680 Carpool Lane Gap Closure/Transit Corridor Improvements including auxiliary lanes, and increased express bus service for the San Ramon Valley.](#)*~~

### 3.4-I-7

Improve and expand the bicycle route network in San Ramon.

*A comprehensive bicycle route network would allow them the option of using bicycles as a safe, comfortable, connected, and viable choice of transportation rather than cars to commute to work.*

## 3.5 REGIONAL COOPERATION

Traffic congestion is not limited to San Ramon's boundaries. Traffic congestion is experienced at the local and regional level and issues regarding traffic circulation and congestion within are addressed at both local and regional levels. Traditionally, regulating policies and mitigation measures have been designed and implemented solely at the local level. However, if workable solutions are to be formulated and implemented, a more regional view and approach must prevail. It is the City of San Ramon's practice to actively cooperate with neighboring jurisdictions to reduce transportation congestion by participating in region-wide transportation planning efforts, as exemplified by the Southwest Area Transportation Committee (SWAT) and the Tri-Valley Transportation Council (TVTC), and by encouraging public input through the San Ramon Transportation Advisory Committee..

Measure J requires the preparation of Action Plans, the purpose of which is the development of measures and programs to mitigate regional traffic impacts. These plans are intended to focus on Routes of Regional Significance, characterized as facilities that:

- Are state highways, freeways or freeway interchanges,
- Carry a significant amount of traffic originating or destined out of San Ramon (Crow Canyon Road, Bollinger Canyon Road, etc.),
- Pass through three or more jurisdictions (e.g., San Ramon Valley Boulevard),
- Connect to Alameda County jurisdictions (Village Parkway, Dougherty Road, etc.), and/or
- Serve a major regional employment or activity center.

In 2014, the TVTC, in updating its Action Plan, identified that the Iron Horse Trail as meeting the criteria of Routes of Regional Significance because of its importance from a regional perspective, providing regional mobility and connecting multiple jurisdictions. As such, the Iron Horse Trail is now classified as a Route of Regional Significance which is not typical for a multimodal trail, however, will allow for additional grant opportunities for corridor improvements and emphasizes local multimodal resources and objectives in the text of TVTC Action Plan.

Figure 3-3 illustrates the Routes of Regional Significance in the San Ramon Planning Area. San Ramon will actively cooperate with other local jurisdictions, the regional transportation committees, and the CCTA to develop and implement programs that effectively reduce congestion on the regional transportation network.

### GUIDING POLICY – REGIONAL COOPERATION

<b>3.5-G-1</b>	Participate in regional cooperative and multi-jurisdictional transportation planning for the maintenance of regional mobility and air quality standards as required by the Measure J Growth Management Program and the Contra Costa Congestion Management Plan (CMP).
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### IMPLEMENTING POLICIES – REGIONAL COOPERATION

<b>3.5-I-1</b>	Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT), the Contra Costa Transportation Authority (CCTA), and the Tri-Valley Transportation Council (TVTC).
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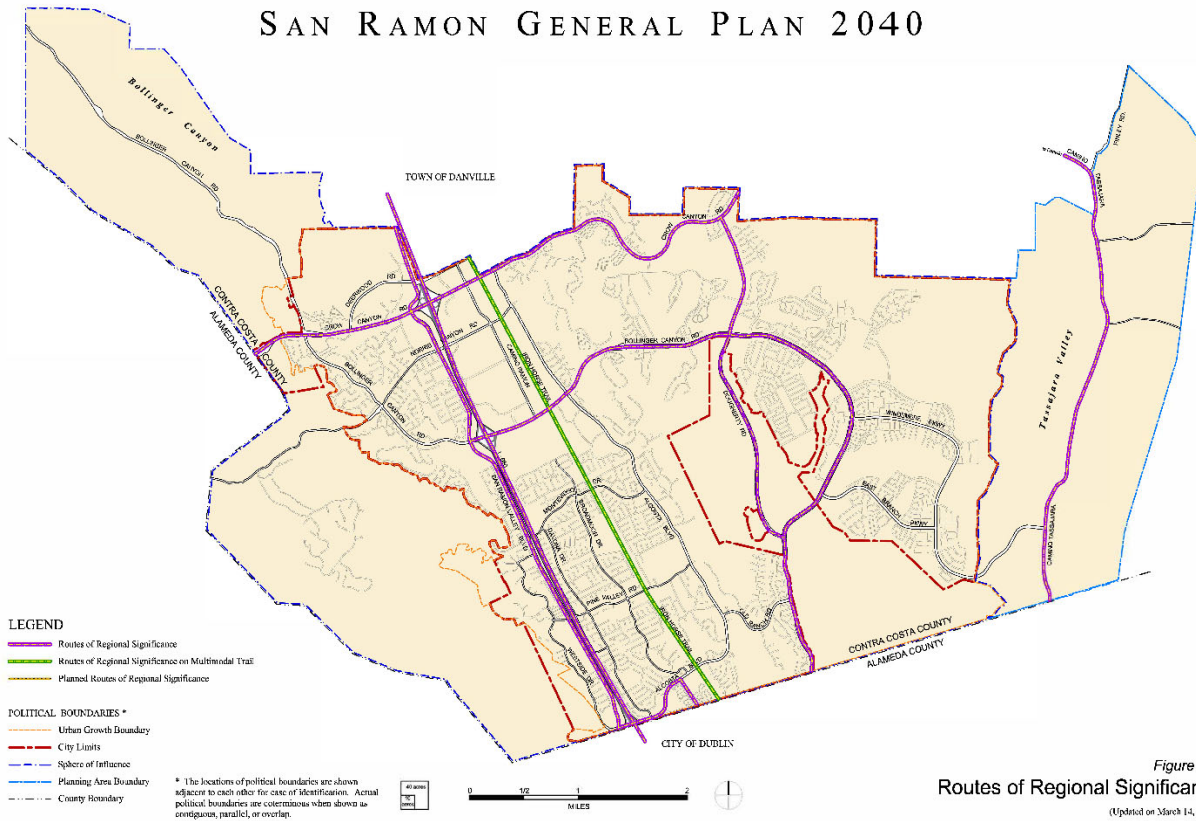
<b>3.5-I-2</b>	Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).
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3.5-I-3	Participate in programs to mitigate regional traffic congestion, including implementation of regional and sub-regional traffic impact fees on new development.
3.5-I-4	Emphasize regional transportation demand management and trip reduction strategies as alternatives to increased roadway capacity.
3.5-I-5	Continue to address the impacts of land use decisions on regional and local transportation facilities by applying the Contra Costa Transportation Authority (CCTA) travel demand model and technical procedures during project analysis. Additionally, help maintain CCTA’s travel demand modeling system by providing information on proposed improvements to the transportation system and future developments and long-range plans within San Ramon.
3.5-I-6	Participate in the Contra Costa Transportation Authority conflict resolution process as needed to resolve disputes related to the development and implementation of Action Plans and other Growth Management Program.

### 3.6 JOB AND HOUSING OPPORTUNITIES

Balancing job and housing opportunities is an important issue at both the local and regional level. The right mix of housing units with jobs can help reduce traffic congestion, improve air quality, and secure an adequate labor supply for businesses in San Ramon. In 2000, the ratio of the number of jobs to the number of housing units was 1.51. In 2022, the job/housing ratio is 1.26. Though the job/housing ratio has improved from 1.51 to 1.26 since 2000, there are still more people commuting from other cities to jobs in San Ramon than there are local residents working within the City. This indicates a need to continue improving the balance of jobs and housing within the City of San Ramon, and by buildout of this General Plan to the year 2040, the jobs/housing ratio is estimated to be increase to 1.89. due to Plan Bay Area’s estimated increase of jobs. While the City is increasing opportunities for housing production to meet our regional housing needs, job growth continues to remain strong. When the City incorporated in 1983, much of its area had already been developed or pre-zoned for office and residential uses.

**Figure 3-3: Routes of Regional Significance**



**Figure 3-3**  
Routes of Regional Significance  
(Updated on March 14, 2021)

Today, the area within the San Ramon city limits is mostly developed and the challenge to the City is to provide a broader range of residential options within a limited land area to bring job and housing opportunities in closer equilibrium. A broad range of housing issues is discussed further in the Housing Element.

**GUIDING POLICY – JOB AND HOUSING OPPORTUNITIES**

**3.6-G-1** Promote the opportunity to both work and live in San Ramon through implementation of the Housing Element.

**IMPLEMENTING POLICIES – JOB AND HOUSING OPPORTUNITIES**

**3.6-I-1** Develop and implement housing programs that emphasize the availability of housing for people who work in local jobs.

*One of the primary objectives of the City’s Housing Element is to increase opportunities for households at all income levels to live near where they work, particularly public sector employees. This will not only help reduce regional traffic congestion, but also help retain a healthy economic base for the City.*

**3.6-I-2**

Evaluate the impact of proposed General Plan Amendments on the availability of job and housing opportunities.

*Despite the City's limited availability of developable acreage, land use changes offer the chance to re-examine areas that have the potential for housing and economic development as well as to achieve a reduction in commute trips and average commute length.*

**3.6-I-3**

Prepare a biennial report on the implementation of actions outlined in the Housing Element, for submittal to Contra Costa Transportation Authority as part of the biennial Growth Management Program Compliance Checklist.

*This required report will be incorporated into the City's General Plan Annual Report, which is submitted annually to the State Department of Housing and Community Development to demonstrate Housing Element compliance. The report will demonstrate reasonable progress by illustrating how San Ramon has adequately planned to meet the existing and projected housing needs through the adoption of land use plans and regulatory systems that provide opportunities for, and do not unduly constrain, housing development.*

**3.6-I-4**

As part of the development review process, support the accommodation of public transit, bicycle, and pedestrian access for new development.

## 4 LAND USE

The City of San Ramon is committed to an orderly land use development pattern that emphasizes the needs of the community and balances land use, housing needs, economics, transportation, environmental preservation safety, and quality of life goals. This element of the General Plan contains a background discussion of the evolution of land uses in the City’s nine planning subareas. Central to the Land Use Element is the General Plan Land Use Diagram and land use classification system. This organizational framework provides the foundation by which the guiding and implementing policies will shape land use and development decisions to maintain a strong community identity and character for the next 20 years.

### 4.1 EVOLUTION OF THE CITY

In the early 1800s, land in present-day San Ramon was part of the Mission San Jose and was used primarily for cattle and sheep grazing. American settlers came to the area in the 1850s and during the next two decades, ranchers west of San Ramon Valley Boulevard built the homes that now are the only visible evidence of San Ramon’s early years. With the arrival of the Southern Pacific Railroad-tracks in 1891, San Ramon became the permanent name of the prosperous village at the end of the branch line. Little changed in the San Ramon Valley between 1890 and 1950. In 1958, the Contra Costa County General Plan largely determined the community’s future form when it designated 464 acres as “controlled manufacturing.” These acres ultimately became the Bishop Ranch Business Park.

Growth in the 1960s was facilitated by the extension of Interstate 580 through the Livermore Valley and I-680 from Walnut Creek to I-580. In the 1970s, the arrival of Beckman Instruments, Toyota, Chevron, and Pacific Bell at Bishop Ranch transformed the I-680 corridor into the high-prestige alternative location to San Francisco and Oakland that it is today. Approximately 9 million square feet of office space now exists in Bishop Ranch<sup>1</sup> with an additional 17.8 million square located in the Tri-Valley area<sup>2</sup>. During the 1980s and 1990s, residential construction continued in tandem with office construction, along with the addition of new shopping centers throughout the city. As development has extended to the City Limits, San Ramon accommodated further growth by annexing new areas, such as Henry and Thomas Ranches in the Westside, Faria Preserve (aka The Preserve) in the Northwest, and Windemere and Gale Ranch in Dougherty Valley. Today San Ramon offers a full complement of jobs, housing, transit options and community services and facilities.

Year	City of San Ramon			Contra Costa County		
	2010	2020	% Change	2010	2020	% Change
Population	72,148	84,605	17%	1,049,025	1,165,927	11%
Residential Units (Occupied)	23,734	27,524	16%	368,087	398,299	<48.2%
Residential Units (Vacant)	1,075	846	-23%	28,695	16,768	-42%
Homeowner Vacancy Rate	0.9	0.5	-44%	3.0	0.8	-73%
Rental Vacancy Rate	3.3	6.3	91%	6.5	3.1	-52%

Source:  
American Community Survey (ACS) 5-Year Estimates, 2010 and 2020

Since 2010, San Ramon has grown at a healthy pace. The population for the City San Ramon jurisdictional boundary has increased by 17 percent between 2010 and 2020, which is well above the countywide average of 11 percent. Table 4-1 provides a comparison of growth in San Ramon and Contra Costa County.

The corresponding employed population (those 16 years of age or older) in San Ramon has gone from 34,510 in 2010 to 42,433 jobs in 2021 or an increase of 23 percent since 2010.. During that same period, Contra Costa’s employed population increased by approximately 18 percent (482,898 in 2010, and 570,386 in 2021). These trends reflect the past City growth that has been heavily weighted toward housing (population) because of Dougherty Valley development and the subsequent annexations.

With little vacant land remaining for new development within the City Limits, San Ramon’s philosophy is to focus new growth inward through the intensification of land use density by encouraging infill and redevelopment projects within the existing urban areas defined by the UGB, which include the San Ramon Village Specific Plan and City Center Project. General Plan 2035 embraced a smart growth philosophy through the creation of mixed-use districts to accommodate both commercial and residential uses as well as a continuing commitment to regional initiatives such as Plan Bay Area, the Bay Area’s Sustainable Community Strategy. Plan Bay Area is a regional development and conservation strategy that promotes a more compact land use pattern for the Bay Area. Through Plan Bay Area, regional agencies will support local governments’ commitment to fostering complete, livable communities that focus development in areas served by transit by working to direct existing and future incentives to Priority Development Areas while preserving natural open space areas in Priority Conservation Areas. In San Ramon, two Priority Development Areas (PDAs) have been established in the core of the City in the City Center project area and the formerly North Camino Ramon Specific Plan area . San Ramon has one Priority Conservation Area in the Westside for the Big Canyon Preserve.

<sup>1</sup> Bishop Ranch Website: [http://www.bishopranch.com/bishop\\_ranch/history.shtml](http://www.bishopranch.com/bishop_ranch/history.shtml).

<sup>2</sup> NCRSP Focused Market Study, KMA 2009.

## **4.2 PLANNING SUBAREAS IN SAN RAMON**

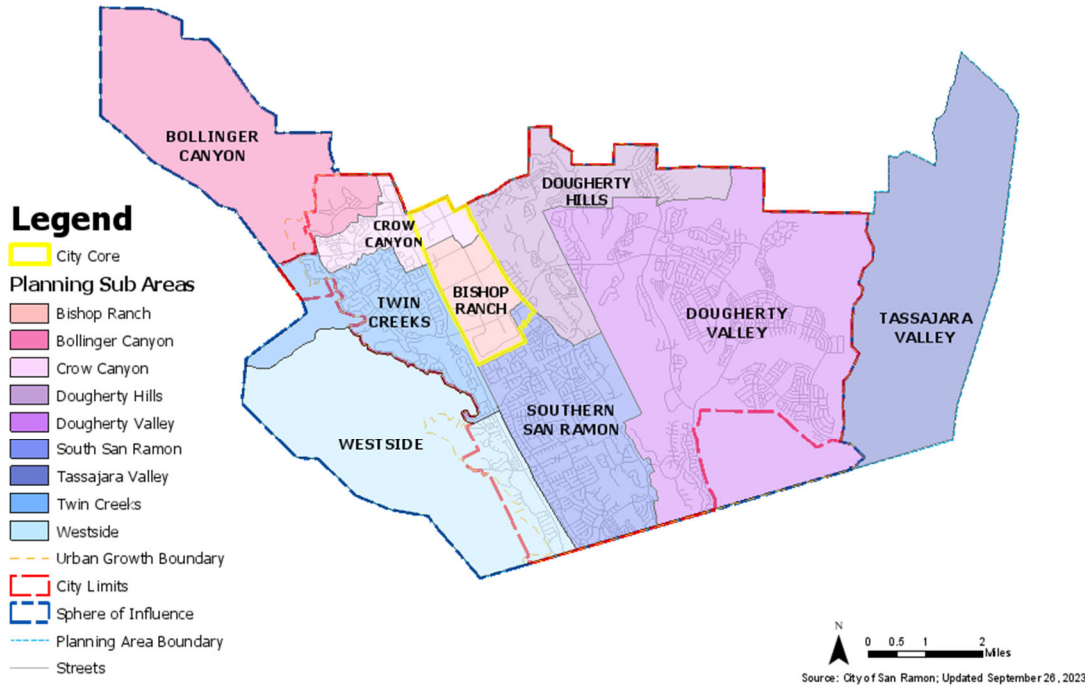
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San Ramon is divided into nine planning subareas, as shown in Figure 4-1 and Table 4-2. Although all subareas include a variety of land uses, each is generally dominated by one use type that defines its own identity. The following includes a brief description of each subarea and a look at how land use is distributed across these subareas.



Figure 4-1: Planning Subareas

PLANNING SUBAREAS



Source: City of San Ramon; Updated September 26, 2023

Table 4-2: Planning Subareas by Size

<i>Planning Subarea<sup>1</sup></i>	<i>Acres</i>	<i>Square Miles</i>	<i>Proportion of Planning Area<sup>2</sup></i>
Bishop Ranch	643	1.00	2.8%
Bollinger Canyon	2,962	4.63	12.7%
Crow Canyon	625	0.98	2.7%
Dougherty Hills	1,677	2.62	7.2%
Dougherty Valley	6,530	10.20	28.0%
Southern San Ramon	2,170	3.39	9.3%
Tassajara Valley	3,741	5.84	16.0%
Twin Creeks	1,486	2.32	6.4%
Westside	3,487	5.45	15.0%
<u>City Core</u>	<u>872</u>	<u>1.36</u>	<u>3.7%<sup>3</sup></u>
<b>Total</b>	<b>23,323</b>	<b>36.44</b>	<b>100.0%<sup>3</sup></b>

Notes:

<sup>1</sup> The General Plan planning areas include land in subareas that is outside the city limit and UGB, but would likely have a direct impact on the ultimate City development at General Plan Buildout.

<sup>2</sup> Due to independent rounding, detail may not sum to total.

<sup>3</sup> The total of proportion of the Planning Area exceeds 100 percent since the City Core is a subarea overlay, covering existing subareas.

## **BISHOP RANCH**

The Bishop Ranch subarea has established San Ramon a major employment center of the San Francisco Bay Area. The subarea consists primarily of Office uses with a retail and commercial services component and totals approximately 9 million square feet of floor space. This area accounts for roughly 50 percent of the non-residential floor space in the San Ramon Planning Area and provides an estimated 30,000 jobs<sup>3</sup>. Since 1995, more than 2.8 million square feet of space has been added in the Bishop Ranch subarea including Bishop Ranch 1, Bishop Ranch 3, Bishop Ranch 15, and the Shops at Bishop Ranch.

The Central Park, San Ramon Community Center, Iron Horse Middle School, and the San Ramon Public Library have been added to the Bishop Ranch subarea since the City was incorporated in July 1983. In 2007, the city approved entitlement for the construction of the City Center Mixed Use Project at the intersection of Bollinger Canyon Road and Camino Ramon, adjacent to the Iron Horse Trail, Central Park, and Community Center.

Construction for the new City Hall began in late 2014 and was completed in May 2016. Additionally, the City Center Bishop Ranch project opened in fall 2018 comprised of 300,000 square feet of visionary downtown retail, dining and entertainment experiences. In 2020, the City approved the CityWalk Master Plan for portions of Bishop Ranch designated as City Center Mixed Use. The Master Plan area is 135 acres consisting of 4 large blocks and includes the integration of recreational amenities, a 169-key hotel, up to an additional 170,000 square feet of retail, additional parking structures, and up to 4,500 multi-family residential units into the existing Bishop Ranch campus over the next 20 to 30 years.

## **NORTH CAMINO RAMON SPECIFIC PLAN AREA**

In 2008, the City initiated preliminary planning and feasibility studies for the development of the North Camino Ramon Specific Plan. The North Camino Ramon Specific Plan (NCRSP) area consisted of approximately 295 acres located in both the Bishop Ranch and Crow Canyon Subareas. The vision of the NCRSP was for a blend of retail, commercial services, and housing that would encourage redevelopment of the Plan Area toward a coordinated vision over time. In response to changes to State housing regulations and to address the community need for a balance of housing, commercial, and retail uses, the NCRSP was repealed as part of the General Plan 2040 Update and replaced with focused land use policies for the City core.

## **BOLLINGER CANYON**

The Bollinger Canyon subarea follows both sides of Bollinger Canyon Road north from Crow Canyon Road and terminates about 4.5 miles to the northwest, within Las Trampas Regional Wilderness boundaries. The Bollinger Canyon Subarea is primarily outside City Limits; however, it is within the City's Sphere of Influence (SOI). Bollinger Canyon Road is paralleled on both sides by steep slopes and high ridges along its length. Bollinger Canyon is notable for its rugged natural beauty as well as its geologic instability.

At present, there are approximately 481 residential units in this subarea. There are approximately 33 units located on parcels of mostly one acre or more in unincorporated Contra Costa County, but within the City's Planning Area. The area is rural in character and subject to the Rural Conservation designation.

On November 28, 2006, the City of San Ramon approved the Northwest Specific Plan (NWSP), which establishes land use goals and policies for approximately 354 acres located immediately northwest of the City limits and within the Bollinger Canyon subarea. The NWSP consists of two primary areas The Faria Preserve Community and The Chang/Panetta properties. The Faria Preserve Community is approximately 290 acres (Neighborhoods A to D) and is located east of Bollinger Canyon Road. The land use plan consists of a mix of residential and community facilities consisting of 600 residential units, a community park, a house of worship site, and a site for an educational facility. In 2017, the Faria Preserve began construction and was renamed The Preserve. All residential units are anticipated to be completed in 2024. The Chang/Panetta properties represent the balance of NWSP at approximately 64 acres (Neighborhood E), are located west of Bollinger Canyon Road, and are anticipated to consist of up to 44 larger residential properties.

## **CROW CANYON**

The Crow Canyon subarea extends along both sides of Interstate 680 and along Crow Canyon Road easterly from Bollinger Canyon Road to Alcosta Boulevard and northward to the City limits. The earliest commercial development in San Ramon is located in this area. Since incorporation, a variety of new retail and office developments have been completed, and this subarea now includes three major retail centers Home Depot Center, Diablo Plaza and Courtyard Center as well as several office buildings. At present, there are roughly 5 million square feet of nonresidential uses in this area.

Portions of this subarea are characterized by a variety of commercial uses and diverse architectural styles. Many of the buildings need upgrade and are considered underutilized by the city. In 1986, the city created the Downtown Specific Plan within this subarea, which was an early effort to create a downtown for the city, which ultimately led to the vision of the current City Center along Bollinger Canyon Road. In addition, in 1986, City designated most of this subarea as a redevelopment project area to create financial incentives for existing businesses, facilitate new development, and reinvigorate the local economy. In 1991, the city adopted the Conservation and Enhancement Program for the Crow Canyon Redevelopment Area, whose strategy is to conserve and reinforce existing uses, encourage infill development, and enhance the area's assets.

In 2006, the city adopted the Crow Canyon Specific Plan (now known as the San Ramon Village Specific Plan) as a tool to build on previous enhancement efforts and create a new vision for the approximately 128-acre office and service commercial area. Implementation of the plan became challenging with the dissolution of the City's Redevelopment Agency RDAs in 2012. The San Ramon Village Specific Plan was updated in 2020 with a vision to create a pedestrian-oriented, mixed-use community with concentrated commercial and residential uses, while maintaining viable light industrial and service commercial uses wishing to remain. The residential development (735 units) is envisioned to contribute to the economic revitalization of the area and is making the Crow Canyon subarea a place to live as well as work.

At present, there are approximately 1,889 existing residential units and six live-work units with approximately 1,262 additional units programmed and identified housing opportunity sites within the Housing Element. Total Crow Canyon Subarea buildout is anticipated to be approximately 3,151 units.

## **DOUGHERTY HILLS**

The Dougherty Hills subarea extends from the Crow Canyon Road/Dougherty Road area to the southern boundary of the Canyon Lakes subdivision. The primary land use in this subarea is residential with 4,915 homes. The largest residential community within the subarea is Canyon Lakes, which was constructed during the 1980s under the jurisdiction of Contra Costa County. Canyon Lakes includes residential neighborhoods, a golf course open to the public, a small retail shopping area and health club. The Dougherty Hills area offers diverse housing choices, with large homes on quarter-acre lots at Royal Ridge, Deer Ridge, and West Branch to luxury condominiums such as Sienna Hills, Copper Ridge, and East Ridge developments. The Dougherty Hills subarea is essentially built out with minimal potential for infill development.

## **DOUGHERTY VALLEY**

The Dougherty Valley subarea extends from the southern border of the Dougherty Hills subarea, east to the Tassajara Valley Subarea, west to approximately Alcosta Blvd, and south to the Alameda County line.

The Dougherty Valley Specific Plan project area is envisioned primarily as residential neighborhoods organized around schools, parks, civic, public facilities, and natural features and consists of Gale Ranch (2,740 acres), Windemere Ranch (2,360 acres), and the U.S. Army Camp Parks (910 acres).<sup>5</sup> In 1992, Contra Costa County approved a specific plan that would allow the development of 11,000 residential units clustered throughout Dougherty Valley east of the San Ramon City limits. Approval of this development by Contra Costa County created concerns regarding traffic impacts on neighboring cities such as San Ramon, Danville, Dublin, and Walnut Creek. In response, the City of San Ramon and Town of Danville in a coordinated effort filed suit against Contra Costa County over the proposed Dougherty Valley Development impacts. In 1994, San Ramon and Danville settled the lawsuit with Contra Costa County through a multi-party settlement agreement (Settlement Agreement) subject to specific terms. The Settlement Agreement allowed for an initial development of up to 8,500 residential units in the Dougherty Valley and provided for a maximum of 11,000 residential units based on further traffic analysis and acceptable level of service on local roadways. The Settlement Agreement itself established a methodology for monitoring traffic and correcting problems if traffic levels of service objectives are not met during buildout of the project. In addition, the Settlement Agreement contained provisions for the Dougherty Valley developments to be annexed into the City of San Ramon as each phase is complete. Construction began in 1996 on the 11,000 units in the Dougherty Valley Specific Plan and will be completed in 2022.

South of the Dougherty Valley Specific Plan developments, the subarea contains an additional 710 residential units not contained within the Specific Plan area. During the mid-1990s Bent Creek (452 units plus one unit in 2006), Old Ranch Estates (189 units, 1994) subdivisions were constructed and in 2008 Old Ranch Summit (54 units, plus 14 second units) was completed.

## **SOUTHERN SAN RAMON**

Residential development began in the Southern San Ramon subarea during the mid-1960s. During the 1970s and the early 1980s, residential neighborhoods were constructed northward from the County line area to Montevideo Drive. Today, with approximately 7,374 dwelling units, Southern San Ramon is characteristic of a suburban community of primarily single-family homes on parcels of 6,500 to 10,000 square feet that feature mature landscaping.

Several projects have been constructed since 1995, including Easthampton (124 units, in 1996), Ponderosa Village (117 Units, 1996), Country Faire (40 units in 2001) and Villa San Ramon (40 additional units in 2003). Non-residential development since 1995, including Country Club Village, All Aboard Mini-Storage, and the Country Faire commercial center resulting in a net total of approximately 186,000 square feet.

Recreational facilities in the subarea include Athan Downs and Boone Acres parks, San Ramon Golf Club, the Alcosta Senior and Community Center, Park and Gardens, aquatics and tennis facilities at California High School, five joint-use playgrounds at Pine Valley Middle School, and four local elementary schools. The Iron Horse Trail provides Southern San Ramon residents with bicycle and pedestrian access to the Bishop Ranch Business Park and City Center .

## **TWIN CREEKS**

Development in the Twin Creeks subarea began in 1969 and spread southward from Crow Canyon Road. Starting in the late 1970s, new homes have been built in successive stages moving south and southwest of Norris Canyon Road. For the most part, the Twin Creeks subarea is fully developed.

Residential neighborhoods in the Twin Creeks subarea are well established and attractive, yet diverse with respect to type of housing, densities, and lot sizes. There are approximately 3,200 dwelling units, of which 77 percent are detached single-family homes on lots ranging from 5,000 to 10,000 square feet. The remaining 23 percent is comprised of townhouses, condominiums, and apartments. Two new neighborhood parks have been programmed for this subarea. Memorial Park (Alta Mesa) was constructed in 2002 and San Catanio Creek Park (the Woodlot) has a master plan scheduled for future development. Since 1995, the only residential activity within the Twin Creeks subarea was the Thomas Ranch project (140 single-family homes, 2000). With respect to commercial development, Twin Creeks subarea has approximately 38,800 square feet neighborhood serving commercial space ~~associated with Applebee's restaurant, Bollinger Crossing, and Homestead Village projects.~~

## **CITY CORE**

The City Core is the area generally east of I-680, south of the City limit with the Town of Danville, generally north of Inverness Park subdivision along the Bollinger Canyon Road corridor, west of Alcosta Blvd.

## **WESTSIDE**

The Westside subarea encompasses 3,300 acres of largely unincorporated open hillsides bounded by Norris Canyon Road on the north and San Ramon Valley Boulevard to the east, and by the Contra Costa/Alameda County line to the south and the west. This subarea slopes upward to the west in a series of hills and ridges to the highest ridgeline at the County line. This ridgeline frames the western side of the city.

In 1989, the city adopted a specific plan for the Westside, which was updated in 1997 and amended in 2022. The Westside Specific Plan encompasses three discrete areas: 1) The area immediately adjacent to San Ramon Valley Boulevard; 2) The area south of Norris Canyon Road; and 3) the remaining open space.

The area along San Ramon Valley Boulevard is designated primarily for residential development, with a neighborhood shopping center (Gateway Centre) at the corner of Alcosta Boulevard and San Ramon Valley Boulevard. In all, 1,096 units are anticipated in the Westside. Approximately 1,075 units have been constructed in the Westside, including 371 large lot homes approved by Contra Costa County in Norris Canyon Estates (a portion of the Wiedemann Ranch property south of Norris Canyon Road). An additional 21 residential units are programmed in associated with the Laborer's properties. The balance of land in the Westside Specific Plan Area consists of a Priority Conservation Area and open space lands with recreational and fire trails connecting the open space and the existing developed areas.

## **TASSAJARA VALLEY**

The Tassajara Valley Planning Subarea is located in an unincorporated part of south-central Contra Costa County, southeast of the Town of Danville and is the easternmost planning subarea of the City of San Ramon. This subarea comprises approximately 3,759 acres located outside the City's Urban Growth Boundary (UGB) and SOI. Much of the land in the Valley is in agricultural use, such as spring pasture and livestock grazing, with a few orchards, small horse ranches, and two to five-acre ranchettes. Residential development consists of approximately 210 rural residential units, most of which are clustered along Camino Tassajara and side roads. Most of the land area is in private ownership, and over the years, there have been several development projects proposed.

In 1997, the Tassajara Valley Property Owners Association (TVPOA), representing 18 landowners controlling about 2,140 acres, made a major development proposal for the Valley, calling for creation of a mixed-use community encompassing 4,490 acres. At buildout, the development would have included 5,950 dwelling units, 300,000 square feet of commercial/office space and 2,645 acres for parks and open space.<sup>6</sup> The processing of the project ceased when Contra Costa County declared its intent to update its own General Plan and evaluate whether the Tassajara Valley should be inside or outside the County's Urban Limit Line (ULL). In July 2000, the County approved a ULL that excluded the majority of the Tassajara Valley from development until at least 2010.

In 2002, the County approved the Alamo Creek Project, which consisted of approximately 923 single-family, townhomes and senior residential units on roughly 609 acres within the County ULL. The voters approved Measure "L" in 2006, which subsequently extended the County ULL horizon until the year 2026, with opportunities for periodic reviews beginning in 2011 and a mandatory review in 2016 to demonstrate countywide land supply necessary to satisfy the jobs housing balance for the next 20 years (in accordance with Measure L).

Since the Tassajara Valley is not currently within the City's SOI, the County is the approval authority for all project applications within the subarea. In 2005, the County received a development proposal for a large cemetery project, and in 2009, there was an additional proposal for a mixed-use project including Agricultural/Rural Residential uses (New Farm). Pursuant to General Plan 2020 Policy 4.6-I-3 and to provide San Ramon greater certainty regarding the future planning process in the Tassajara Valley, the City of San Ramon placed a UGB amendment on the ballot for voter consideration. The amendment sought to add approximately 1,626 acres into the City's UGB in the Tassajara Valley as well as an additional 603 acres on the westside of the city, and to provide the City the ability to minimize future impact to San Ramon facilities and services. In November 2010, the San Ramon residents voted to maintain the UGB in its current configuration and rejected the proposed UGB modifications. While still part of the City's Planning Area, the Tassajara Valley remains outside the City's UGB and SOI and under the jurisdiction of the County for land use decisions.

In 2021, Contra Costa County is approved the Tassajara Parks residential development application within the Tassajara Valley Planning Subarea. The Tassajara Parks consists of 125 single-family homes on 30 acres and an adjustment to the Contra Costa County Urban Limit Line (ULL).

<sup>3</sup> Bishop Ranch Website: [http://www.bishopranch.com/bishop\\_ranch/history.shtml](http://www.bishopranch.com/bishop_ranch/history.shtml).

<sup>4</sup> Square footages adjusted based on the City Center Settlement Agreement.

<sup>5</sup> While there are no immediate plans to decommission Camp Parks, it is possible that this land will become available in the future.

<sup>6</sup> Contra Costa County. Draft Environmental Impact Report for the Tassajara Project. March 1997.

### **4.3 DISTRIBUTION OF EXISTING USES**

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The land use pattern in San Ramon is reflective of the City's history as a local- and region-serving suburban office center with surrounding residential neighborhoods and supporting businesses and services. A dense commercial office core coupled with residential and open space densities have been the determining factors in the development of the historic land use pattern in San Ramon. The City's commercial focus has traditionally been the suburban-scaled, campus-style office developments of Bishop Ranch, anchored to the north and south by the commercial services and retail activities at the I-680 interchanges with Crow Canyon Road and Bollinger Canyon Road.

Residential development in San Ramon is generally suburban with a loop-style network of curving streets and cul-de-sacs. Higher density residential neighborhoods are generally located close to commercial uses along arterial streets. As a result, San Ramon is largely comprised of auto-oriented single-use areas. With the establishment of a voter-approved UGB in 2001, the City is focused on maintaining a compact urban form with the majority of new residential development centered within the core. Consistent with the previous General Plan 2035 policies, a number of existing commercial areas have been designated mixed use, thus creating the potential for live work opportunities and higher residential densities. In 2018, the City designated a number of neighborhood shopping center as Retail Shopping to maintain a healthy balance of neighborhood-serving retail uses within walking distance to existing and future residential uses. These policies have been reinforced in General Plan 2040.

Through implementation of the previous General Plan 2035, the land use profile of the City has continued to evolve and be refined. According to 2021 Contra Costa County Assessor’s Office property data, over 35 percent of the area within the City Limits is comprised of residential development (single family and multifamily combined). Single family residential makes up just under 30 percent, while multifamily makes up nearly six percent.

Office uses make up around four percent of the land in the City Limits with a recent trend of converting office land uses to retail (City Center) and residential (City Village) uses. Public/Institutional, which includes churches, schools, government-owned property with or without buildings (including government-owned open space), as well as municipally-owned property, makes up 39 percent of the area. A large portion of the public and quasi-public use is concentrated in outer portions of the City Limits where there are large amounts of open space, which is government- owned property.

Recreation and Open Space, which includes public parks as well as golf courses, makes up six percent of the area. A majority of this use is concentrated on the eastern side of I-680. Commercial, which consists of mostly shopping centers as well as service uses, makes up three percent of uses within the City limits.

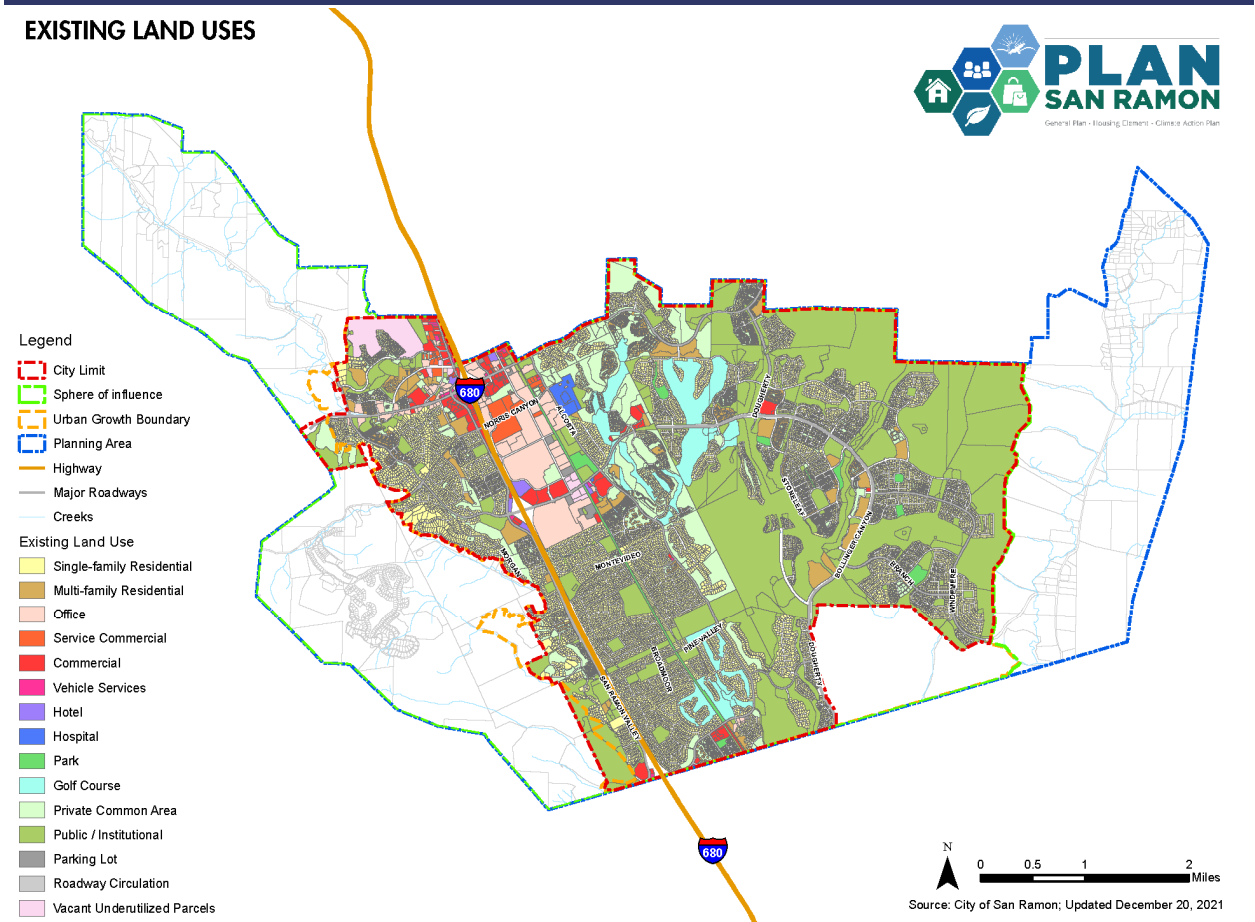
Table 4-3 provides a breakdown of the land use types within the City Limits based on General Plan designations and their relative acres. See Figure 4-2 for an illustrative breakdown of existing land uses in San Ramon.

<b>Table 4-3: Existing Land Uses (City Limits), 2021</b>		
<b>Land Use Designation</b>	<b>Total Acreage <sup>1</sup></b>	<b>Percent Land Area</b>
Single Family Residential	3331.78	29.96%
Multifamily Residential	656.81	5.91%
Office	466.80	4.20%
Service Commercial	92.63	0.83%
Commercial	244.42	2.20%
Vehicle Services	15.76	0.14%
Hotel	27.53	0.25%
Hospital	43.83	0.39%
Park	121.18	1.09%
Golf Course	499.26	4.49%
Private Common Area	1106.95	9.95%
Public/Institutional	4318.34	38.83%
Roadway/Circulation	44.73	0.40%
Vacant Underutilized Parcels	151.68	1.36%
<b>Total All Classifications<sup>1</sup></b>	<b>11,121.70</b>	<b>100.00%</b>

Notes:  
<sup>1</sup> Total acres for land uses do not include roadways. Planning areas not within the City limits have not been included.  
 Source: Contra Costa County Assessor’s Office, 2021



Figure 4-2: Existing Land Uses, 2021



## 4.4 GENERAL PLAN LAND USE DIAGRAM AND CLASSIFICATIONS

### GENERAL PLAN LAND USE FRAMEWORK

#### *General Plan Diagram*

The General Plan 2040 land use framework is illustrated in the General Plan Diagram (Figure 4-3) and is a graphic representation of the City’s future vision and policies. The General Plan Land Use Diagram designates, in general terms, the proposed location, distribution, and extent of land uses through anticipated General Plan buildout in the year 2040. The land use classifications, shown as color/graphic patterns, letter designations, or labels on the Diagram, specify a range for housing density and building intensity for each type of designated land use. These density/intensity standards allow circulation and public facility needs to be determined. They also allow for the consideration of carrying-capacity limitations established by other elements of the General Plan.

The Diagram is to be used and interpreted only in conjunction with the narrative text, policies, and other figures contained in the General Plan. The legend of the General Plan Land Use Diagram abbreviates the land use classifications described below, which is an adopted part of the General Plan.

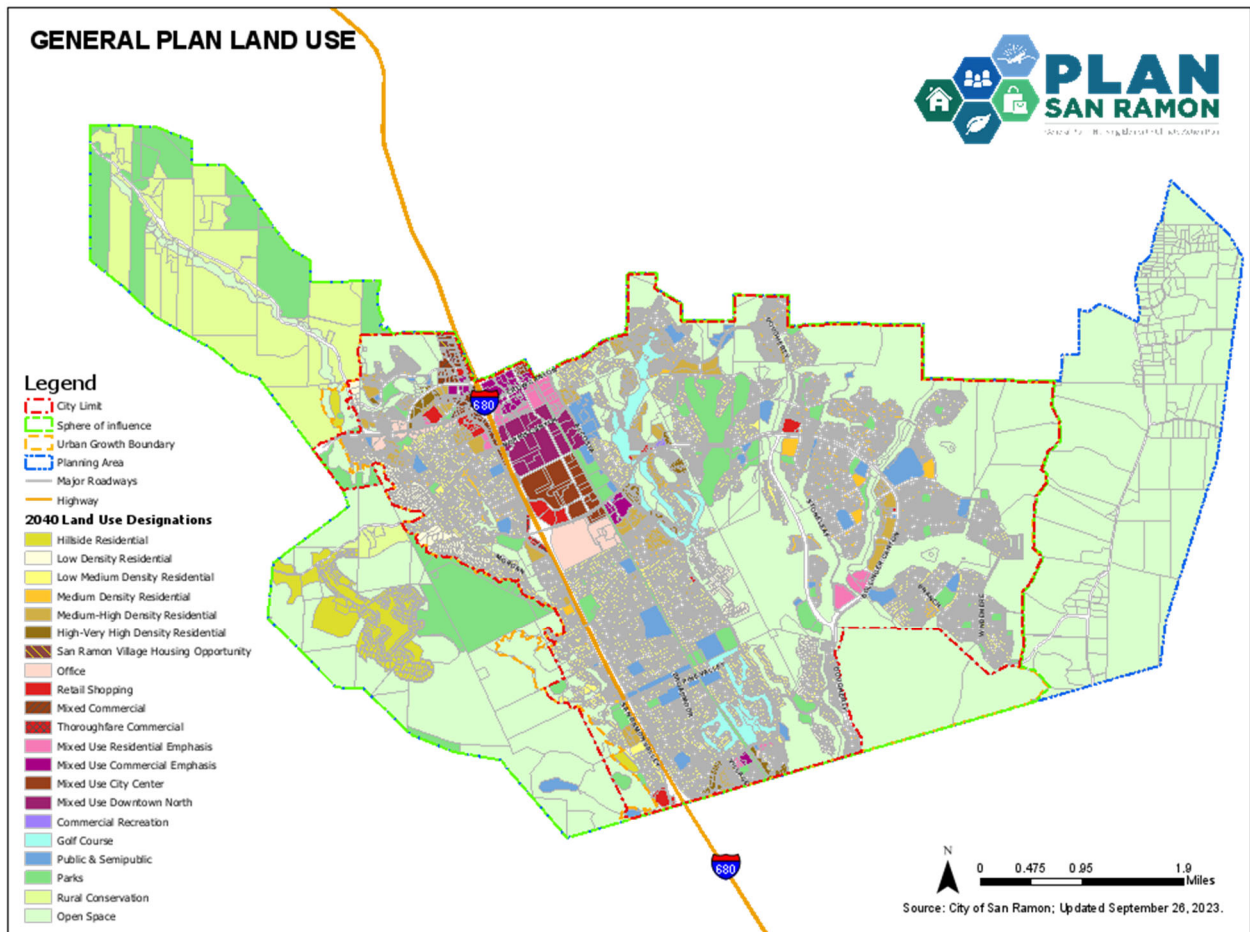
The General Plan is not parcel-specific and uses on sites less than one acre in size are generally not depicted on the Diagram. The interpretation of consistency with the General Plan on sites less than one acre in size will be done through the General Plan/Zoning Ordinance consistency matrix (see Table 4-5).

#### *Land Use Framework Guiding Principles*

The General Plan Land Use Diagram embodies several land use ideas and principles. These include:

- **Urban Growth Boundary.** The General Plan delineates an Urban Growth Boundary (UGB), in direct response to Measure G, approved in 1999, to preserve open space and discourage urban sprawl. The UGB was not changed as a result of the 2010 voter review and may be subject to additional review pursuant to Policy 4.6-I-3 should future revisions be proposed.
- **Compact Urban Form.** All urban growth is located within the UGB and urban densities are increased to achieve growth targets while ensuring efficient provision of services. These smart growth principles are part of the fundamental philosophy of the General Plan 2040, which has been further reinforced by the City’s pursuit of Priority Development Areas (PDAs) under Plan Bay Area. By design, PDAs require the inclusion of smart growth principles promoting compact growth patterns, pedestrian oriented development with transit connections. The PDA program serves as a tool to focus resources and the existing General Plan smart growth policies to specific planning areas such as the City Center PDA and North Camino Ramon PDA areas.

**Figure 4-3: 2040 Land Use Diagram**



- **Mixed Use Centers.** Some existing retail shopping centers are designated mixed use to provide opportunities for office, retail, service, and housing development in the neighborhoods where they are located.
- **Hillside, Ridgeline, and Natural Features Protection.** New urban and rural residential designations mandate hillside, ridgeline, and natural features protection and require a high degree of open space preservation. Habitat protection programs and Clustered Development are mechanisms for protecting these resources. In addition, in 2008 the City obtained Priority Conservation Area (PCA) designation for the “Big Canyon” area located within the City’s Westside as part of the Association

of Bay Area Government’s FOCUS program. The PCA provides opportunities to obtain grant funding to assist in the preservation of this area.

- *Workforce Housing.* While the General Plan provides for a full range of housing types, affordability remains a major concern that is addressed by higher density residential and mixed-use designations that will yield affordable units.
- *Specific Plan Areas.* Given the progressive policies and long-range vision for smart growth expressed by Measure G (1999) and contained in General Plan 2035, there is an increased emphasis on the specific plan process as a land use planning tool. General Plan 2040 acknowledges existing specific plans (Figure 4-4) as an effective way to focus study on how best to implement General Plan policies in light of the range of land use issues specific to these areas. The General Plan 2040 policies provide specific directions for the preparation and maintenance of these detailed land use plans.

### **Urban Growth Boundary (UGB)**

Adoption of a Voter approved Urban Growth Boundary (UGB) reflects one of the most significant aspects of the previous General Plan 2035 establishes guiding principles that are carried forward in the General Plan 2040. The UGB concept responds specifically to Measure G (1999), which also states that smart growth should be pursued within the UGB to discourage urban sprawl and preserve open space.

The primary purpose of the UGB is to limit the extent to which urban development and services are provided and to serve as a tool to protect scenic and natural resources, preserve open space, encourage infill development, and encourage the efficient development of municipal services such as sewer and water for a specific period of time. Land beyond the UGB is intended to remain rural in nature until such a time as the UGB is reevaluated to assess the City’s future needs for housing and employment. A previous voter approved General Plan 2020 included policies that require periodic UGB assessment and any future expansion of the UGB larger than 25 acres is subject to voter review. General Plan 2040 Policy 4.6-I-1 continues to allow minor adjustment of the UGB up to 25 acres with a vote by the City Council and is more restrictive than the County ULL provisions approved under Measure “L.”

### **DENSITY/INTENSITY STANDARDS**

The General Plan establishes density/intensity standards for each land use classification. In the residential designations, residential density is expressed as housing units per net acre, which is defined as the gross area of the site excluding all public and private streets, ~~and streets which provide primary and direct access to a public street~~; land which has been determined to be hazardous or unbuildable based on the City’s Grading Ordinance or the Resource Management Division of the Zoning Ordinance; land within any existing or planned non-exclusive easement; and schools and parks or other facilities dedicated for public use.

To promote dedication of permanent open space on Rural Conservation and Hillside Residential sites; an increase in density for clustered development on suitable sites may be provided in direct proportion to the amount of permanent open space provided by a development. Permanent open space dedication may include undevelopable lands as identified in Resource Management Map (Figure 8-3), including lands subject to hillside (slopes over 20 percent) and creek and ridgeline development restrictions.

Density of development is calculated from only the remaining acres of the buildable land for a project site after the open space dedication has been factored out. As the open space dedication percentage increases, the buildable land may decrease; however, the density on the remaining land increases. Table 4-4 shows the potential average residential density for the remaining buildable areas in relation to percent of permanently preserved open space in the Rural Conservation and Hillside Residential Designations.

**Table 4-4: Open Space/Density Provisions for Rural Conservation and Hillside Residential Land Use**

<i>Percent of Site Permanently Preserved as Open Space (Gross)</i>	<i>For Rural Conservation (RC) Land Use Designations</i>	<i>For Hillside Residential (HR) Land Use Designation</i>
	<i>Maximum Density<sup>1</sup></i>	<i>Maximum Density<sup>1</sup></i>
Up to 49.9 percent	1 unit per 5 acres (0.2 units per net acre)	1 unit per net 5 acres (0.2 units per net acre <sup>2</sup> )
50 to 59.9 percent	0.25 units per net acre <sup>2</sup>	1 unit per 2.5 net acre <sup>2</sup>
60 to 69.9 percent	0.3 units per net acre <sup>2</sup>	1 unit per 1.25 net acre <sup>2</sup>
70 to 79.9 percent	0.35 units per net acre <sup>2</sup>	1 unit per net 0.5 acre <sup>2</sup>
80 percent or more	0.4 units per net acre <sup>2</sup>	(Above 70 percent)

Notes:

<sup>1</sup> Density may be lower, based on the hillside, creek, and ridgeline development restrictions

<sup>2</sup> Clustered Development required for four or more units

Gross open space dedication includes all land considered unbuildable plus any additional buildable area dedicated as open space in exchange for additional density excluding roadways and similar project-specific elements.

For non-residential uses, density is expressed as a minimum and maximum permitted Floor Area Ratio (FAR). The FAR is the net floor area for all structures on a lot/site to gross area of that lot/site. FAR is a broad measure of building bulk that controls both visual prominence and traffic generation. It can be clearly translated to a limit on building bulk in the Zoning Ordinance and is independent of the use occupying the building.

Zoning regulations consistent with General Plan policies and/or site conditions may reduce development potential within the stated ranges based on specific project site conditions.

### **GENERAL PLAN LAND USE CLASSIFICATION SYSTEM**

The classifications in this section are meant to be broad enough to give the City flexibility in implementing City policy, but clear enough to provide sufficient direction to carry out the General Plan. The City’s Zoning Ordinance contains more detailed provisions and standards. More than one zoning district may be consistent with a single General Plan land use classification (see the General Plan/Zoning Ordinance consistency matrix in Table 4-5).

#### ***Residential***

Seven residential land use classifications are established to provide for development of a full range of housing types (Mixed Use and Planned Development classifications permitting residential uses are described later in this section). Densities are stated as the number of housing units per net acre of developable land. Development is required within the density range (both maximum and minimum) as stipulated. Hillside, creek, and ridgeline development restrictions established in the Zoning Ordinance (Resource Management Chapter) may limit attainment of maximum densities.

Second units permitted by local regulation and State-mandated density bonuses for provision of workforce housing are in addition to densities otherwise permitted. Assumed average densities listed are used to calculate probable housing unit and population holding capacity. Neither the averages nor the totals constitute General Plan policy.

- *Rural Conservation*. This designation provides for rural single-family residential development of up to one unit per five acres of buildable land in un-serviced areas with clustered development encouraged to permit suitable development sites of less than 20 percent slope and to achieve an open space preservation target of 90 percent. Density increases of up to one unit per two and a half acres of buildable land may be allowed with mandatory clustered development and open space dedication of over 80 percent of the gross area. A summary of the density ranges for the Rural Conservation designation has been provided in Table 4-4 above. The Resource Management Chapter



of the Zoning Ordinance may set additional requirements, for those properties identified in Figure 8-3 of the Open Space and Conservation Element. A habitat protection plan may be required where sensitive species or habitat could be affected.

- *Hillside Residential*. This designation provides for a base density of up to one unit per five acres of buildable land for single-family residential development in serviced areas. Developments of four or more units must use clustered development techniques on suitable development sites with slopes of less than 20 percent. Density increases of up to two units per acre of buildable land in utility served areas may be permitted to achieve an open space preservation target of 70 percent. A summary of the Hillside Residential designation density ranges has been provided in Table 4-4 above. The Resource Management Chapter of the Zoning Ordinance may set additional requirements for those properties identified in Figure 8-3 of the Open Space and Conservation Element. A habitat protection plan may be required where sensitive species or habitat could be affected.
- ~~Single Family Residential-Low Density Residential~~. Single-family Residential development at densities of between 0.2 ~~3 to three~~ units per acre. Typical lot sizes range from 10,000 to 15,000 square feet. This designation reflects existing low-density neighborhoods, ~~such as Twin Creeks Hills and Royal Ridge~~.
- ~~Single Family Residential-Low Medium Density Residential~~. Single family Residential development at densities of between three to six units per acre with a maximum lot size of 10,000 square feet. ~~The Oaks in the Westside is an example of this designation.~~
- ~~Single Family-Medium Density Residential~~. Single-family Residential development at densities of between ~~six 6 to~~ 15 units per acre with typical lot sizes of approximately 3,500 square feet and including detached units, zero lot line units, garden patio homes, and townhomes. ~~The new residential development in Country Faire is typical of this designation.~~
- ~~Multiple Family-Medium-High Density Residential~~. Multiple family Residential development at densities of between 15-30 units per acre. Such development should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for workforce housing. Structure parking would be necessary at the higher end of the range. ~~Promontory View in the Crow Canyon Redevelopment area is an example of this designation.~~
- Multiple Family High-Very High Density Residential. This new designation provides for the highest density ~~multiple family~~ residential development at densities of between 30-50 units per acre. Such development units should reflect high quality design with integrated open space and recreational and/or cultural amenities, and opportunities for workforce housing. Structure parking would be necessary.
- San Ramon Village Housing Opportunity. This land use is intended to allow for future infill and intensification of underutilized properties in the San Ramon Village Specific Plan area in a way that minimizes impacts on existing businesses and that can lead to the creation of a cohesive mixed-use district. Within this area, residential development is allowed on assembled sites greater than 1.5 acres, subject to livability conditions intended to mitigate potential conflicts between the new residential development and existing nonresidential uses. Residential development within this designation is limited to a minimum density of 22 dwelling units per acre and a maximum density of 35 dwelling units per acre. Additional ancillary commercial uses are also allowed on the ground floor up to a maximum 0.40 FAR. Buildings are required to be oriented to public or publicly accessible streets to promote a pedestrian-friendly environment.

### **Mixed-Use**

Four mixed-use land use classifications are established to provide for an integrated mix of residential and non-residential uses in San Ramon. The development intensity of these land uses is expressed as a FAR and housing units per net acre as stipulated. Development standards established in the Zoning Ordinance may limit attainment of maximum density.

- *Mixed-Use, Commercial Emphasis.* The purpose of the Mixed-Use, Commercial Emphasis (MUX) [zone land use](#) is to provide areas for an integrated neighborhood, primarily to enhance existing and promote new commercial uses (retail and/or office) with complementary residential uses. A density range of 20 to 40 dwelling units per acre allows a variety of residential housing types located along street frontages. The MUX [zone land use](#) envisions commercial uses (retail and/or office) as the primary use along street frontages, with residential uses located behind or above the primary commercial uses. Development could be stand-alone, vertical, or horizontal mixed-use configurations. Within the MUX [zone land use](#), a nonresidential [0.45 FAR](#) minimum ~~iss are~~ established to maintain retail square footage. [The MUX sitewide FAR range is 0.7 to 2.0.](#)
- *Mixed-Use, Residential Emphasis.* The purpose of the Mixed-Use, Residential Emphasis (MUR) [zone land use](#) is to provide areas for an integrated neighborhood, with a combination of primarily residential uses mixed with complementary office and commercial uses. The MUR [zone land use](#) provides housing infill opportunities on existing small and mid-size office and service commercial parcels. A density range of 20 to 40 dwelling units per acre allows a variety of residential housing types located along street frontages. Development can be stand-alone, vertical, or horizontal mixed-use configurations. Within the MUR [zone land use](#), a residential [0.5 FAR](#) minimum ~~iss are~~ established to maintain and encourage residential development within this zone. [The MUR sitewide FAR range is 0.7 to 2.0.](#)
- *Downtown Mixed-Use, North.* The purpose of the Downtown Mixed-Use, North (DMU-N) [zone land use](#) is to encourage an integrated neighborhood of commercial and residential uses within the Core area of San Ramon. The intent is to incorporate new residential uses in the existing office setting with pedestrian-friendly streetscapes, open spaces, and trails connecting to the Iron Horse Trail and City Center. Residential uses are located adjacent to the street and complementary offices, services, and goods in close proximity to transportation networks. The allowed density in the DMU-N [zone land use](#) ranges from a minimum of 20 dwelling units per acre to a maximum of 60 dwelling units per acre. Development is generally intended to be vertical in nature with residential entryways taking advantage of the City's Walking District, and allowance for higher density. Development can be vertical mixed use or stand-alone residential in proximity to nearby commercial uses with a horizontal mixed-use configuration. [The DMU-N sitewide FAR range is 1.25 to 2.75.](#)
- *City Center Mixed Use* – This designation applies to City Center Bishop Ranch and the adjacent BR-2600 property in the core area of San Ramon. It is intended to foster a vibrant, integrated and cohesive mix of civic, retail, office, residential and open space uses and promote a walkable, bikeable environment at the physical center of the city. The CCMU designation is also intended to create a vital, attractive destination for people from other parts of the city and the region. Development intensities of up to 0.70 FAR are permitted, with additional FAR, up to a maximum of 1.35, allowed for projects that include such elements as affordable housing; significant public benefits and/or amenities such as public art and plazas, public facilities; and/or a transit facility nearby or in proximity. The allowable residential density range is 22 dwelling units per acre up to 50 dwelling units per acre. Development should reflect high quality design, with integrated open space and recreational and/or cultural amenities, as well as opportunities for workforce housing. Structured parking may be required.

### **Non-Residential**

Nine non-residential land use classifications are established to provide for development of employment and other uses in San Ramon. The development intensity of these land uses is expressed as a FAR as stipulated. Development standards established in the Zoning Ordinance may limit attainment of maximum FAR.

- *Office.* Business, professional, and public offices at intensities of up to 0.45 FAR, including retail uses and restaurants in mixed-use buildings and supporting commercial services at appropriate locations.
- *Retail Shopping.* Includes sites for retail shopping and services at intensities of up to 0.35 FAR, including restaurants, commercial recreation facilities, and personal, business and financial services.

- *Thoroughfare Commercial*. Travel-oriented commercial uses at intensities of up to 0.50 FAR, including hotels, motels, service stations, restaurants, etc., located on major arterial streets and intersections.
- *Mixed Commercial*. Integrated mix of non-residential uses—retail, service, office— at intensities of up to 0.70 FAR. This designation applies in locations where residential development is not appropriate, such as areas immediately adjacent to I-680. Development in Mixed Use - Commercial areas should reflect high quality design with integrated open space and/or cultural amenities. Structured parking may be necessary.
- *Golf Courses*. Golf courses and accessory facilities and uses at intensities of up to 0.10 FAR.
- *Commercial Recreation*. Sports and fitness clubs, horse stables, and amusement parks at intensities of up to 0.35 FAR.
- *Public and Semipublic*. Schools, hospitals and related medical offices, religious institutions, utilities, and quasi-public uses at intensities of up to 0.35 FAR.
- *Parks*. Public and private recreation sites and facilities at intensities of up to 0.10 FAR.
- *Open Space*. Land protected from development and primarily held in its natural vegetative state, with some land privately owned and used for agricultural purposes. The maximum FAR for non-residential structures is 0.10, and the residential density is limited to one unit per 20 acres, which may be reduced with Clustered Development and creek and ridgeline protection standards may apply.

San Ramon will implement many General Plan policies through the City’s Zoning Ordinance and specific plans. Zoning must be consistent with the General Plan if the City’s land use, housing, and open space policies are to be realized. A fundamental link between the General Plan and zoning is land use/zoning consistency. Table 4-5 shows how zoning districts in San Ramon are consistent with the land use designations of this General Plan.

<b>Table 4-5: Consistency Between the General Plan and the Zoning Ordinance</b>	
<i>General Plan Land Use Designations</i>	<i>Consistent Base Zoning Districts</i>
<b>Residential</b>	
Rural Conservation	RC
Hillside Residential	HR
<del>Single Family</del> Low Density <a href="#">Residential</a>	RE-A, RE-B, RS-12, RS-10
<del>Single Family</del> Low Medium Density <a href="#">Residential</a>	RS-10, RS-7, RS-6
<del>Single Family</del> Medium Density <a href="#">Residential</a>	RS-6, RS-D, <a href="#">RM</a>
<del>Multiple Family</del> Medium-High Density <a href="#">Residential</a>	<a href="#">RM</a> , RMH, <a href="#">RH</a>
<del>Multiple Family</del> High-Very High Density <a href="#">Residential</a>	<a href="#">RH</a> , RVH
<del>San Ramon Village Housing</del> <a href="#">Residential</a>	<a href="#">SRVSP</a>
<b>Office, Commercial, Industrial</b>	
Office	OL, OA, M-1, M-2
Mixed Commercial	MC
Retail Shopping	CC
Thoroughfare Commercial	CT
<b>Mixed Use</b>	
Mixed-Use, Commercial Emphasis	MU-X
Mixed-Use, Residential Emphasis	MU-R
Downtown Mixed Use, North	DMU-N
City Center Mixed Use	CCMU
<b>Community Facilities/Open Space</b>	
Commercial Recreation	CR, P
Golf Course	GC
Public and Semipublic	PS, CR, M-1, M-2,



**Table 4-5: Consistency Between the General Plan and the Zoning Ordinance**

<i>General Plan Land Use Designations</i>	<i>Consistent Base Zoning Districts</i>
Parks	P,
Open Space	OS-1, OS-2, AG, RC

Note:  
A specific plan can also implement any of the General Plan land use designations.

## 4.5 GENERAL PLAN BUILDOUT

### BUILDOUT

Incremental development under the General Plan is referred to as “buildout.” It should be noted that when buildout of the development projected through 2040 will actually occur is not specified or anticipated by the Plan, and designation of a site for a certain use does not necessarily mean that the site will be built/redeveloped with the designated use in the next 20 years, the horizon of the Plan. General Plan 2040 buildout development levels assume average densities and intensities for the various land use classifications identified in the General Plan Land Use Diagram.

#### **Residential**

As of January 1, 2022, an estimated 29,460 residential units exist within the San Ramon Planning Area. The General Plan will result in a projected 10,155 additional residential units for an estimated General Plan 2040 buildout total of 39,615 residential units. Almost half of the projected additional residential units (5,909 units) are a result of the housing opportunity sites identified in the 2023-2031 Certified Housing Element. The remaining additional residential units (4,246 units) are associated with potential development within the 2040 buildout horizon. Table 4-6 shows the estimated projected residential units for the San Ramon Planning Area. Table 4-7 shows the projected household characteristics at 2040 General Plan buildout.

**Table 4-6: San Ramon Planning Area Residential Units**

<i>Residential Units, 2022</i>	<i>Additional Residential Units Under General Plan Buildout</i>		<i>Estimated Buildout of Residential Units 2040</i>
	<i>2023-2031 Housing Element</i>	<i>Potential Development*</i>	
29,460	5,909	4,246	39,615

Note:

Estimate of Planning Area residential units extrapolated from California Department of Finance Jurisdictional projections P2040. City of San Ramon.

\*Additional Residential Units from Potential Development are a result of the change in land use designations in the City core, pipeline projects and ADUs, and adopted specific plans.

**Table 4-7: San Ramon Population Projections**

<i>Characteristic</i>	<i>2022</i>	<i>2031</i>	<i>2040</i>
Vacancy Rate	2.74%	5.00%	5.00%
Occupied Residential Units	28,654	32,983	38,319
Persons per Household	2.92	2.92	2.92
Number of Households	83,657	96,296	111,875
Population/Household Ratio	1.0	1.0	1.0

Source:  
California Department of Finance, 2022  
Plan Bay Area 2040 Data, 2022  
City of San Ramon

***Non-Residential***

As of 2022, there is over 13 million square feet of floor area dedicated to retail, office, and industrial uses. Despite an almost six percent vacancy rate, retail floor area is expected to have a demand of up to 1,800,000 square feet. This potential growth is directly linked to incremental demand incidental to population growth and the creation of mixed-use village areas. Office space accounts for approximately 9.5 million square feet in San Ramon. Of that total, approximately 16 percent is vacant. Based on current market trends in the Bay Area and minimal demand for office space over the next 10 years, San Ramon can expect an increase in the overall demand for office square footage between 500,000 to 750,000 square feet by 2040. Given the densification of San Ramon’s employment areas, future office development will require less land area per building square foot. San Ramon’s current industrial square footage accounts for less than 0.5 percent of the East Bay industrial inventory. As such, San Ramon has 801,000 square feet of industrial land and might expect to attract an additional 250,000 to 500,000 of new industrial space by 2040. This demand potential could be enhanced by attracting major tech and science users and accommodating the flex office spaces and research and development industries. Table 4-8 shows the estimated current and potential retail, office, and industrial square footage for the San Ramon Planning Area.

**Table 4-8: San Ramon Planning Area Non-Residential Square Footage Potential**

<i>Land Use</i>	<i>2022 Inventory/ Vacancy Rate</i>	<i>Additional Non-Residential Square Footage Demand at 2040 Buildout</i>	<i>Total Potential Non-Residential Square Footage at 2040 Buildout</i>
Retail	2,700,000 square feet with 5.5% vacant	1,100,000 to 1,800,000 square feet	3,800,000 to 4,500,000 square feet
Office	9,500,000 square feet with 15.8% vacant	500,000 to 750,000 square feet	10,000,000 to 10,250,000 square feet
Industrial	801,000 square feet with 12.75% vacant	250,000 to 500,000 square feet	1,051,000 to 1,551,000 square feet

Source:  
Market Conditions and Demand Projections for Retail, Office, Industrial and Hotel Development  
City of San Ramon, 2022

**BUILDOUT POPULATION AND EMPLOYMENT**

**Population**

At the General Plan 2040 buildout, the San Ramon Planning Area is estimated to accommodate a population of approximately 110,089 people, an increase of about 24 percent over the 2022 population estimate of approximately 83,820 people for the Planning Area. Most of these new residents will result from the development of housing units from the 2023-2031 Housing Element and development already anticipated by the General Plan. This additional population reflects an estimated annual growth rate of about 1.0 percent per year over the next 18 years, which is considerably less than the projected 2.77 percent annual growth rate experienced by the city from 2000-2014. Table 4-9 shows the estimated current and projected populations for the City and San Ramon Planning Area.

**Table 4-9: San Ramon Population Projections**

<i>Estimated Population, 2022</i>	<i>Additional Population Under General Plan Buildout</i>	<i>Estimated Buildout Population 2040</i>	<i>% Change</i>
83,820	26,269	110,089	24%

Source:  
California Department of Finance, 2022 Plan Bay Area 2040 Data, 2022

**Employment**

San Ramon Plan Area will accommodate approximately 71,999 jobs at buildout, for an increase of about 33 percent over the 2022 estimated employment of 54,046. The additional employment accommodated by this General Plan is about 17,953 jobs. This reflects an overall annual job growth rate of about 2 percent over the next 18 years. This projected job growth is anticipated to be steady, but more active than that projected in General Plan 2035 (1.08 percent) A significant part of this employment growth is a result of the completion of the City Center project and new development within the City core. The General Plan 2040 Economic Element provides addition information of existing and future employment trends specific to the city. Table 4-10 shows the current estimated and projected employment for San Ramon.

**Table 4-10: San Ramon Employment Projections**

	<i>Estimated Employment 2022</i>	<i>Additional Jobs Under General Plan Buildout</i>	<i>Estimated total Buildout Employment 2040</i>
Total	54,046	17,953	71,999

Note:  
Plan Bay Area 2040 Data, 2022

***Jobs to Employed Resident Ratio***

A city’s jobs/employed resident ratio would be 1:1 if the number of jobs in the city equaled the number of employed residents. In theory, such a balance would eliminate the need for commuting and signify a balanced community. A ratio greater than 1.0 indicates a net in-commute (jobs rich); less than 1.0 indicates a net out-commute (housing rich). The estimated jobs/ employed resident ratio in San Ramon in 2020 was 1.20, which means that the number of jobs in the City exceeds the number of employed residents by about 20 percent. While the City anticipates the addition of significantly more residential units (and by implication employed residents), ABAG projects estimated jobs to rise resulting in an increase in the jobs/employed resident ratio to 1.50 by the estimated 2040 buildout. If the pace of future residential development decreases with buildout of General Plan 2040, the growth in employed residents will likely also slow, absent a change in the existing household employment profile. As such, if the job growth remains constant or slows, the jobs/employed resident balance will also remain flat as the city approaches buildout in 2040. It should be noted that it is important to work toward jobs/housing balance not just on a jurisdictional level, but also on a regional or corridor level to reduce regional traffic patterns by allowing residents the opportunity to work close to their homes and thereby reducing vehicle miles traveled and commute times.

**4.6 LAND USE POLICIES**

**GUIDING POLICY – LAND USE**

<b>4.6-G-1</b>	Foster a pattern of development and encourage a compatible mix of land uses that enhances the character of the City and the community.
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**IMPLEMENTING POLICIES – LAND USE**

***Urban Growth Boundaries***

**4.6-I-1**

Continue to maintain an Urban Growth Boundary (UGB), as shown on the General Plan Diagram that limits the extent of urban development and services within the San Ramon Planning Area. Amendments to the Urban Growth Boundary greater than 25 acres require City voter approval.

*As called for by Measure G (1999), the UGB represents a defined edge of urban development in San Ramon, beyond which development would be expected remain rural in nature and without urban services for the Plan horizon. This policy is not intended to limit extension of services to existing rural uses, nor deny existing rural property owners the option of requesting annexation. The minor adjustment of the UGB up to 25 acres is more restrictive than the County ULL provisions approved under Measure "L" subject to certain restrictions and requires a 4/5th vote by the City Council.*

**4.6-I-2**

As directed by the City Council, petition the Local Agency Formation Commission (LAFCo) to extend the City's Sphere of Influence (SOI) if the County's Urban Limit Line (ULL) is amended.

**4.6-I-3**

Assess the City's future needs for housing and employment along with any development proposals and if changes are necessary, provide an opportunity for voter review of the Urban Growth Boundary.

*The review of the UGB is intended to provide an opportunity to review the effectiveness of the UGB in maintaining the necessary housing and employment balance for the planning horizon. UGB assessment dates should correspond to the next Housing Element cycle when the City is revisiting its housing needs. An UGB update would be by means of a city voter review to consider the maintenance or amendment of the UGB (over 25 acres pursuant to policy 4.6-I-1) or related policies.*

**4.6-I-4**

Allow for minor technical adjustments to the Urban Growth Boundary, to be approved by the City Council with a four-fifths vote, to accommodate contiguous development on developable sites not to exceed 25 acres, only where:

- No prior adjustment has been approved and the contiguous development is not part of a larger project;
- Hillside, creek, and ridgeline standards of the Resource Management Chapter of the Zoning Ordinance will be met.

*For purposes of this policy, contiguous development must abut existing or approved development, be separated only by a public right-of-way, or be within 1,000 feet of the City limits existing at the time the adjustment is being considered.*

<b>4.6-I-5</b>	Amendment of the Sphere of Influence and/or annexation of land to the city is recommended prior to filing a development application.
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*To be coordinated with Policy 3.1-I-7 in the Growth Management Element.*

**Rural Conservation Development**

<b>4.6-I-6</b>	<p><u>Mitigate impacts on natural features, sensitive habitat, and agricultural resources due to residential development in Rural Conservation designations as required by local Ordinance or habitat protection plan.</u> <del>Residential development in the Rural Conservation designation should mitigate impacts to natural features, sensitive habitat, and agricultural resources as required by local Ordinance or habitat protection plan.</del></p>
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<b>4.6-I-7</b>	As part of the development review process, conditionally approve projects to mitigate potential impacts caused by proposed development that could potentially affect sensitive habitat areas, sensitive species habitats, migratory patterns, and riparian corridors identified in the General Plan.
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Projects will be conditionally approved to mitigate potential impacts including the creation of a habitat protection plan as a mitigation tool. A habitat protection plan is designed to provide habitat protection for endangered species and sensitive habitats in the planning area, particularly in Bollinger Canyon, Westside, and Tassajara Valley Areas. A habitat protection plan would include the identification of habitats within a rural development area and preparation of a program to mitigate the impacts of development on them. It may have to include species-specific measures where specified habitat would be affected. Loss of potentially sensitive habitat would have to be mitigated, and adaptive management, as the term is used in habitat conservation planning, would be required as a balance to development impacts. In addition, conservation plans could be shared between related projects or other projects within close proximity. Participation in a structured Natural Communities Conservation Plan (NCCP) should be considered and evaluated based on the scale of any proposed development in relation to potential impact to sensitive species and ecosystems.

The requirements for mitigation, monitoring, and reporting within the habitat protection plan area would be the responsibility of the property owners directly benefiting from the adoption of the protection plan and associated development. The Open Space Advisory Committee may also be called upon by the City Council to assist in developing habitat protection plans for any new developments.

**4.6-I-8**

Continue to pursue interagency coordination with the County to:

- Require that development applications for projects within the City’s Sphere of Influence conform to the hillside, creek, and ridgeline standards of the Resource Management Chapter of the Zoning Ordinance, where applicable; and
- Notify the City regarding County development applications within the City’s Sphere of Influence, and
- Allow the City to work with the applicant in accordance with Permit Streamlining Act to negotiate the protection of land outside the City limits designated as priority open space.

*This policy is intended to create a mechanism to provide input and reduce the potential adverse impacts that may result from development that occurs outside the City limits and potentially protect the ridgelines, hillsides, and creeks that form the backdrop for the City.*

**Residential Development**

**4.6-I-9**

Require residential development to employ objective design standards to maintain architectural quality while incorporating 360-degree design principles.

*The City encourages high quality residential development that is harmonious with the proximate neighborhood through its specific plans and the review process, which includes an evaluation by the Architectural Review Board and approval by the Planning Commission. The 360-degree design principles are intended to ensure that objective design standards and detail is applied to all building elevations of a proposed project to achieve a high-quality outcome. The City will develop Objective Design Guidelines to provide the baseline principles for new development. These Guidelines will be reviewed periodically to ensure that they continue to allow creative design while maintaining consistency with the city vision.*

*The city will continue to refine the development review standards for new residential developments to promote creative and superior design concepts and encourage the development of public amenities through increased density incentives.*

**4.6-I-10**

Provide a range of housing opportunities for current and future residents.

*The city offers developers incentives, such as density bonuses, which encourage a broad spectrum of housing types to meet the needs of the entire community, including people who work in San Ramon, but cannot afford to live here.*



**4.6-I-11**

Provide high quality public facilities, services, and other amenities within close proximity to residents.

*The city requires residential developers to provide community facilities and programs relating to recreation, education, childcare, culture, transportation, and safety.*

**4.6-I-12**

Except as precluded by the California Density Bonus Law or other applicable laws and regulations, ensure that all residential development provides required parking to meet residential parking standards.

**4.6-I-13**

Evaluate shared parking or other alternative parking proposals for residential development, [particularly adjacent to streets with no on-street parking](#), -based on project-specific parking studies that analyze project need consistent with the Zoning Ordinance alternative parking provisions.

*The adequacy of parking provided in new development, particularly in high-density residential projects, has always been a concern in San Ramon. The Parking Ordinance should be reviewed to ensure that developments are required to provide sufficient onsite parking for projects. Alternative parking proposals and shared parking concepts may be considered based parking studies considering the project specific parking standards and consistency with the Zoning Ordinance alternative parking provisions. The use of on-street parking to meet residential parking requirements should be avoided. See also the discussion of shared parking below under Mixed Use Development and in the Circulation Element.*

**4.6-I-14**

Promote and affirmatively further fair housing policies and programs.

**4.6-I-15**

Periodically review and update, as necessary, local housing policies and procedures to ensure they do not pose impediments to furthering fair housing.

**4.6-I-16**

Support the development and preservation of affordable housing throughout the city for a variety of income levels.

***Hillside Residential Development***

**4.6-I-17**

Require Clustered Development for four or more units that will maximize preservation of visible open space and encourage preservation of open space by allowing density to increase based on the percentage of the gross area permanently preserved as open space.

*The discussion of Hillside Residential Designation in Section 4.4 of this General Plan provides greater detail; of the density incentives in exchange for permanently preserved open space. Additional policies in the Open Space Element and requirements for a habitat protection plan may result in additional limitations on development.*

**4.6-I-18**

Continue to develop and refine the residential hillside development standards that address:

- Location of hillside residential units, including maximum elevation limits based on water pressure zones and hillside viewshed analysis,
- Clustered Development provisions with limitations on cluster size to preserve open character,
- Building development and design in a clustered format, including standards for building height and massing,
- Bonus provisions for clustered development, including amount of bonus, alternate development forms, common recreational facilities, phasing, etc.,
- Requirements for deeding of natural areas as conservation lots with ownership and maintenance by homeowners' association, non-profit land trusts, or other City approved public agency.

***Retail and Commercial Service Development***

**4.6-I-19**

Strengthen the role of central Bollinger Canyon Road as the City's premier retail corridor.

*As a major east-west arterial with some of the highest traffic volumes in San Ramon, the stretch of Bollinger Canyon Road between Alcosta and I-680 represents one of the strongest locations for specialty and commodity retail in the city.*

**4.6-I-20**

Foster vibrant neighborhood and community shopping centers of sizes and at locations that provide daily convenience for San Ramon residents and employees, minimize the need for longer/multiple automobile trips, and sustain a strong retail base for the city.

*A balance of overall economic development, economic needs, and housing needs of the City shall be considered in determining the number and location of such commercial projects.*

**4.6-I-21**

~~Continue to limit non-retail uses to no more than 25 percent of the total FAR of a neighborhood or community shopping center and adopt clear economic findings that must be made before approving non-retail uses that exceed the limit.~~ Evaluate and update as needed the maximum allowable non-retail uses within neighborhood or community shopping centers and adopt clear economic findings that must be made before approving non-retail uses that exceed the limit.

**4.6-I-22**

Ensure that neighborhood retail centers and commercial service buildings are compatible with the surrounding neighborhood while incorporating 360-degree design principles.

*The 360-degree design principles are intended to ensure that an adequate level of architectural design development and detail is applied to all building elevations of a proposed project to achieve a ~~high quality~~ high-quality outcome. All developers are required to present their proposals to the City's Architectural Review Board. In conjunction with staff, Planning Commission and neighborhood reviews, the Board's review helps ensure that retail development is consistent with the Architectural Review Guidelines, community's values and compatible with surrounding properties.*

**4.6-I-23**

Foster the development of commercial services that can be supported by local residents, businesses, and workers and visitors.

*Retail businesses have the best chance of success if they are located in areas with high traffic volumes and good visibility, such as along arterial roadways.*

**4.6-I-24**

Encourage the provision of amenities and events that promote San Ramon's neighborhood and community shopping centers as community gathering places.

**Mixed Use Development**

**4.6-I-25**

Promote redevelopment with a mix of high-density residential, retail, and other compatible non-retail uses in the Mixed-Use General Plan land use designation.

*It is important to recognize that not all types of mixed-use development will work on all mixed use designated sites. Absent a Specific Plan, the site conditions (lot size, easements access, height, available parking, adjacent uses, etc.) and economic viability should inform the design of mixed-use sites. Horizontal mixed-use configurations that take advantage of existing and adjacent land uses and infrastructure to provide a compatible and vital mix of land use and can be just as effective in furthering the goals of the General Plan.*

*When looking at horizontal mixed-use sites, it is not necessary that the project site be a single parcel under single ownership, but rather that the proposed development complement and further the mixed-use zoning concept by providing compatible uses. For existing and proposed uses under separate ownership and control to be considered as a horizontal mixed-use concept there.*

**4.6-I-26**

Continue to develop and refine objective design standards for mixed use development that will result in pedestrian-scaled environment, integrated parking, street front windows, and entries, and public and private open space or as provided under a separate Specific Plan process.

*Some mixed-use designations may fall within specific plan areas that have specialized design or aesthetics goals for implementation. In those situations, the form, function, and land uses of the mixed-use project should be tailored to implement the purpose and goals of the specific plan in a manner consistent with mixed uses designation. In areas outside Specific Plans, the City will continue to refine the mixed use development standards in the Zoning Ordinance to provide flexibility for individual development projects based on site conditions, while ensuring that City goals for a compatible mix of uses can be accomplished.*

*Additionally, the city will continue to refine the development review standards for new mixed use developments to promote creative and superior design concepts and encourage the development of public amenities through increase residential density and FAR incentives. The Zoning Ordinance development standards may consider a minimum nonresidential and minimum residential component including ground floor restrictions, for mixed use development.*

**4.6-I-27**

Encourage the integration of the Marketplace and former Orchard Supply Center sites through connectivity with the Walking District resources, Iron Horse Trail, City Hall, San Ramon Library, and Central Park by focusing on improved circulation, access, and visibility.

*While both centers are currently not under common ownership, improved connectivity between the two centers enhances walkability and pedestrian safety within the city core, and facilitates implementation of the Walking District Plan.*

<b>4.6-I-28</b>	Require a parking study to substantiate a request for reduced parking requirement in new mixed-use development.
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**Office Development**

<b>4.6-I-29</b>	Allow for the revitalization and intensification of infill sites within the Bishop Ranch Business Park, consistent with citywide objective design standards.
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<b>4.6-I-30</b>	Allow a diverse mix of complementary uses within Bishop Ranch (including locations within CityWalk) to better meet the daily needs of workers and to reduce the need to travel by automobile. Complementary uses shall be consistent with site zoning, compatible with the primary use and shall not result in a significant adverse <u>ly effect-affect</u> on the traffic-carrying capacity of adjacent streets.
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*Complementary uses and services are defined as Accessory Uses and Accessory Retail, such as day care centers, food courts, dry cleaners, ATMs, etc. and are limited to the ground floor of existing and new buildings. In Bishop Ranch, it is the intent that these complementary uses would be internal and integrated into Bishop Ranch developments and that such uses would be accessory to the primary use.*

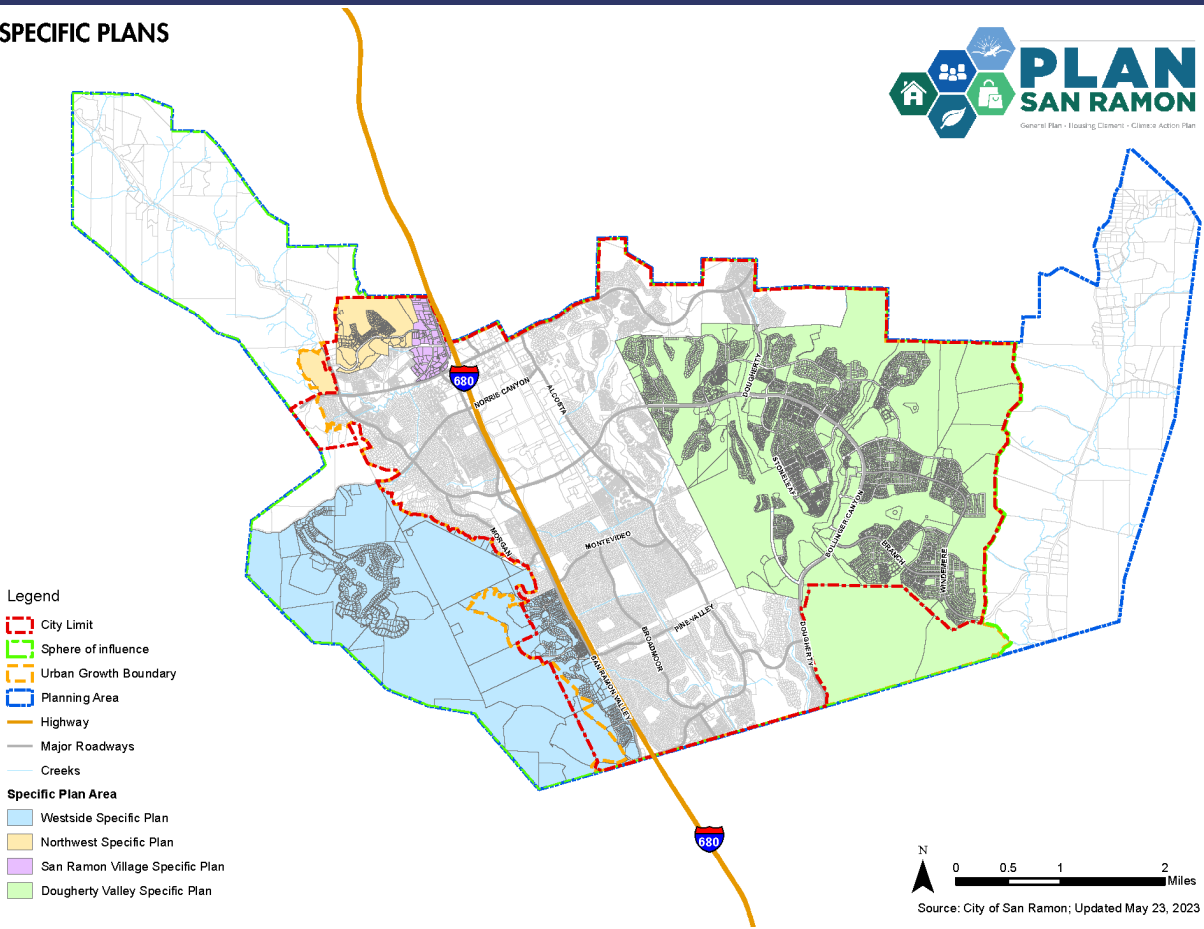
**4.7 SPECIFIC PLAN AREA POLICIES**

The development of a specific plan is intended to reflect specific land use needs and conditions of a geographic area and be a cooperative venture with area landowners, the City, resource agencies, and local service providers to ensure that specific plan goal and objectives are achieved. Specific plans are typically long-term plans that are implemented over many years (often 20 years or more). Current land uses and market trends may serve as an impetus for specific plan development; however, as part of a long-range planning process, specific plans are typically intended to address the future needs of the community. As such, a specific plan can provide focused guidance and achieve a coordinated vision as individual properties propose changes over time.

Figure 4-4 illustrates the specific plan areas in San Ramon. Land use designations within specific plan areas on the General Plan Diagram are illustrative and the final land use plan for these areas incorporated into the specific plan may deviate from the Diagram, provided it is faithful to representations of land use relationships and meets the underlying criteria and standards of the specific plan policies. Minor adjustments to Specific Plan boundaries may be made to protect resources or accommodate infrastructure improvements or specific development configurations. These boundary adjustments do not require a General Plan amendment when they have no impact on the overall level of development established by the General Plan.

Figure 4-4: Specific Plan Areas

**SPECIFIC PLANS**



The City’s Planned Development (PD) District may be used in lieu of a specific plan where a property is under single ownership or all owners consent to a PD Plan and an application for PD zoning. If a Planned Development is proposed within a planned specific plan area, the proposed development shall address any applicable specific plan policy goals.

**GUIDING POLICY – SPECIFIC PLAN AREA POLICIES**

**4.7-G-1**

Consider the use of Specific Plans, and other area plans to develop land use programs that reflect specific area conditions and land use needs.

**IMPLEMENTING POLICIES – SPECIFIC PLAN AREA POLICIES**

*Northwest Specific Plan Area*

**4.7-I-1**

Ensure new development within the Plan Area is consistent with the adopted Northwest Specific Plan.

*San Ramon Village Specific Plan*

#### 4.7-I-2

Ensure new development within the Plan Area is consistent with the adopted San Ramon Village Specific Plan.

#### **Westside Specific Plan Area**

#### 4.7-I-3

Prior to new development consistent with the General Plan, amend the Westside Specific Plan as necessary to ensure consistency with the General Plan

*All new developments must conform to the policies of the Westside Specific Plan as they relate to land use, circulation, open space and conservation, community design, public services and utilities, hydrology, and safety.*

#### **Other Area Plans**

In addition to the identified Specific Plan areas, it is necessary to continue to evaluate existing development for opportunities for redevelopment. Land use planning efforts for subareas should be regularly evaluated for effectiveness and planning boundaries and if necessary new planning efforts should be initiated to reflect land use and economic trends.

#### 4.7-I-4

Develop a streamlined review process for the CityWalk Master Plan to facilitate the development of the residential units approved in the Master Plan in accordance with the CityWalk Development Agreement.

*The CityWalk Master Plan area is 134.98 acres consisting of four large parcels located in the Bishop Ranch campus. The Master Plan included the approval for 4,500 residential units; however, development on each parcel must still go through the entitlement process. Streamlining the approval process will facilitate the development of the residential uses in this area.*

#### **Tassajara Valley Area**

#### 4.7-I-5

Continue to monitor development activities in the Tassajara Valley Area.

*The Tassajara Valley is not within the City's Sphere of Influence [\(but is within the City's Planning Area\)](#). ~~and the~~ Contra Costa County is the approval authority for all land use applications within the subarea. As an adjacent community, San Ramon has a vested interest in any new land use activity within this subarea because of the potential impacts on the City and City services including, but not limited to roads, parks and open space and emergency response.*

## 4.8 COMMUNITY IMAGE

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San Ramon is a contemporary city that is distinguished by attractive natural and physical features. These features are the result of community values, decisions about development as well as preservation of open space. Quality urban design is an important component of the community image and an essential in creating the city image and sense of place. Quality design preserves and enhances the City's natural setting and coupled with programs for public art, signage and landscaping contribute to a unique, pleasing, and desirable environment for San Ramon residents.



For new development, the Art in Public Places Program and City Beautification Fee is intended to promote the acquisition, construction, installation, restoration, and maintenance of public art pieces in San Ramon that will foster creativity, freedom of expression, cultural awareness, civic pride, and a strong sense of community. Public Art is defined as original visual works of art, which are accessible to the public. The artwork may be placed on private land within public view or access, or in public places such as City property, the exterior of any City owned facility, public areas, lobbies, or public assembly areas. This incremental approach to adding public art adds to uniqueness of the city and enhances the community image.

In a larger context the hillsides on both the east and west, silhouette the city and bestow a panoramic sense of openness to the people living in the valley. The San Ramon community has invested substantial resources to establish a special place whose identity strengthens and enhances its visual image. There are distinctive amenities that define San Ramon, such as Central Park and the Community Center, its varied residential neighborhoods, and Bishop Ranch Business Park.

One of the challenges facing San Ramon is to continue building a strong, positive image that reflects the vision of its people and the quality of its environment. Such an image can be enhanced by defining and visually emphasizing the City’s gateways, preserving its scenic views of surrounding hills, and encouraging well-designed, innovative architecture and landscape.

**GUIDING POLICY – COMMUNITY IMAGE**

<b>4.8-G-1</b>	Maintain and enhance San Ramon’s identity.
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**IMPLEMENTING POLICIES – COMMUNITY IMAGE**

<b>4.8-I-1</b>	Continue to develop and refine community design documents to provide comprehensive design guidelines for beautification, of streetscapes creek corridors, City signs, public art, and community entries in San Ramon.
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<b>4.8-I-2</b>	Design, location, and size of new development should consider the environment and a site’s natural features.
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*The design and location of new buildings can either enhance or detract from the surrounding environment. Buildings should be positioned so that trees, creekside vegetation, scenic views, and other natural resources are preserved.*

<b>4.8-I-3</b>	Continue to refine citywide lighting standards to implement appropriate illumination levels for residential, commercial, and industrial land uses, while reducing light pollution.
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*Parking lot lighting standards in the City’s Zoning Ordinance can help protect residential neighborhoods from glare by shielding and filtering light sources along with maximum illumination levels to reduce unnecessary illumination on adjacent properties and conserve energy.*

**4.8-I-4**

Ensure that parking facilities adequately address the community image, aesthetics, and functional needs of the city.

*Depending on size, residential, commercial, and office development often must provide parking spaces to accommodate the needs of their residents and users. The City shall encourage architectural integration of parking structures into developments, landscape, and architectural screening and the construction of underground parking wherever feasible to minimize impervious surfaces at ground level.*

**4.8-I-5**

Encourage the linkage and integration of new development with existing neighborhoods by means of Walking District implementation, Complete Streets networks, open space areas, parks, pathways, associated rights-of-way, and/or easements as a means of enhancing pedestrian and bicycle connections.

*Assembly Bill 1358 (AB 1358), the California Complete Streets Act, requires the General Plan to contain provisions for a balanced, multimodal transportation network that meets the needs of all users. Complete Streets concepts are intended to provide safe and convenient travel for all user groups in a manner that is suitable and based on local conditions. Additional discussion and policies related to Complete Streets concepts can be found in Section 5.3 of the Traffic and Circulation Element. In 2022, the City adopted the Walking District Plan which provides the long-term vision for pedestrian-oriented access and connectivity within the City Core. The Walking District Plan maps the area’s existing infrastructure that either supports or deters walking, builds upon improvements proposed by a combination of public and private development, and establishes a set of guidelines and project recommendations to move the vision for a Walking District toward implementation.*

**4.8-I-6**

Seek to assure maximum public access to the Iron Horse Trail through land acquisition, licensing agreements with Contra Costa County, incentives for dedication, overhead trail crossings and improvement of land for trailhead parks and walkways.

[To improve access to the Iron Horse Trail, the City will continue to seek opportunities to add connections to the trail through partnerships with adjacent land owners and through the development review process.](#)

**4.8-I-7**

Require new commercial and office development to provide plazas, courtyards, seating areas and other similar outdoor passive recreation areas.

**4.8-I-8**

Use the development review process to e minimize s new development's impacts and preserve s and/or enhance s views of the natural landscape.

*The City's most prominent visual resources are the hills to the west and Mt. Diablo and its foothills. Other natural visual amenities include San Ramon Creek within the Crow Canyon subarea, San Catanio Creek along Norris Canyon Road, and the Dougherty Hills ridgeline. Views of the natural landscape can be emphasized and preserved through the design and placement of streets, buildings, and outdoor spaces. Open Space Policy 8.4-I-13 provides for the development of viewshed criteria that will inform the design review process.*

**4.8-I-9**

Continue to implement landscaping guidelines for public roadways that improve their visual character.

*The City's "Beautification Plan" and "Streetscape Beautification Guidelines" outline landscaping concepts for many of the arterials, gateways, and key intersections. Implementation of these concepts will result in a distinct, unified image for San Ramon that reflects the indigenous and historic character of the San Ramon Valley. Landscaping standards should be reviewed regularly to ensure that there is no conflict with pedestrian safety and access, vehicle visibility at intersections, and fire hazard control as landscaping matures. Safety issues related to site lines and security are addressed in the Zoning Ordinance.*

**4.8-I-10**

Continue to implement gateway treatments for City entries that help residents and visitors know they have arrived in San Ramon.

*The "Streetscape Beautification Guidelines" provide landscaping designs for both major entries at the freeway interchanges and secondary entries where streets enter San Ramon from its neighbors, Danville and Dublin. Implementation of these entry designs will make positive and meaningful visual statements about San Ramon.*

**4.8-I-11**

Require new office and commercial development to provide outdoor art that is clearly visible to the public or contribute to a citywide public art program through the City Beautification Fund.

*Outdoor art, such as sculptures and fountains, can reflect the social and cultural history of San Ramon, which in turn can contribute to a stronger sense of place.*

**4.8-I-12**

Promote drought-tolerant landscaping on private property that is suitable for San Ramon's climate.

*Although San Ramon is located in an area of mild temperatures and average rainfall, drought-like conditions have prevailed in the past for years at a time. The City has established guidelines to promote water-conserving landscapes by limiting turf area and requiring drought tolerant shrubbery. The City's Climate Action Plan (CAP) promotes a 20 percent reduction in water use for new development, the application of*

**CAP**

*the State Model efficient Landscape Ordinance (MWELO) as well as the development and use of dual water systems utilizing reclaimed water for irrigation purposes.*

**4.8-I-13**

Require landscape treatment for public rights-of-way in all new residential, office, and commercial development.

*Street trees and landscaping help unify neighborhoods and give them identity. They also reduce the impact of uninterrupted street pavement and provide shade for pedestrians.*

**4.8-I-14**

Ensure that businesses provide signs that are compliant with the Zoning Ordinance, attractive and consistent with neighboring commercial uses, minimize visual clutter from roadways and other public areas, and, where possible, cannot be seen from residential neighborhoods.

*San Ramon requires developers to submit a “Master Sign Program” for most commercial and multi-family residential projects to ensure that signs are compatible with the above-stated goals. The City also provides design guidelines and location criteria for a variety of on- and offsite signs, all of which are subject to Architectural Review Board and/or Planning Commission review and approval.*

**4.8-I-15**

Maintain attractive and distinctive street identification signs for all areas of the city.

*Specially designed signs identifying all streets in San Ramon will provide a unifying and visually appealing element throughout the city. When a design is developed, existing signs will be replaced on an as-needed basis.*

**4.8-I-16**

Continue to refine urban design standards in the Zoning Ordinance as needed for large-scale development to promote smart growth principles while minimizing negative impacts on adjacent properties.

**4.8-I-17**

Implement the City Zoning Ordinance sun access plane requirements and provide provisions for encroachments into the sun access plane to allow architectural flexibility.

*Sun access plane encroachments may be done by allowing, for example, a 15-foot vertical projection above the sun access plane for up to 25 percent of the length of the lot line opposite a City park. The Iron Horse Trail corridor is not subject to sun access plane standards. Currently deviations to the sun access plane requirements are processed through the minor exception or variance process.*

**4.8-I-18**

As part of development proposals, encourage public access to creeks as scenic visual and passive recreational amenities in a manner consistent with need of applicable resource agencies to provide creek and habitat protection.

*South San Ramon, Watson Canyon, Oak, Norris, San Catanio, and San Ramon Creeks provide open space amenities within an urbanized setting. While large portions of these creeks are culverts or are tightly constrained between private development, opportunities potentially exist to provide pedestrian access to these amenities via walkways and bridges, and visual access via scenic corridors and building setbacks. It is the City's goal to ensure that creekside settings remain accessible and open for everyone, as they provide visual relief and opportunities for outdoor recreation. The city will work closely with regulatory agencies to achieve this goal.*

**4.8-I-19**

Continue to provide park and recreational amenities that combine well-designed buildings, recreational equipment and playing fields, and complementary landscaping at key locations throughout the city.

*San Ramon residents take pride in their parks, which offer activities from children's play areas at all the facilities, to adult classes at the Community Center. San Ramon's parks are designed to blend with adjacent neighborhoods, capture significant views of the hillsides, and soften the urban environment.*

**4.8-I-20**

Require all walls and fences to be designed to minimize visual monotony.

*Walls shall be designed to provide a safe and attractive streetscape with varied building orientations, landscaping and berm materials, and any other techniques that will provide visual relief.*

**4.8-I-21**

Encourage the funding and development of high-quality public art throughout the City including commercial areas, public spaces, parks, and trails.

**4.8-I-22**

Evaluate and update as needed the maximum allowable non-retail uses within neighborhood or community shopping centers and adopt clear economic findings that must be made before approving non-retail uses that exceed the limit.

**4.9 ADMINISTRATION OF LAND USE REGULATIONS**

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Any landowner should have an opportunity to demonstrate that the new General Plan policies and implementing zoning regulations results in the denial of all economically beneficial use of their land. If it were found that there is, in fact, a denial of all economically beneficial use, as the term is defined in applicable State and federal law, then the City would be required to modify the land use regulations as they apply to that property to allow for an economically beneficial use.

## IMPLEMENTING POLICIES – LAND USE REGULATIONS

<b>4.9-I-1</b>	Establish provisions for making beneficial use determinations and providing administrative relief from Plan policies and zoning regulations that have the potential for deprivation of property rights.
<b>4.9-I-2</b>	Consider potential adverse health and safety impacts associated with land use decisions and reduce negative impacts on residents from hazardous materials, industrial activities, facility locations, and design features.
<b>4.9-I-3</b>	Evaluate and implement environmental protection measures within the City’s authority that support equitable treatment of all neighborhoods.
<b>4.9-I-4</b>	Ensure transparent public decision-making processes through effective public outreach, engagement, and participation that is inclusive of socially disadvantaged individuals and groups.

## TRAFFIC AND CIRCULATION

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The Traffic and Circulation Element is intended to provide guidance and specific actions to ensure the continued safe and efficient operation of San Ramon's circulation system. The Element is based on a fundamental philosophy that traffic conditions in the City can be managed through a comprehensive program of transportation planning, land use planning, and growth management strategies.

State Law recognizes that circulation and land use are closely related and requires that policies in this Element and the Land Use Element be tied together. Careful integration of the City's traffic and circulation policies with its land use policies will ensure that there is sufficient roadway capacity to accommodate existing traffic and traffic anticipated by future development. The City is committed to designing a system of regional routes, local roads, public transit, and bicycle and pedestrian pathways that will enhance the community and minimize impacts to the environment.

On September 30, 2008, Governor Arnold Schwarzenegger signed Assembly Bill 1358 (AB 1358), the California Complete Streets Act. The Act states: "In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle-miles-traveled (VMT) and to shift from short trips in the automobile to biking, walking and use of public transit".

In response to AB 1358, the General Plan Traffic and Circulation Element must contain provisions and plan for a balanced, multimodal transportation network that meets the needs of all users of the streets, roads, and highways for safe and convenient travel in a manner that is suitable and based on local conditions.

"Complete Streets" design concepts are not new to the City of San Ramon, as the City has been designing and constructing its transportation network with all users in mind. To be in compliance with AB 1358, the City has incorporated Complete Streets concepts into every component of the Traffic and Circulation Element.

San Ramon's Transportation Systems Management Program incorporates five core strategies:

1. Transportation programs are based on traffic circulation system needs and land use planning.
2. The City's traffic circulation planning efforts are integrated with those of adjoining cities and counties in a cooperative, regional planning effort.
3. State of the art traffic engineering techniques and principles are used to bring planned improvements to reality.
4. Transportation demand management (TDM) strategies are employed to reduce dependence on single-occupant vehicles for commute travel.
5. All transportation modes are considered in all phases of design and construction within the City to create a circulation network that is safe, efficient, and convenient for all user groups.

Through the development and implementation of all these strategies the City's commitment to a balanced and efficient circulation system can be achieved.



## 5.1 CIRCULATION AND LAND USE

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The circulation network provides the linkages between different land uses and facilitates access to home, shopping, jobs, schools, and recreation. Figure 5-1 shows the circulation network.

While this circulation network is planned to accommodate the growth envisioned in the General Plan, the City must plan not only for roadway capacity improvements, but also for all available transportation demand management (TDM) methods to manage traffic flow in the City. New roadway construction and street widening projects are expensive, can have impacts to the environment, and tend to promote single-occupant auto travel. Alternatives to widening major roadways are discussed throughout this Element. They include Transportation Demand Management (TDM) strategies, more efficient operation of existing roads [through technology](#), Complete Streets, and improvements to the bus, bicycle, and pedestrian circulation systems. More importantly, this Element, as well as the Land Use and Growth Management Elements, contain policies to reduce VMT, meet the City's infrastructure requirements, and define acceptable traffic Level-of-Service (LOS) guidelines.

Traffic LOS is an objective measure of operating conditions ~~at of a roadway intersections~~ [based on factors such as speed, travel time, maneuverability, delay, and safety](#). ~~The term "LOS" refers to the traffic conditions that confront drivers when they are using the roadway system.~~ San Ramon has adopted policies to ensure that acceptable LOS guidelines are maintained on City streets as development occurs. In an urban setting, roadway capacity is dictated by intersection operations. Peak-period traffic (or commute hour traffic) is evaluated [mainly by calculating control delay or, in certain instances,](#) by comparing projected traffic volumes to intersection capacities [\(volume to capacity ratio\)](#). ~~The ratio of traffic volume to traffic capacity ("volume/capacity" ratios) can be used to describe the quality of traffic flow through an intersection.~~ Traffic operations are classified by LOS A through F with corresponding volume/capacity ratios, as shown in Table 5-1.

Figure 5-1: Circulation Network

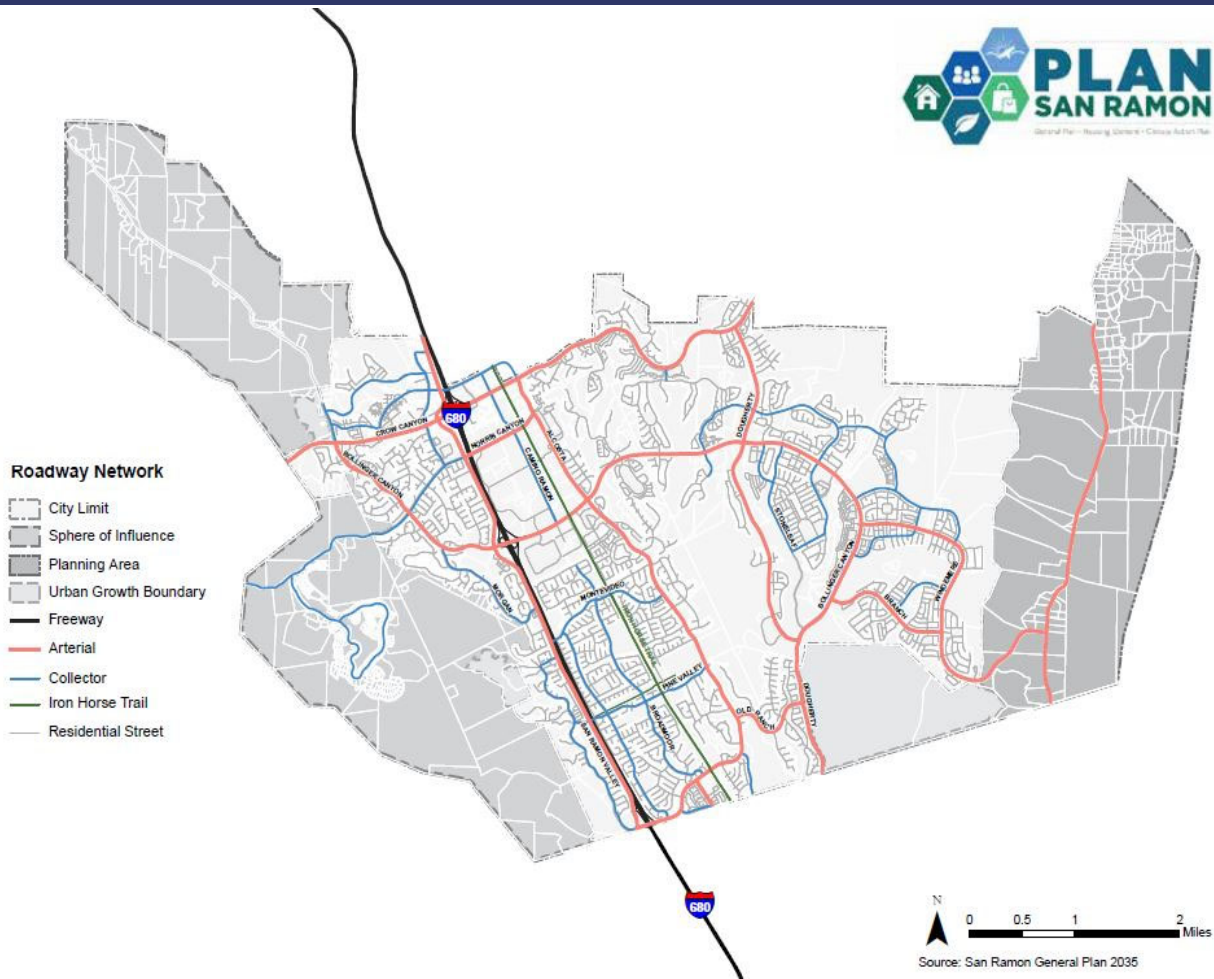


Table 5-1: Level of Service Guidelines

Level of Service (LOS)	Volume/Capacity		
	Control Delay (sec/veh)	Ratios (V/C)	Description
A	<10	< 0.60	Traffic is typically free flowing; very little delay.
B	>10-20	0.61-0.70	Only slight delays; the majority of vehicles do not stop.
C	>20-35	0.71-0.80	Acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle.
D	>35-55	0.81-0.90	Delays are substantial during short periods, but excessive backups do not occur.
E	>55-80	0.91-1.0	Delays can exceed one or more signal cycles.
F	>80	> 1.0	Excessive delays; backups from other locations restrict or prevent movement.

Note:

As part of the development review process, developers are required to prepare traffic studies. If traffic from a proposed project results in unacceptable

**Table 5-1: Level of Service Guidelines**

Level of Service (LOS)	Volume/Capacity		
	<u>Control Delay (sec/veh)</u>	Ratios (V/C)	Description

impacts to the City’s circulation system, the developer is required to include mitigation measures ~~which will maintain~~to acceptable levels-of-service. Source: CCTA Technical Procedures Manual.

**SENATE BILL 743**

Passed in 2013, California Senate Bill (SB) 743 changes the focus of transportation impact analysis in CEQA from measuring impacts to drivers, to measuring the impact of driving. The change CEQA is being made by replacing Level of Service (LOS) as a performance metric with a vehicle miles traveled (VMT) approach. This shift in transportation impact focus is intended to better align transportation impact analysis and mitigation outcomes with the State’s goals to reduce greenhouse gas (GHG) emissions, encourage infill development, and improve public health through development of multimodal transportation networks. LOS or other delay-based metrics are maintained as guidelines to evaluate the impact of new projects on drivers as part of land use entitlement review and impact fee programs.

In December 2018, the Natural Resources Agency finalized updates to Section 15064.3 of the CEQA Guidelines, including the incorporation of SB 743 modifications. The Guidelines’ changes were approved by the Office of Administrative Law and as of July 1, 2020, are now in effect statewide.

To help aid lead agencies with SB 743 implementation, the Governor’s Office of Planning and Research (OPR) produced the Technical Advisory on Evaluating Transportation Impacts in CEQA that provides guidance about the variety of implementation questions they face with respect to shifting to a VMT metric. Key guidance from this document includes:

- VMT is the most appropriate metric to evaluate a project’s transportation impact.
- OPR recommends tour- and trip-based travel models to estimate VMT, but ultimately defers to local agencies to determine the appropriate tools.
- OPR recommends measuring VMT for residential and office projects on a “per rate” basis.
- OPR recommends that a per capita or per employee VMT that is fifteen-15 percent below that of existing development may be a reasonable threshold. In other words, an office project that generates VMT per employee that is more than 85 percent of the regional VMT per employee could result in a significant impact, absent a local mitigation program or result in a Statement of Overriding Considerations as part of the EIR process. OPR notes that this threshold is supported by evidence that connects this level of reduction to the State’s emissions goals.
- OPR recommends that where a project replaces existing VMT-generating land uses, if the replacement leads to a net overall decrease in VMT, the project would lead to a less-than-significant transportation impact. If the project leads to a net overall increase in VMT, then the thresholds described above should apply.
- Lead agencies have the discretion to set or apply their own significance thresholds.

The Contra Costa Transportation Authority has prepared guidance for member jurisdictions to use in developing their own VMT analysis methods, metrics, and thresholds of significance. The CCTA’s Growth Management Program Implementation Guide (Revised February 17, 2021), Appendix F describes the recommendations.

**GUIDING POLICY – CIRCULATION AND LAND USE**

<b>5.1-G-1</b>	Maintain acceptable LOS and ensure that future land uses and the circulation system are in balance.
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**IMPLEMENTING POLICIES – CIRCULATION AND LAND USE**

<b>5.1-I-1</b>	Strive to maintain traffic LOS C or better as the standard at all intersections with a maximum LOS D during a.m. and p.m. peak periods.
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*The a.m. peak period is typically defined as the commute time from 7 a.m. to 9 a.m. and the p.m. peak period is typically the commute time from 4 p.m. to 6 p.m. The Growth Management Element further discusses the specific conditions under which LOS D will be accepted.*

<b>5.1-I-2</b>	Accept LOS E during a.m. and p.m. peak periods with the possibility of signalized intersections at or closely approaching the limits of LOS E (average control delay <=80 seconds/vehicle), only on arterial routes bordered by non-residential development where improvements to meet the City’s LOS <a href="#">standard guidelines</a> would be prohibitively costly or disruptive.
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<b>5.1-I-3</b>	Require new development provide traffic impact studies if the Project would generate 50 or more net new peak hour vehicle trips and a VMT assessment based on adopted local, regional, and/or State technical criteria. Preparation of traffic impact studies and/or VMT assessments may also be determined or waived by the City Traffic Engineer.
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<b>5.1-I-4</b>	Identify and implement mitigations based on traffic studies and VMT assessments.
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<b>5.1-I-5</b>	Implement uniform design standards for City arterials, collectors, local streets, and private roadways.
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<b>5.1-I-6</b>	Monitor key intersection LOS on a regular basis and document the results.
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<b>5.1-I-7</b>	Implement the following transportation programs: Transportation Demand Management Program (TDM) Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, and TRAFFIX Program.
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*The potential effects of traffic calming measures on emergency response are an important consideration in the development of any traffic-calming program. Traffic calming should not significantly hinder emergency response or adversely affect the ability of emergency service providers to achieve their respective performance guidelines.*

<b>5.1-I-8</b>	Implement a Safe Routes to School Program to address access and safety issues on streets adjacent to elementary schools in San Ramon.
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<b>5.1-I-9</b>	Implement <a href="#"><u>transportation technology solutions such as intelligent Transportation System and electric vehicle infrastructure to advance transportation goals.</u></a>
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*[Technology in transportation has increased exponentially over the past decade. Transportation technology gets us from Point A to Point B more efficiently \(and environmentally friendly\) than ever before. Innovative vehicular transportation technology examples range from autonomous vehicles to e-bikes to electric cars. Intelligent Transportation Systems \(ITS\) technologies advance safety and mobility by integrating advanced technologies into transportation infrastructure examples include, but are not limited to, adaptive traffic signal systems, dynamic detection systems, Automatic Traffic signal Performance Measures \(ATSPMs\) dynamic ramp metering, transit signal priority, vehicle to everything \(V2X\) communication.](#)*

## 5.2 REGIONAL TRANSPORTATION PLANNING

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Regional transportation planning coordination is a major focus of the City’s transportation management philosophy. In 1988, Contra Costa County voters approved Measure C, the Contra Costa County Transportation Improvement and Growth Management Initiative. Measure C established countywide standards for traffic levels of service and circulation improvements, as well as a comprehensive growth management program that includes a requirement for cooperative multi-jurisdictional transportation planning. In 2004, Contra Costa County voters approved Measure J, a 25-year extension of the half-cent local transportation sales tax program. The projects and programs contained in the Measure J Transportation Sales Tax Expenditure Plan are for the continued maintenance, improvement and operation of local streets, roads, and highways and the construction, improvement and operation of public transit systems. Consistent with past practices, the Measure J Expenditure Plan includes a Growth Management Program (GMP) component. The goal of the GMP is to preserve and enhance the quality of life and promote a healthy, strong economy to benefit the people and areas of Contra Costa through a cooperative, multi-jurisdictional process for managing growth, while maintaining local authority over land use decisions. The following is a summary of key local Measure J programs and projects.

Efforts have begun to integrate Vision Zero as a standard practice in local and regional transportation planning and traffic operations in San Ramon. Vision Zero is a strategy to eliminate all traffic fatalities and severe injuries, while increasing safe, healthy, equitable mobility for all. San Ramon’s Transportation Systems Management Program includes the collecting and reviewing traffic safety data to identify trends, support local planning, and coordinate local and countywide efforts to reach Vision Zero.

### **MEASURE J TRAFFIC CONGESTION RELIEF AGENCY—TRAFFIX**

One category of Measure J provides funding for a program entitled, “Safe Transportation for Children” and includes the inauguration of a San Ramon Valley School Traffic Congestion Relief Program or other projects in the San Ramon Valley that reduce school-related congestion. The TRAFFIX program will target the areas in the San Ramon Valley with the highest level of congestion. Levels of congestion are assessed at selected intersections by the TRAFFIX JPA using a consultant to conducting a LOS analysis when they deem necessary. The TRAFFIX program is intended to reduce traffic congestion caused by parents driving their children to and from school through some of the San Ramon Valley’s most congested intersections. To accomplish this, transit service is available to transport students, who live near or must travel through these most congested intersections in the San Ramon Valley, thus providing an alternative to individual car travel and improving traffic flow on local roadways.

### **MEASURE J CARPOOL LANE GAP CLOSURE/I-680 TRANSIT ENHANCEMENTS**

The project will extend bus/carpool lanes on southbound I-680 from North Main Street to Livorna Road and northbound from North Main Street to north of SR 242.

### **I-680 REGIONAL TRANSPORTATION IMPROVEMENTS**

The Measure J Expenditure Plan included a project titled I-680 Carpool Lane Gap Closure/Transit Corridor Improvements. One component of the Project included the construction of HOV Direct Access Ramps (DAR) at Norris Canyon Road in San Ramon. The City of San Ramon withdrew support for the DAR Project. On March 22, 2016, the San Ramon City Council adopted Resolution No. 2016-027 requesting the Contra Costa Transportation Authority (CCTA) shift priority emphasis to the Bollinger Canyon Road/I-680 Interchange Improvements and discontinue efforts related to the DAR Project in San Ramon. Consequently, the City has initiated operational improvements that could be implemented sooner than improvements proposed as part of the DAR Project, thereby providing traffic congestion relief along the I-680 corridor, particularly at the Bollinger Canyon Road/I-680 Interchange.

In addition, the City of San Ramon supports CCTA efforts underway that will provide congestion relief along the I-680 corridor, including:

1. Initiate operational improvements at the Bollinger Canyon Road/I-680 Interchange that will provide new and/or reconfigured infrastructure to accommodate planned improvements along the corridor, such as new and enhanced local and express bus services, increase in HOV usage, and ramp metering.
2. Determine whether or not additional Park & Ride lot(s), new and/or expanded, are needed to accommodate proposed increased express/fixed route bus service in the corridor, particular at the Bollinger Canyon Road Interchange.
3. Study in greater detail the bus on shoulder improvements specifically at the Bollinger Canyon Road Interchange as identified in the I-680 Transit Investment/Congestion Relief Options Study.
4. Improve Freeway Operations, particularly at the Bollinger Canyon Road Interchange to enhance Connected and Autonomous Vehicle Support and Active Traffic Management infrastructure.

**GUIDING POLICY – REGIONAL TRANSPORT PLANNING**

<b>5.2-G-1</b>	Actively participate in local and regional transportation planning.
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**IMPLEMENTING POLICIES – REGIONAL TRANSPORT PLANNING**

<b>5.2-I-1</b>	Continue to develop and implement Action Plans for Routes of Regional Significance, in cooperation with the Southwest Area Transportation Committee (SWAT), the Contra Costa Transportation Authority (CCTA), and the Tri-Valley Transportation Council (TVTC).
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<b>5.2-I-2</b>	Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).
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<b>5.2-I-3</b>	Participate in programs to mitigate regional traffic congestion.
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<b>5.2-I-4</b>	Ensure local jurisdiction consistency with the goals and policies of the Contra Costa Congestion Management Plan (CMP).
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5.2-I-5	Emphasize regional transportation demand management and trip reduction strategies as alternatives to improvements to existing transportation facilities and the construction of new transportation facilities.
5.2-I-6	Identify and consider the impacts of land use decisions on regional as well as local transportation facilities.
5.2-I-7	Pursue regional air quality and greenhouse gas reduction objectives through effective management of the City’s transportation system.

### 5.3 COMPLETE STREETS

“Complete Streets” are defined as streets that serve everyone—pedestrians, bicyclists, transit riders, and drivers—and they take into account the needs of people with disabilities, older people, and children. “Complete Streets” design concepts and implementation of potential local and regional Vision Zero strategies to eliminate all traffic fatalities and severe injuries can improve safety through the consideration of all user groups, improve people’s health by promoting an active lifestyle and encouraging travelers to walk or ride bicycles instead of driving, and allow for all modes of travel to be used to reach key destinations in a community and region safely and efficiently. By using “Complete Streets” design concepts, the City can construct and continue to improve a network of streets that are accessible to all local transportation modes and all user groups while maintaining roadway capacity and level of service required by the General Plan.

Implementation of Complete Streets concepts can result in improved mobility for people who cannot or do not drive and can result in less reliance on automobiles. A reduction in automobile use would result in a reduction in local VMT along with a corresponding reduction in transportation-related greenhouse gas emissions created by the burning of fossil fuels.

#### GUIDING POLICY – COMPLETE STREETS

5.3-G-1	Encourage transportation facilities that consider the users’ safety and allow for all modes of travel based on local conditions and needs of the community.
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#### IMPLEMENTING POLICIES – COMPLETE STREETS

**5.3-I-1**

Maintain and periodically update Complete Streets Guidelines that establish local review and assessment criteria and encourage development of a multimodal transportation network to meet community needs.

*The Complete Streets Guidelines, adopted in the Engineering Design Procedures in July 2017, include a range of design tools and considerations intended to assist in the design of new transportation improvements and the re-design of the existing transportation network. The Complete Street Guidelines are not intended to be “one size fits all” standards, but rather provide a framework for assessing the multimodal needs of the community in the context of a specific transportation or roadway project. The Complete Streets Guidelines may be a stand-alone guidance document or incorporated into existing streetscape guidelines or roadway development standards.*

**5.3-I-2**

Implement Complete Streets principles, as appropriate, for new roadway design and significant roadway rehabilitation.

*Complete Streets principles are identified in the Complete Streets Guidelines. Specific application of the Complete Streets principles is to be based on the specific needs and context of the project being considered.*

**5.3-I-3**

Coordinate the implementation of Complete Streets concepts, as appropriate, with ongoing transportation and congestion relief programs such as the TDM Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, Safe Routes to School Program and TRAFFIX Program.

**5.3-I-4**

Encourage Complete Streets concepts as a VMT and greenhouse gas reduction strategy.

**5.3-I-5**

Consider the access and mobility needs of special needs groups such as seniors and persons with disabilities in the implementation of all Complete Streets projects.

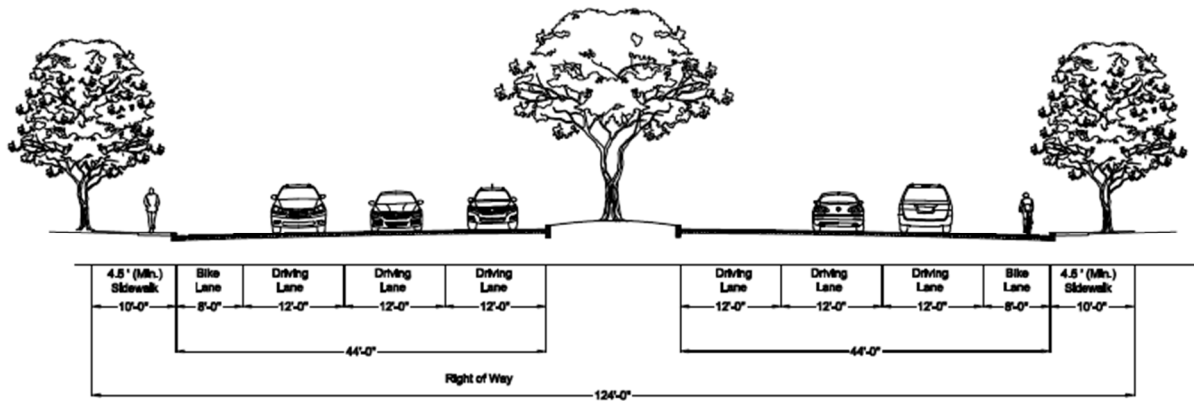
## 5.4 ARTERIAL ROADWAYS

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The City’s circulation system is based on a functional classification of arterial, collector, and local streets. The system of classifying roadways is intended to provide adequate through-travel capacity on major routes while limiting through-traffic in residential neighborhoods. The function of arterial roadways is to accommodate higher traffic volumes and intercity circulation, while balancing the needs of all users through Complete Streets concepts. Arterial roadways are generally characterized as having two to four lanes of traffic in each direction separated by a center median (see Figure 5-2). These streets are used to travel to activity centers, freeways, and other arterials. These streets also serve adjacent residential and commercial land uses via arterial and collector connections.

General Plan 2040, Implementing Policy 5.4-I-3 requires the City to construct capacity and roadway improvements necessary to serve growth generated by potential General Plan buildout. The City continues to implement the City’s Five-Year Capital Improvement Program, which includes the status and details for necessary capacity improvements to arterial roadways.

**Figure 5-2: Typical Major Arterial**



**Major Arterial** (not to scale)

\* This cross section represents a typical layout of a major arterial, but the exact dimensions may be modified at the discretion of the City Engineer.

**GUIDING POLICY – ARTERIAL ROADWAYS**

**5.4-G-1** Design arterial roadways to efficiently move inter-city traffic, thereby minimizing through-traffic in residential areas of the City.

**IMPLEMENTING POLICIES – ARTERIAL ROADWAYS**

**5.4-I-1** Ensure that adequate north-south and east-west arterial capacity is provided to accommodate future travel demand and, where appropriate, implement Complete Streets concepts pursuant to Policy 5.3-G-1.

**5.4-I-2** Implement the City’s five-year Capital Improvement Plan.

**5.4-I-3** Construct capacity and roadway efficiency improvements necessary to serve growth generated by development under the General Plan.

<b>5.4-I-4</b>	Maximize the carrying capacity of arterial roadways by controlling the number of intersections, minimizing residential and commercial driveway access, on-street parking, and requiring off-street parking strategies to meet the needs of each proposed project.
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*The intent of this policy is to minimize conflicts from intersections, driveways, and parking along arterial roadways.*

<b>5.4-I-5</b>	Require traffic impact mitigation fees on new residential and commercial development to ensure that transportation improvements are constructed before the increased traffic causes conditions to deteriorate.
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<b>5.4-I-6</b>	Make optimal use of federal, state, and other funding sources to complete circulation system improvements.
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<b>5.4-I-7</b>	Minimize congestion on arterials by implementing the policies in the Complete Streets, Transportation Demand Management and Public Transit sections of the Circulation Element.
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<b>5.4-I-8</b>	Encourage regional freight movement on freeways and other appropriate routes; evaluate and implement vehicle weight limits as appropriate on arterial, collector and local roadways to mitigate truck traffic impacts in the community.
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<b>5.4-I-9</b>	Specify hauling routes for transporting hazardous materials that minimize the risk to people and property.
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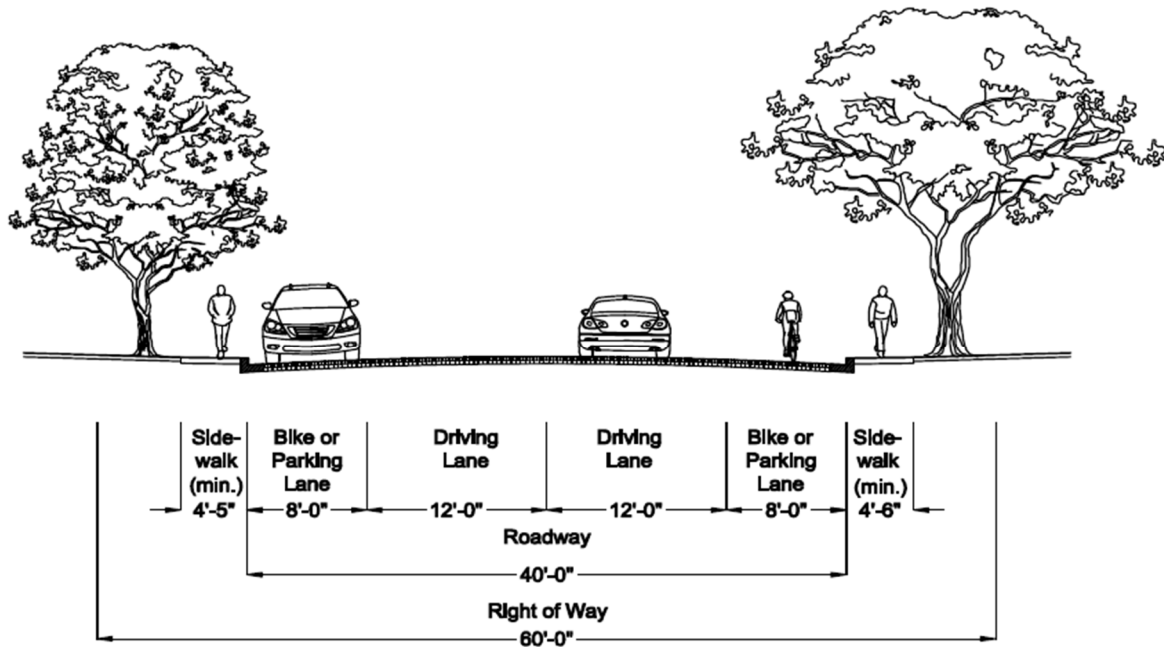
*These routes should not pass through residential areas or other sensitive areas. Specific time periods for transport should be established to reduce the impact and accident risk during peak travel periods.*

## 5.5 COLLECTOR AND LOCAL ROADWAYS

Collector roadways are used to travel within and between neighborhoods. Collector roadways are characterized as having 1-2 lanes of traffic in each direction and typically do not have a center median (See Figure 5-3). These roadways collect traffic from local streets and route it to arterials. Local roadways are used to travel within neighborhoods and are designed to discourage through-traffic in residential areas. The City sets traffic volume goals to limit traffic volumes to acceptable levels on these roadways, as they often have the capacity to carry far more traffic than is tolerable to people living along them.

General Plan 2040, Implementing Policy 5.5-I-4 requires the City to construct the capacity improvements necessary to serve growth generated by potential General Plan buildout. The City continues to implement the City's Five-Year Capital Improvement Program, which includes the status and details for necessary capacity improvements to collector and local roadways.

**Figure 5-3: Typical Collector Roadway**



\*\* This cross section represents a typical layout of a collector roadway, but the exact dimensions may be modified at the discretion of the City Engineer.

**GUIDING POLICY – COLLECTOR AND LOCAL ROADWAYS**

**5.5-G-1**

Design collector and local roadways to improve circulation and to connect residential and commercial areas of the City while incorporating Complete Streets concepts pursuant to Policy 5.3-I-2 where appropriate.

**IMPLEMENTING POLICIES – COLLECTOR AND LOCAL ROADWAYS**

**5.5-I-1**

Implement residential traffic calming measures, as warranted, and police enforcement to mitigate speeding and other traffic impacts in residential areas of the City.

*Proposed residential traffic calming measures are reviewed by the Transportation Advisory Committee (TAC) for specific recommendations. The TAC acts as a clearinghouse for transportation issues affecting the City of San Ramon and refers (with recommendations) those items requiring action before the City Council.*

**5.5-I-2**

Continue to implement traffic-control measures and design features that support the City’s goals for collector roadways.

*The City’s goal is to limit traffic volumes on collector roadways to less than 3,000 vehicles per day. Because of the dual function that collectors serve, both property access and mobility, the goal may not be achievable in some cases. The City seeks to balance the needs for preservation of residential character and for adequate mobility, for each collector roadway.*

**5.5-I-3**

Continue to implement traffic-control measures, residential traffic calming, and design features that support the City’s goals for [local-collector](#) roadways.

*The City’s goal is to limit traffic volumes on local roadways. The City seeks to minimize the impact of higher volumes on local streets, and minimize inappropriate travel on these streets, through implementation of the Residential Traffic Calming program and appropriate roadway design features in new development areas.*

**5.5-I-4**

Construct capacity and roadway improvements necessary to serve growth generated by development under the General Plan.

*The City’s Five-Year Capital Improvement Program includes the status and details for necessary capacity improvements to collector and local roadways.*

**5.5-I-5**

Mitigate traffic impacts to collector streets as a result of new residential and commercial development.

**5.5-I-6**

Maintain controlled or permit-only parking restrictions in residential areas as approved by the City Council based on unique circumstances and the Municipal Code criteria.

**5.6 TRANSPORTATION DEMAND MANAGEMENT AND PUBLIC TRANSIT**

The term “Transportation Demand Management” (TDM) refers to measures designed to reduce automobile traffic in order to improve air quality and reduce traffic congestion. These measures include public transit, telecommuting, compressed work weeks, carpooling, vanpooling, walking, bicycling, and incentives to increase the use of these alternatives. TDM has become increasingly important in maintaining acceptable traffic levels of service in the Tri-Valley and elsewhere in the Bay Area.

San Ramon has long recognized the need to reduce the use of single-occupant vehicles to achieve improved traffic levels of service and regional air quality. Since 1989, the City’s TDM program has demonstrated the ability to maintain one of the lowest drive-alone rates of all Contra Costa County jurisdictions and has a high number of vanpools with a San Ramon destination. The City’s TDM Program receives guidance from the Transportation Demand Management Advisory Committee consisting of local business representatives and provides a unique opportunity for the public and private sectors to work together toward the common goal of reducing traffic congestion and improving air quality.

TDM program participation has been further promoted through the adoption of Senate Bill 1339 (Yee), signed by the Governor in fall 2012. SB 1339 authorizes the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC) to jointly adopt a regional commuter benefit program. The Bay Area Commuter Benefits Program (Program) took effect on March 26, 2014. The Program is based on Regulation 14, Rule 1, which was adopted by the Bay Area Air Quality Management District (Air District) and the Metropolitan Transportation Commission (MTC) in response to Senate Bill 1339 (codified in California Government Code section 65081).

The Program requires Bay Area employers (public, private, or nonprofit) in the San Francisco Bay Area with 50 or more full-time employees (i.e., employees who work 30 or more hours per week) at all Bay Area Worksites combined to provide commuter benefits to their employees by September 30, 2014. Employers subject to the Program are required to choose one of four commuter benefit options and make the chosen commuter benefit available to their employees.

## **PUBLIC TRANSIT**

San Ramon's Transit Plan, adopted in 2005, articulates a vision for a comprehensive public transit system with frequent, efficient, cost effective and convenient transit service for residents, seniors, youth, and employees who live and work in San Ramon. Bus service in San Ramon is currently provided by the Central Contra Costa Transit Authority (CCCTA). The City has a transit facility located adjacent to the Bishop Ranch Business Park and future plans call for the construction of an additional transit facility as part of the City Center Mixed Use Project. ~~The North Camino Ramon Specific Plan contemplates a new or relocated transit center to geographically balance transit facility needs within the core of the City.~~ These transit facilities provide regional connectivity to major transit facilities including BART as well as adjoining cities in the Tri-Valley area.

In addition, public transit service to the San Ramon Dougherty Valley was launched on December 18, 2006. County Connection, Contra Costa County and the Dougherty Valley developers entered into an agreement that will provide Dougherty Valley with transit service for five years. Funding for the five-year service plan is through a fee imposed on the Dougherty Valley developers. Due to the 2008 recession, the construction of housing was delayed. As a result, the collection of transit fees stalled. However, in 2011, the agreement between County Connection and Contra Costa County was amended to extend beyond the five-year period. At that time, County Connection agreed to continue funding the Dougherty Valley service Route 35. In return, Contra Costa County will refund County Connection the transit fees upon collection and build-out of Dougherty Valley.

Route 35 has been incorporated into the County Connection fixed route service. Route 35 operates on half hour frequencies during the peak house from 6:00 a.m. to 11:30 am and then from 3:00 p.m. to 7:30 p.m. During off peak hours, the service frequency is hourly. Today, the route meets the County Connection performance standards for passenger per revenue hour and will continue to operate so long as it meets performance standards, and after the collection of the Dougherty Valley Transit Fee.

To respond to a petition submitted by residents of the Windemere Parkway corridor, County Connection added a "loop" along Windemere Parkway to provide service along Windemere corridor to East Branch Parkway. The service was added in 2009 and is in place today.

The City has worked closely with the CCCTA to fill the regional and local need for public transit and will continue to advocate the need to maintain basic level of service for the City. Future projections indicate the potential for serious traffic congestion in the I-680 corridor in the future. These projections are based on anticipated growth in the communities along the I-680 corridor and in neighboring regions such as the Silicon and Central Valleys. Smart Growth strategies, including those incorporated into Plan Bay Area and the Contra Costa Countywide Comprehensive Transportation Plan (CTP), are anticipated to promote a more compact growth pattern and reduce VMT. However, regional public transit serving the I-680 corridor will be necessary to maintain service levels and would preclude the need for further freeway widening.



The Measure J Transportation Sales Tax Expenditure Plan includes a Capital Improvement Project that will facilitate the usage of public transit, carpools and vanpools along the I-680 corridor. The project “Interstate 680 carpool Lane Gap Closure/Transit Corridor Improvements” will extend the existing bus/carpool lanes on southbound I-680 from North Main Street to Livorna Road and northbound from North Main Street to north of SR 242. It will also implement transit corridor improvements that address congestion and/or increase population along the I-680 corridor.

## ALTERNATIVE TRANSPORTATION MODES

The field of transportation planning is evolving at a rate not seen since the automobile was first mass produced in the early 20th Century. Transportation Network Companies (TNCs) such as Lyft and Uber are providing mobility as a service, and the prospect of autonomous vehicles (AVs) may result in a transportation future where many Americans might not own a vehicle, but still ride in an automobile. New self-owned and shared forms of “micro-mobility” like electric scooters (e-scooters) and electric bikes (e-bikes) have expanded rapidly in major cities across the United States and may act as a catalyst for encouraging more active transportation use and divert some short distance trips from low occupancy automobile use. Additionally, the population is aging, which is placing a premium on designing a transportation system that accommodates users of all ages.

There is not consensus as to how emerging transportation trends and technologies will affect transportation. Testing of these emerging trends through typical transportation forecasting tools (e.g., travel demand models, traffic operations models) suggests the following potential outcomes over the next 20 years:

- Operational efficiencies associated with AVs and the proliferation of mobile connectivity may result in travel by TNCs becoming more common. This could make trips between transit stations, residences, and places of employment more convenient, which could encourage transit use. One drawback to travel by AV/TNC is that if they become so efficient and cost effective, they could make transit usage (versus driving) less desirable. Also, since AV/TNCs would likely be traveling between ride requests, there may be an increase in empty vehicles on the road, which has implications for VMT per capita generation.
- If AV/TNCs become more common, it could reduce the need for on-street and off-street parking. Surface parking lots could then be re-used to accommodate additional development.
- If online retail continues to capture an increasing market share, the demand for traditional retail space may be reduced. The rise of delivery technologies, such as drone delivery and pick up/drop off centers, may reduce the number of private retail trips.
- Enhanced forms of micro-mobility could improve comfort levels for travelers using alternative modes of transportation by overcoming significant challenges, such as high-speed differentials between cyclists and drivers and changes in elevation, may increase demand for bike system infrastructure, and influence how the transportation field thinks about complete streets and area-wide curb space management strategies.
- Equity considerations for transportation may increase the need to demonstrate that programs effectively serve all segments of the community.
- Traditional methods of funding transportation programs (e.g., gas tax) may become less dependable, and new funding streams may be required to fund improvements to maintain the transportation system. For example, Transportation Impact Fees can be initiated to help fund the transportation improvements that will be needed as development occurs in the City.

## GUIDING POLICY – TRANSPORTATION DEMAND MANAGEMENT

**5.6-G-1**

Utilize Transportation Demand Management (TDM) strategies as an integral component of the City’s transportation program to reduce total vehicle trips VMT trips on San Ramon roadways and reduce the corresponding vehicle emissions that promote regional air quality improvements.

## IMPLEMENTING POLICIES – TRANSPORTATION DEMAND MANAGEMENT

**5.6-I-1**

Engage with public agencies and other jurisdictions to promote local and regional public transit service in San Ramon as part of a multimodal and Complete Streets strategy.

**5.6-I-2**

Encourage and assist major employers and property managers of commercial sites with 50 or more employees to reduce the number of single-occupant vehicles by participating in the City’s TDM programs, including the commuter benefit program, and programs provided by the Bay Area Air Quality Management District.

*The City’s TDM Program receives guidance from the Transportation Demand Management Advisory Committee consisting of local business representatives. TDM Advisory Committee makes recommendations to City staff, and the City Council on the delivery of TDM Policies, programs, activities and services. The Committee serves as liaison between the City and business community to develop and implement commute alternative programs for all employers and business complexes in the City.*

**5.6-I-3**

Encourage additional local bus or other public transportation service providers to and from regional transit lines. The City shall strive to improve the transit service to and from all neighborhoods and commercial districts in San Ramon.

**5.6-I-4**

Preserve options for future public transit and alternative transportation uses when designing improvements for roadways such as Bollinger Canyon Road Corridor within Dougherty Valley.

*Future right of way improvements shall be evaluated and include Complete Streets concepts pursuant to Policy 5.3-I-2.*

<b>5.6-I-5</b>	Encourage future transit uses within the I-680 corridor right-of-way and within the City of San Ramon.
<b>5.6-I-6</b>	Engage with other jurisdictions and agencies to coordinate the City’s TDM programs with regional plans and action plans that are aimed at reducing traffic congestion and VMT, and improving air quality.
<b>5.6-I-7</b>	Encourage new development to include a mix of uses and Complete Streets concepts that will allow people to walk and bike between destinations and reduce the amount of automobile VMT.
<b>5.6-I-8</b>	Encourage alternative public transportation programs and obtain funding for new TDM projects or programs.
<b>5.6-I-9</b>	Encourage employers and commercial complexes to emphasize public transit services or private alternatives to the single-occupant vehicle.
<b>5.6-I-10</b>	Work with transit providers to situate amenity rich transit stops and shelters at convenient and safe locations.
<b>5.6-I-11</b>	Promote increased transit ridership through the use of Transportation Management Associations and other employer-based transit programs, equip buses with three slot bike racks, and make transit information readily accessible in a smart phone-friendly format.
<b>5.6-I-12</b>	Coordinate with Caltrans and transit providers to identify and implement park and ride lots with updated amenities with convenient access to public transit facilities often called Mobility Hubs.

**5.6-I-13** Work with the San Ramon Valley Unified School District and other appropriate agencies and organizations to reduce vehicle trips through the provision of transit programs, the TRAFFIX School Bus Program and promoting carpooling, bicycling, and walking.

**5.6-I-14** Consider strategies such as shared parking, parking management plans (including valet parking), transit connected satellite parking and/or the construction of public parking facilities in the City Center or other commercial areas to serve projected parking demand, while carefully balancing the need for adequate parking against the desire to minimize traffic growth and create a pedestrian/bicycle friendly environment using Complete Streets design concepts.

*See also the Land Use Element for a discussion of shared parking in residential and mixed use developments.*

**5.6-I-15** Work with local transit providers to increase and expand weekend transit service and late night Owl service from regional rail and transit hubs.

**5.6-I-16** Explore opportunities for the location or relocation of a transit center and/or multiple Mobility Hubs within Bishop Ranch Business Park to better geographically balance the public transit needs for the City.

**GUIDING POLICY – PUBLIC TRANSIT**

**5.6-G-2** Encourage trip reduction measures in an effort to reduce VMT, improve air quality, and reduce greenhouse gas emissions.

**5.6-I-17**

Encourage “Park Once” concepts as a VMT reduction strategy for mixed-use, commercial, and public facilities through the integration of common design features and shared parking concepts including but not limited to Parking Benefit Districts.

*“Park Once” concepts relate primarily to mixed-use developments and encourage centralized parking that allows users to park their cars in close proximity to several destinations. VMT, trips on the roadway system, and air pollution are reduced by eliminating the need for several short trips between otherwise local destinations.*

**5.6-I-18**

Encourage shared parking facilities and parking reductions for compatible land uses to minimize excessive parking to reduce inefficient use of land, unnecessary pavement and stormwater runoff, and encourage alternative transportation and reductions in VMT.

*Proposals for shared parking should be based on a parking study demonstrating the compatibility of land uses, including peak use analysis and recommended remedies to address future parking concerns should they arise.*

**5.6-I-19**

Encourage infill, Transit-Oriented Development (TOD) and first and last mile transit access connections as VMT reduction strategies for existing and proposed development.

**5.7 BICYCLE AND PEDESTRIAN ROUTES**

Bicycling and walking are key elements of San Ramon’s circulation system and important components of the “Complete Streets” concept. The City has an extensive network of bikeways, sidewalks, and trails that enhance neighborhood accessibility and help to reduce reliance on the automobiles, which meets key goals of the Complete Streets policies. The existing network has been developed over time based on standard practices in bicycle planning and engineering. The City’s local bicycle and pedestrian network is a key component of the Countywide Bicycle and Pedestrian Plan. Additionally, in 2018, the City approved its first Bicycle Master Plan with the objective of creating connected, accessible routes that are comfortable for people of all ages and abilities. The Plan is a vision for bikeway facilities and a suite of supportive programs and infrastructure. Figure 5-4 identifies the location of the City’s existing and planned bicycle routes. Bicycle routes are grouped into three different categories, all of which have standards for width, signage, and pavement marking and are consistent with the City’s Bicycle Master Plan:

1. Class I bikeway, also referred to as a bike path, is a paved, separate right-of-way that is physically separated from any street.
2. Class II bikeway, or bike lane, is a one-way, striped, and signed lane on a street.

3. Class III bike routes share the road with vehicle traffic or pedestrians and are marked by signs and/or sharrow pavement markings.

With the exception of the Iron Horse Trail, bike paths from Bent Creek to Old Ranch Park, the “Cross-Valley” trail in the PG&E right-of-way, and portions of Dougherty Valley multi-use system (Class I bike paths), all bikeways in San Ramon are Class II or III located on City rights-of-way. It is the City’s goal to provide and maintain a comprehensive bicycle and pedestrian system that connects all parts of the City.

In 2007, the City of San Ramon, in coordination with Contra Costa County, CCTA, Town of Danville and East Bay Regional Park District, developed the San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan. The Plan studied the feasibility of constructing bicycle/pedestrian overcrossing(s) along the Iron Horse Trail as an alternative to the at-grade crossings at Sycamore Valley, Crow Canyon and Bollinger Canyon Roads. The primary goals in the implementation of these overcrossings would be to:

1. Improve pedestrian and bicyclist safety
2. Improve pedestrian and bicyclist access and circulation
3. Facilitate alternative means of transportation
4. Increase recreational opportunities
5. Facilitate healthier lifestyles
6. Cultivate appreciation of the natural world

The Corridor Concept Plan established the basic scope and feasibility and was the first step in the process of evaluating and implementing pedestrian overcrossings at the proposed San Ramon locations. Since that time the City of San Ramon has completed design and obtained funding for construction of the Bollinger Canyon Road overcrossing and has secured funding for the design of the Crow Canyon Road overcrossing.

**GUIDING POLICY – BICYCLE AND PEDESTRIAN ROUTES**

<b>5.7-G-1</b>	Encourage bicycling and walking as alternatives to driving, consistent with Complete Streets concepts.
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**IMPLEMENTING POLICIES – BICYCLE AND PEDESTRIAN ROUTES**

<b>5.7-I-1</b>	Establish a network of on- and off-street bicycle routes to encourage their use for commute, recreational, and other trips. Improve and expand bicycle routes for commuters in San Ramon and between San Ramon and neighboring jurisdictions.
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<b>5.7-I-2</b>	Develop bicycle routes that provide access to regional employment centers, shopping centers, public facilities, transit centers, schools, and parks.
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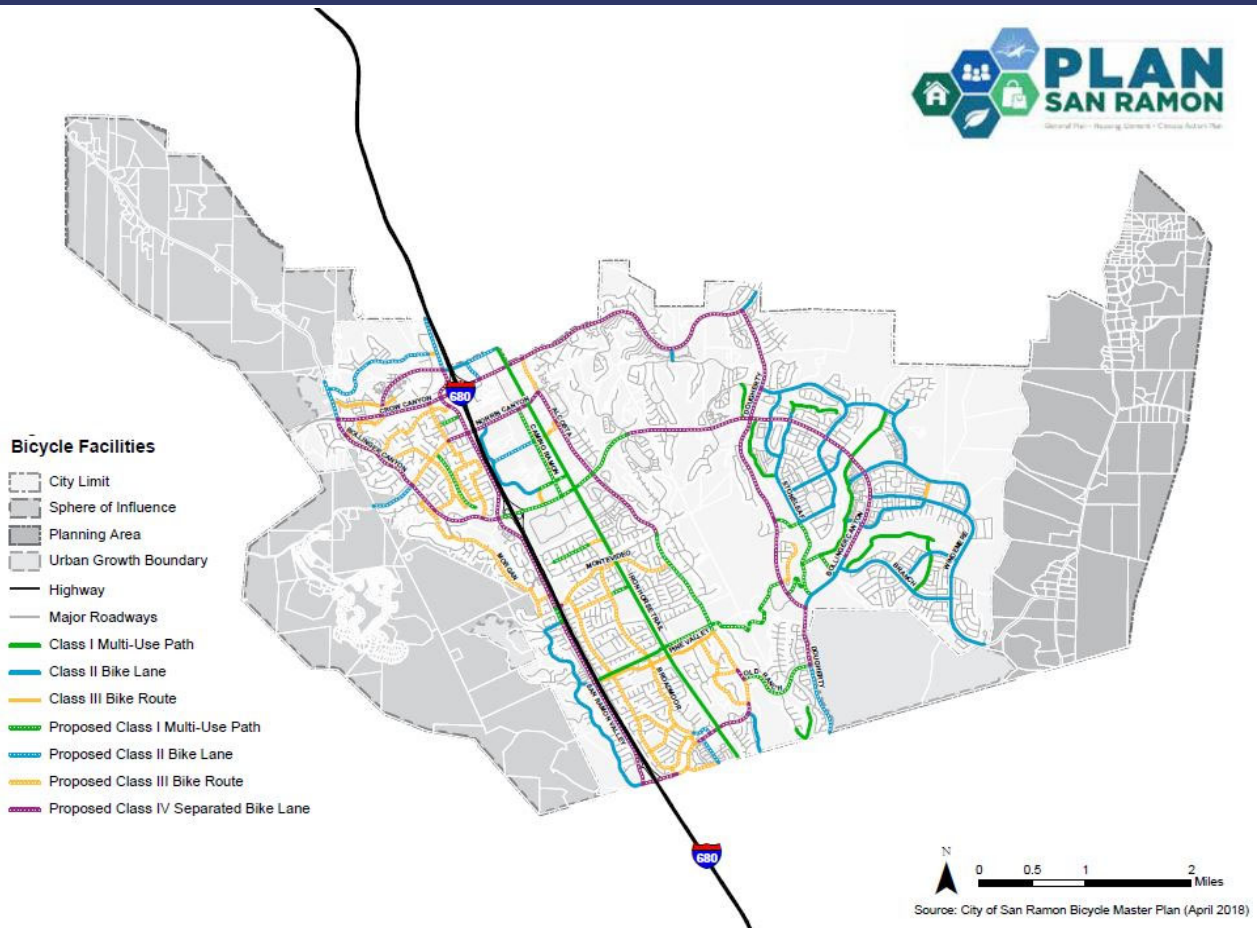
### 5.7-I-3

Continue to emphasize the Iron Horse Trail as a major north-south route for non-motorized modes of transportation including walking, biking, rollerblading and scooters by improving connectivity and enhancing amenities for these modes.

The Iron Horse Trail provides access to Central Park, the Bishop Ranch Business Park, Montevideo Elementary School, Walt Disney Elementary School, California High School, and residential neighborhoods. The trail is linked to City Center and is anticipated to serve as an important corridor within the [North Camino Ramon Specific Plan](#). The Iron Horse Trail Bicycle and Pedestrian Corridor Concept Plan includes overcrossing proposals to improve movement along the Iron Horse Trail and minimize delays and improve safety at major arterials.

In 2014, the Iron Horse Trail was designated a Route of Regional Significance by Tri-Valley Transportation Council (TVTC). While not typical that a multimodal trail would be designated as a Regional Route of Significance, the IHT meets the criteria as a transportation facility that is considered to be important from a regional perspective, providing regional mobility and connecting multiple jurisdictions. Additionally, the status as a Regional Route of Significance allows for additional grant opportunities for corridor improvements and emphasizes local multimodal resources and objectives in the text of TVTC Action Plan.

Figure 5-4: Bicycle Network





**5.7-I-4** Encourage future development along the Iron Horse Trail corridor to provide connection points and adjacent amenities, as appropriate.

*Amenities may include, but are not limited to, benches, landscaping, and signage.*

**5.7-I-5** Require bicycle parking, storage, and other support facilities as part of new office, retail, housing, and public facilities developments.

*Facilities may include, but are not limited to, racks, e-lockers, and changing facilities.*

**5.7-I-6** Continue to promote and implement through the development review process, continuous circulation facilities within commercial districts and residential neighborhoods to enhance connectivity and promote pedestrian and bicycle modes of transportation consistent with Complete Streets concepts.

**5.7-I-7** Continue to implement accessibility standards for seniors and physically disabled persons within the public rights-of-way.

**5.7-I-8** Pursue grant funding for implementation of projects identified in the adopted Bicycle Master Plan and Walking District Master Plan, including funding from State and regional sources.

**5.7-I-9** Implement roadway improvement projects to minimize both temporary and permanent reductions in bicycle and pedestrian mobility and/or accessibility.

**5.7-I-10** Work with neighboring jurisdictions to ensure that continuity in bicycle and pedestrian networks is provided at jurisdictional boundaries.

*This policy is intended to prevent the creation of gaps in bicycle and pedestrian networks that would be inconsistent with the Complete Streets concept.*

**5.7-I-11**

Work with Caltrans and other appropriate agencies to improve bicycle and pedestrian mobility at freeway crossings.

**5.7-I-12**

Promote educational efforts about traffic laws and safe practices for all modes of transportation.

*This policy is intended to increase awareness of the California Vehicle Code requirements (e.g., yielding to pedestrians at crosswalks), potentially preventing conflicts between motorists, bicyclists, and pedestrians.*

**5.7-I-13**

Prioritize bicycle network improvements in the core area of San Ramon, including construction of new facilities and actions to remove barriers to cycling as identified in the San Ramon Bicycle Master Plan, in order to support development in the City's Priority Development Areas (PDAs).

*The City of San Ramon Bicycle Master Plan identifies a range of funding mechanisms and partnerships to facilitate implementation of improvements envisioned and to encourage increased cycling in the core area.*

## PARKS AND RECREATION

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San Ramon is committed to creating and maintaining a park and trail system that meets the recreational needs of its residents and contributes to the City's positive image. The presence of well-designed parks and community facilities is essential to the health and well-being of a community. Parks and community facilities in San Ramon have improved and are striving to achieve the ideal envisioned by the City and its residents.

### 6.1 SAN RAMON PARKS, TRAILS, OPEN SPACE, AND RECREATIONAL MASTER PLAN

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The primary guiding tool of parks and community facilities is the San Ramon Parks, Trails, Open Space, and Recreational Master Plan, approved by the San Ramon City Council. It is a blueprint that guides park, community service, and recreation development through 2030 and, in conjunction with the General Plan, acts as a guidance tool to the City Council, the Planning Commission, the Parks and Community Service Commission, and the public.

The City's current standard for public parkland is 6.5 acres per 1,000 residents at General Plan buildout. Of the total 6.5 acres per 1,000 residents, at General Plan buildout, a goal of 4.5 acres per 1,000 residents is for, neighborhood and school parks and 2.0 acres per 1,000 residents is for community parks and specialized recreation areas. While this parkland standard exceeds the fees which can be collected under California Government Code Section 66477 (Quimby Act), San Ramon makes up for the difference in fees by other funding methods. This public parkland standard is achievable under the General Plan if the City is successful in securing the proposed public parkland through dedication and City efforts.

Since incorporation, the City has successfully pursued an ambitious program of park development. Neighborhood parks at school sites, expansions of San Ramon Central Park, parks established in new subdivisions, and preservation of significant creek corridors have been included in this program. Providing for parks and recreation services in San Ramon falls within the jurisdiction of the City, as well as several local, regional, and state agencies, private businesses, local homeowners' associations, and numerous special interest organizations.

### 6.2 PARK CLASSIFICATIONS AND STANDARDS

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The City provides its residents with several types of parks and facilities. Parks are defined as parkland used for public recreational purposes. Parks and facilities are primarily owned and maintained by the City however privately owned and maintained parks and facilities that are accessible to the public and provide a community benefit to the general public may also be considered a park. Parks in San Ramon are classified below. Figure 6-1, Figure 6-2, and Figure 6-3 show existing parks and recreational facilities in San Ramon.

- *Neighborhood Park.* A park or playground at least two acres in size, developed primarily to serve the recreational needs of citizens living within a half mile radius of the park. The City's goal, at General Plan buildout, is to maintain 4.5 acres of, Neighborhood Parks, and School Parks per 1,000 residents.
- *School Park.* A neighborhood park developed, improved, and maintained on school grounds by the City. School parks are utilized jointly by students and by residents primarily within a half-mile radius of the surrounding neighborhoods. The City's goal at General Plan buildout is to maintain 4.5 acres of, Neighborhood Parks, and School Parks per 1,000 residents.
- *Community Park.* A larger park or facility developed to meet the park and recreational needs of those living or working within a three-mile radius of the park. Community parks vary from 10 to 60 acres.

The City's goal, at General Plan buildout, is to maintain 2.0 acres of Community Parks and Specialized Recreation Areas per 1,000 residents.

- *Regional Park.* A park having a wide range of improvements not usually found in neighborhood and community parks and designed to meet the recreational needs of the entire regional population. A regional park must be over 200 acres in size, including both land and water bodies and should be within 30-minute driving time from the residents it serves. Recreational facilities, confined to a Recreation Staging Area, must not occupy more than 30 percent of the park's area, leaving 70 percent of the park's area to remain in its natural state. Recreational facilities might include a golf course, a zoo, a nature area, and/or hiking or equestrian trails. Some of these facilities may be under lease to community groups.
- *Specialized Recreation Area.* A recreation area or facility devoted to a very specific activity or use such as community gardens, tennis court facilities, dog parks, linear parks or properties of historical significance such as Forest Home Farms. The City's goal, at General Plan buildout, is to maintain 2.0 acres of Community Parks and Specialized Recreation Areas per 1,000 residents.
- *Public Spaces.* A publicly or privately owned recreation space, area, or facility that is accessible to the public, where appropriate in mixed-use or multi-family developments, developed to enhance the recreation or leisure interactive experience of residents or visitors for passive or active use. Public Spaces might include an interactive water element, public art, gardens, trails and paths, plazas, lakes, labyrinths, picnic areas, tot-parks, or pocket parks, and includes a balance of hardscape and landscaped areas. The City may allow for partial or full parkland dedication credit for these types of publicly accessible spaces, based on City need and community benefit to the general public.
- 

### 6.3 OTHER RECREATION AREAS AND FACILITIES

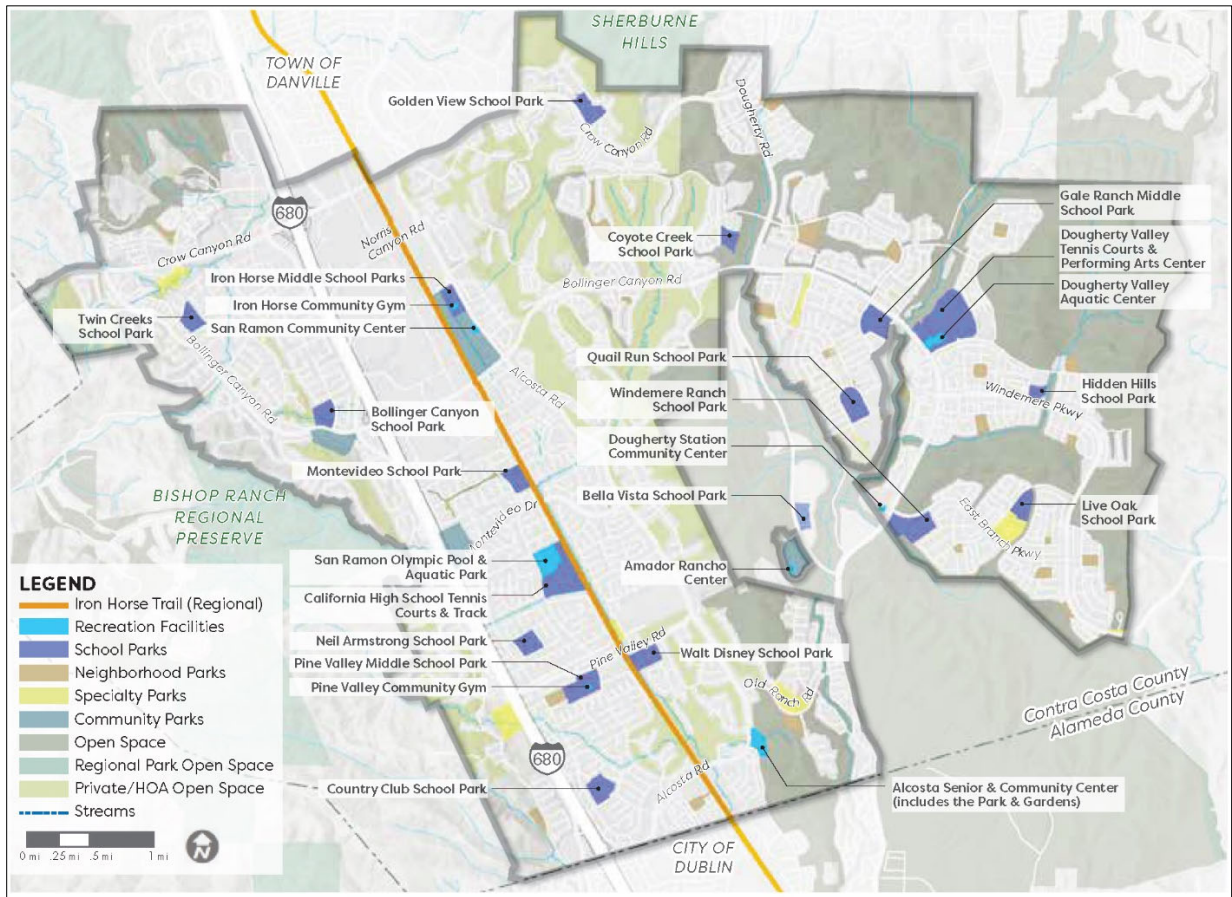
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A variety of recreation areas and facilities in San Ramon are provided, through public and/or private investments, that are not part of the City parkland standards. For example, the East Bay Regional Park District (EBRPD) is the primary provider of regional park space and activities in Contra Costa and Alameda Counties. EBRPD is responsible for recreational development and maintenance of regional parks, preserves, and trails. In San Ramon, the Iron Horse Trail, Bishop Ranch Open Space, Little Hills Ranch Recreation Area, Sycamore Valley Regional Open Space, and Las Trampas Regional Wilderness are all EBRPD facilities.

The EBRPD is committed to coordinating jointly managed regional trails with local communities such as San Ramon. Other trails proposed in the San Ramon Planning Area will exist along the western edge, along Dougherty Road, in Tassajara Valley, the Northwest Specific Plan, and Bollinger Canyon subarea. Both the City and EBRPD are committed to providing trails, parks, and open space in San Ramon. The trail system is portrayed in [the General Plan Land Use Map in the Land Use Element Figure 6-4](#).

Other areas, such as The Bridges Golf Club at 9000 S. Gale Ridge Road and Homeowner's Association owned and maintained facilities, provide additional recreational facilities to the community but are not included in the City parkland standards.

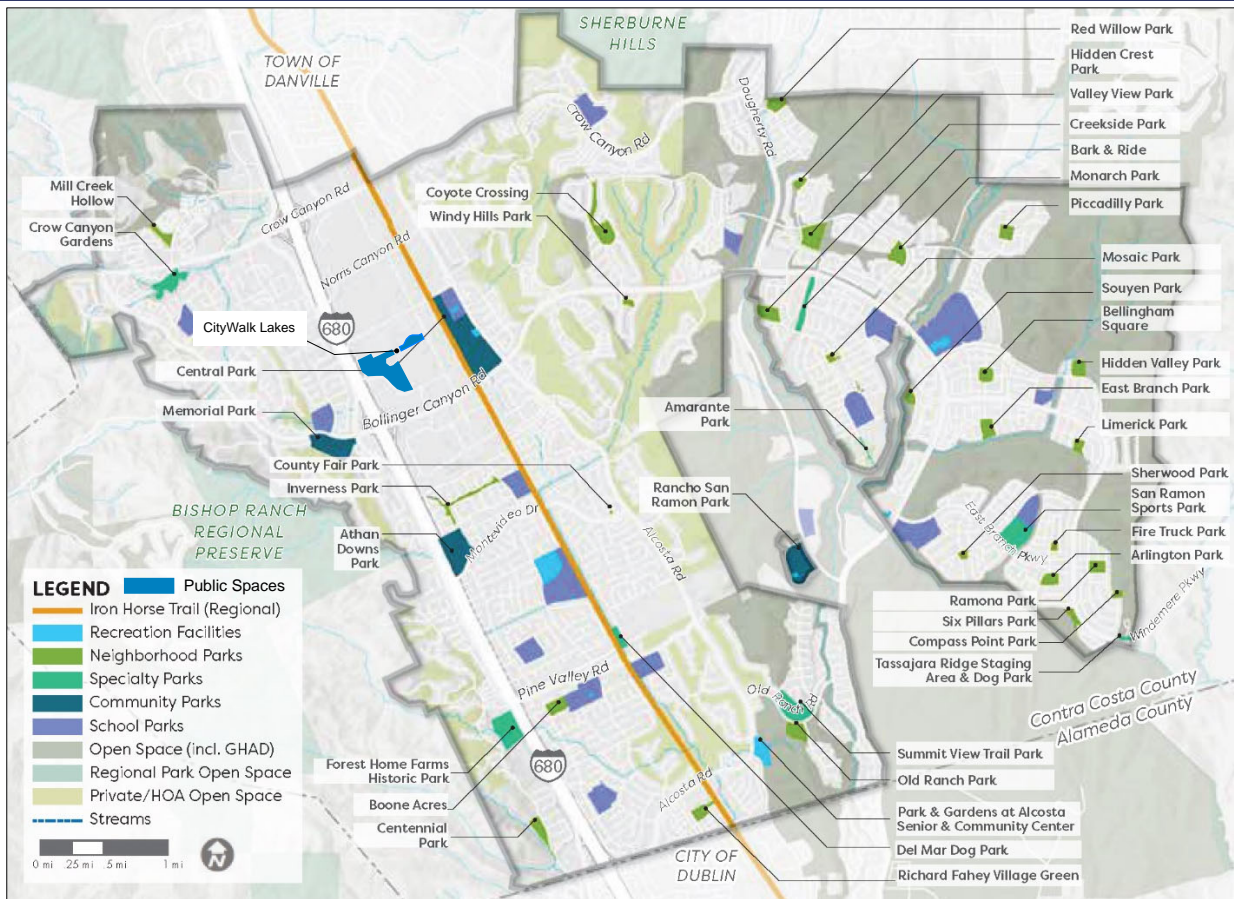
**Figure 6-1: Existing School Parks and Recreation Facilities**



Source: City of San Ramon, San Ramon Parks, Trails, Open Space, and Recreation Master Plan, 2023

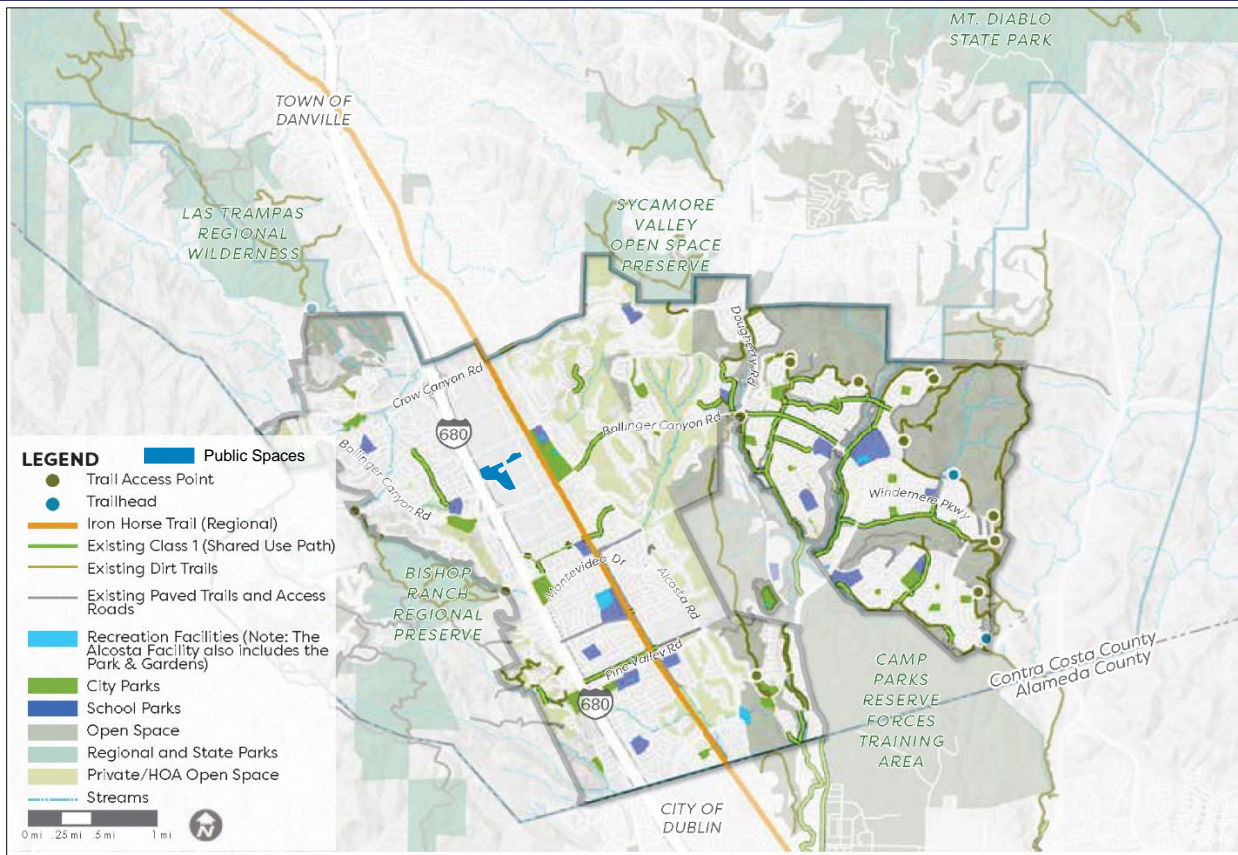


Figure 6-2: Existing Neighborhood, Community, and Specialty Parks



Source: City of San Ramon, San Ramon Parks, Trails, Open Space, and Recreation Master Plan, 2023

**Figure 6-3: Parks and Recreation System in San Ramon**



Source: City of San Ramon, San Ramon Parks, Trails, Open Space, and Recreation Master Plan, 2023

### 6.4 EXISTING AND UNDER CONSTRUCTION PARKLAND

Table 6-1 provides an inventory of the existing parkland and parkland under construction within the City, including Dougherty Valley. Based on the California Department of Finance population estimate of 83,820 for San Ramon on January 1, 2022, and the existing parkland listed in Table 6-1, the current ratio of park acreage per 1,000 residents is 4.72. Table 6-2 provides an inventory of undeveloped parkland within the City. A detailed inventory of park acreage is provided in Appendix 6-A.

**Table 6-1: Existing Parkland and Parkland Under Construction**

<b>Park Type</b>	<b>Acres</b>	<b>Total</b>
<b>Community Parks</b>		
Existing (4)	100.44	
Under Construction (1)		
Rancho San Ramon Phase 2		8.21
<b>Community Parks Subtotal</b>		<b>108.65</b>
<b>Neighborhood Parks<sup>1</sup></b>		
Existing (29)	116.30	
Under Construction (3)		
Bishop Ranch 6 Park		2.0
Sunrise Ridge (Formerly Faria Preserve Park)		13.60
Critter Crossroads		8.44
<b>Neighborhood Parks Subtotal</b>		<b>140.34</b>



<b>Table 6-1: Existing Parkland and Parkland Under Construction</b>		
<b>Park Type</b>	<b>Acres</b>	<b>Total</b>
<b>Specialized Recreation Areas</b>		
Existing (14)	77.87	
None	0.00	
<b>Specialized Recreation Areas Subtotal</b>		<b>77.87</b>
<b>School Parks</b>		
Existing (18)	78.29	
None	0.00	
<b>School Parks Subtotal</b>		<b>78.29</b>
<b>Public Spaces</b>		
Existing (1)	22.50	
Under Construction (None)	0.00	
<b>Public Spaces Subtotal</b>		<b>22.50</b>
<b>Total Existing</b>	<b>395.40</b>	
<b>Total Under Construction</b>	<b>32.25</b>	
<b>Total Existing and Under Construction</b>		<b>427.65</b>

Note:  
<sup>1</sup> Includes pocket parks  
Source: City of San Ramon Planning & Community Development Department and Parks & Community Services Department

<b>Table 6-2: Undeveloped Parkland</b>		
<b>Park Type</b>	<b>Acres</b>	<b>Total</b>
<b>Neighborhood Parks</b>		
Henry Ranch Park	14.00	
San Catanio (Wood Lot)	4.60	
Athey Lot <a href="#">Area</a>		<a href="#">2,483.63</a>
NWSP West (Chang Property)		2.00
<b>Neighborhood Parks Subtotal</b>		<b><a href="#">23,082.23</a></b>
<b>Total Undeveloped Parkland</b>		<b><a href="#">23,082.23</a></b>

Source: City of San Ramon Planning & Community Development Department and Parks & Community Services Department

### 6.5 20-YEAR PARKLAND NEEDS AND PROPOSED PARKS

A planned buildout population of 110,089 by 2040 will result in a future need of about 715.58 acres at 6.5 acres of parkland per 1,000 residents. Table 6-3 provides the total existing, undeveloped, and proposed parkland in San Ramon by 2040. The General Plan 2040 proposes, at buildout, a total of [669,03670.18](#) acres of parkland. At General Plan buildout, the parkland ratio will be 6.0 acres per 1,000 residents, an increase from the current ratio of 4.72 acres per 1,000 residents. Figure 6-4 shows proposed parks, trails, and open space areas in San Ramon. A detailed inventory of park acreage is provided in Appendix 6-A.



**6.5-G-1**

Create and maintain a high-quality publicly accessible park and trail system for San Ramon.

### IMPLEMENTING POLICIES – PARKLAND NEEDS AND PROPOSED PARKS

**6.5-I-1**

Maintain a guideline of 6.5 acres of public parks per 1,000 residents at General Plan buildout.

*Of the total 6.15 acres per 1,000 residents guideline, at General Plan buildout, maintain a goal of 4.5 acres per 1,000 residents for neighborhood and school parks and 2.0 acres per 1,000 residents for community parks and specialized recreation areas. It is the City's intent to meet the public park standard with a variety of parkland including passive and active land use acreage by 2040, the buildout period of this General Plan. Private recreation facilities that are privately owned and publicly accessible (such as plazas, lakes, tot lots, and picnic areas) may be considered as required parkland.*

**6.5-I-2**

Provide varied community park and recreational opportunities accessible to all City residents.

*It is the City's goal to ensure that parks in San Ramon are easily accessible to its citizens, including the physically disabled, and to provide recreational equipment that people of all ages and abilities can use.*

**6.5-I-3**

Maintain a minimum size of 2 acres or more for neighborhood parks.

*Smaller parcels are discouraged as city-maintained parks because they provide limited recreational opportunities and incur high maintenance costs.*

**6.5-I-4**

Provide passive and active recreational amenities within the City's parks to meet the needs of citizens of all ages, abilities, and interests.

*While it is important to provide recreation facilities for athletics and team sports, it is equally important to develop natural settings for the enjoyment of passive activities, such as picnicking or walking.*

**6.5-I-5**

Require residential developers to make dedications of land, improvements, and/or in-lieu fees to the City's park and trail system.

*The City's Parkland Dedication Ordinance shall be applied to all residential development and shall be used to determine a developer's dedication of park acreage. In-lieu fees are required when suitable land is not available or desired for dedication. Such fees are intended to give the City flexibility to purchase parkland elsewhere in the City or to improve existing parks.*

<b>6.5-I-6</b>	Encourage contributions to the City’s park and trail system by non-residential developers.
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*In addition to improving park facilities for its residents, it is the City’s goal to provide active and passive parks for use by employees of San Ramon businesses. The park needs of this group can be partially met by encouraging contributions of parkland or funds from non-residential developers.*

<b>New Policy 6.5-I-7</b>	<del>Encourage</del> <u>Actively engage</u> property owners in the City Core to implement the Interconnected Opportunities of the San Ramon Parks, Open Space, Trails, and Recreation Master Plan and the Walking District Master Plan which provides the long-term vision for pedestrian-oriented access and connectivity.
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<b>6.5-I-8</b>	Complete all parkland dedication requirements for each development prior to final occupancy.
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<b>6.5-I-9</b>	<u>Actively engage property owners to develop</u> <del>Encourage the development of</del> landscaped and dedicated public spaces, parkways, trail systems, and special community service recreational facilities in new developments.
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*Development of a Trails Master Plan and implementation of the Walking District Master Plan will identify current, future, and proposed citywide trails and trail connections between existing and new development.*

<b>6.5-I-10</b>	Collaborate with the San Ramon Valley Unified School District to promote continued joint development and use of school sites and facilities located within the City and its Sphere of Influence.
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*Joint development and use of school sites is especially important in developed areas where park standards have not yet been achieved. This approach will help meet community needs for neighborhood parks during periods of parkland acquisition and development.*

**6.5-I-11**

Seek partnership opportunities with the private sector and with other public agencies to enhance park facilities and provide recreational activities, [such as trail signage and recreational programs](#).

*In 2013, the Parks & Community Services Department established a Partnership Program to provide the private sector with various levels of sponsorship opportunities for City events, facilities, and programs. Where possible, seek out partnerships with the private sector and/or local historic preservation groups, such as the San Ramon Historic Foundation, to fund and facilitate the preservation of local historic resources that are of value to the community.*

**6.5-I-12**

Identify, document, and seek to preserve, ~~and~~ protect, [and /or acquire](#) sites of historic interest.

**6.5-I-13**

Seek opportunities to preserve and protect open space, ridge lands, and scenic corridors in and around San Ramon.

*Within San Ramon’s sphere of influence there is a variety of open space amenities such as the Bishop Ranch Open Space, the Little Hills Recreation Area, Sycamore Valley Regional Open Space, and Las Trampas Regional Wilderness. San Ramon continues to work with a variety of agencies, including but not limited to, the East Bay Regional Park District, Contra Costa County, other municipalities, the State of California and non-profit trustee agencies to facilitate coordination with the preservation of open space in and around San Ramon, See Policy 8.4-I-13 for further discussion on viewshed criteria.*

**6.5-I-14**

Designate Big Canyon within the Westside subarea as a nature preserve and seek to add it to the City’s park system as a specialized recreation area with limited access.

**6.5-I-15**

Continue to review annually and update every five years the 10-year Parks and Community Services Master Plan.

*The Parks and Community Services Commission implements the Master Plan, reviews it annually, updates the Master Plan every five years, and ensures that the development of parks and community facilities proceed as planned.*

**6.5-I-16**

Maintain service levels and maintenance standards in parks and recreation facilities at optimal levels for public use, safety, and cost effectiveness.

*The City prepares and implements maintenance plans and standards for each park and recreation facility, along with replacement plans for useful life of equipment and furnishings.*

**6.5-I-17**

Pursue a standard, at General Plan buildout, that publicly accessible parks are to be within one-half mile of all homes.

*It is anticipated that with existing land ownership and development this standard will be met at General Plan buildout.*

**6.5-I-18**

Increase the [accessibility and](#) connectivity to the Iron Horse Trail and the regional/city trail network, including the installation of bicycle/pedestrian overcrossing(s), seating, and shade structures as described in the San Ramon Valley Iron Horse Trail Corridor Concept Plan.

*Develop and implement a Trails Master Plan to identify new trail connections for a citywide trail system. Work with the East Bay Regional Park District and private landowners to form a connected trail network that increases pedestrian and bicycle trail accessibility citywide that provides connectivity between parks, schools and open space lands.*

**6.5-I-19**

[Actively engage](#) ~~Encourage~~ new development to provide Public Spaces to enhance the recreation or leisure experience of residents or visitors for passive or active use. The City may allow for partial or full parkland dedication credit for these types of Public Spaces based on City need and community benefit to the general public.

*Public Spaces might include, but is not limited to, areas such as an interactive water elements, public art, gardens, trails and paths, plazas, labyrinths, picnic areas, tot-parks, or pocket parks, and includes a balance of hardscape and landscape areas. The City may allow for partial or full parkland dedication credit for these types of public spaces based on City need and community benefit to the general public.*



## Appendix 6-A Detailed Park Acreage Inventory

The following table provides a detailed inventory of park acreage within the City of San Ramon.

Park Acreage Inventory		
Park Type	GP2040	Notes
<b>Community Parks</b>		
<b>Existing</b>		
Athan Downs	20.45	
Central Park	40.80	Includes Iron Horse MS Park (excludes City Hall 0.50 ac site)
Memorial Park	16.30	
Rancho San Ramon Phase 1	22.89	Phase I - 22.89 ac (includes Loop Road and Phase I)
<b>Total Existing:</b>	<b>100.44</b>	
<b>Under Construction (as of 08/2022)</b>		
Rancho San Ramon Phase 2	8.21	Phase 2 - 8.21 ac
<b>Total Under Construction:</b>	<b>8.21</b>	
<b>Community Parks Grand Total:</b>	<b>108.65</b>	
<b>Neighborhood Parks</b>		
<b>Existing</b>		
Arlington Park	4.04	
Bellingham Square	4.06	
Boone Acres	5.47	
Centennial Park	5.51	
Compass Point Park	1.49	
Country Fair Park (Pocket Park)	0.18	
Coyote Crossing	11.73	
Creekside Park	5.97	
East Branch Park	5.07	
Fire Truck Park	1.15	
Hidden Crest Park	2.0	
Hidden Valley Park	4.54	
Hummingbird Playground (adjacent to Quail Run ES)	0.40	
Inverness Park	5.83	
Limerick Park	2.76	
Mill Creek Hollow	3.52	
Monarch Park	6.34	
Mosaic Park Phase I (formerly Gale Phase 3 Linear Park)	1.61	Existing Mosaic 1.61
Mosaic Park Phase II Pathway (formerly Gale Phase 3 Linear Park)	2.32	(Tract 8971)
Old Ranch Park	6.73	
Piccadilly Square Park	4.14	
Ramona Park	4.08	
Red Willow Park	4.94	
Richard Fahey Village Green	4.35	



Park Acreage Inventory		
Park Type	GP2040	Notes
Sherwood Park	1.49	
Six Pillars Park	2.74	
Souyen Park	2.40	
Valley View Park	10.01	
Windy Hills Park	1.36	
<b>Total Existing:</b>		<b>116.30</b>
<b>Under Construction (as of 08/2022)</b>		
Bishop Ranch 6 Park	2.0	
Sunrise Ridge (Formerly Faria Preserve Park)	13.60	
Critter Crossroads	8.44	
<b>Total Under Construction:</b>		<b>24.04</b>
<b>Neighborhood Parks Sub-Total (Existing &amp; Under Const.):</b>		<b>140.34</b>
<b>Undeveloped (as of 08/2022)</b>		
Henry Ranch	14.00	
San Catanio (Wood Lot)	4.60	
Athey Lot	<del>2.48</del> 3.63	Includes APN: 208-290-005 (1.29 ac), 208-290-004 (1.74 ac); 208-290-033 (0.52 ac); and 208-290-010 (0.085 ac), and APN: 208-290-028 (1.19 ac)
NWSP West (Chang Property)	2.00	
<b>Total To Be Developed:</b>		<b><u>23.08</u> 24.23</b>
<b>Neighborhood Parks Sub-Total (Undeveloped):</b>		<b><u>24.23</u> 23.08</b>
<b>Proposed (as of 08/2022)</b>		
<b>Neighborhood Parks Sub-Total (Proposed):</b>		<b>0.00</b>
<b>Neighborhood Parks Grand Total:</b>		<b><u>163.42</u> 164.57</b>
<b>Specialized Recreation Areas</b>		
<b>Existing</b>		
Alcosta Senior & Community Center, Park & Gardens	7.83	Includes parking lot on adjacent City-owned parcel
Bark and Ride	6.68	
Crow Canyon Gardens	9.67	Includes former MUDD's property
Del Mar Dog Park	1.21	
Forest Home Farms Historic Park	14.50	
Gale Phase 1 Park 2 (Gale 1 Overlook Park)	0.82	
Gale Phase 2 Park 6 (Basswood Trail Access)	0.09	
Gale Phase 2 Park 7 (Basswood Overlook)	0.10	
Gale Phase 2 Park 9 (Neighborhood 5 Park)	0.44	
Gale Phase 4 - Neighborhood 6 Linear Park (Amarante Park)	1.21	
San Ramon Sports Park	14.80	
SR Olympic Pool, Aquatic Park, etc.	6.00	Includes pool, portion of parking lot, and tennis courts
Summit View Trails	13.49	
Tassajara Ridge Staging Area and Dog Park	1.03	

Park Acreage Inventory		
Park Type	GP2040	Notes
<b>Total Existing:</b> 77.87		
<b>Under Construction (as of 08/2022)</b>		
<b>Total Under Construction:</b> 0.00		
<b>Specialized Recreation Areas Sub-Total (Existing &amp; Under Const.):</b> 77.87		
<b>Undeveloped (as of 08/2022)</b>		
<b>Total To Be Developed:</b> 4.60		
<b>Specialized Recreation Areas Sub-Total (Undeveloped):</b> 4.60		
<b>Proposed (as of 08/2022)</b>		
CityWalk (Future Park Sites)	18.20	
Big Canyon	123.50	
Laborer's	13.00	
Panetta	2.50	
PG&E Corridor	61.10	Includes PG&E corridor and Devil Mtn. Nursery - Does not include the PG&E substation or Del Mar Dog Park
<b>Total Proposed:</b> 218.30		
<b>Specialized Recreation Areas Sub-Total (Proposed):</b> 208.58		
<b>Specialized Recreation Areas Grand Total:</b> 295.90		
<b>Public Spaces</b>		
<b>Existing</b>		
CityWalk Lakes	22.50	Includes two lakes (Annabel and Cecilia)
<b>Total Existing:</b> 22.50		
<b>Total Under Construction:</b> 0.00		
<b>Public Spaces Sub-Total (Existing &amp; Under Const.):</b> 22.50		
<b>Public Spaces Grand Total:</b> 22.50		
<b>School Parks (park acreage w/o school)</b>		
<b>Existing</b>		
<b>Elementary Schools</b>		
Bella Vista School/Park	2.61	Includes Parks Dept. maintained area. Does not include blacktop, parking lot, or school.
Bollinger Canyon School/Park	3.36	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Country Club School/Park	7.11	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Coyote Creek School/Park	5.25	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school

## Park Acreage Inventory

Park Type	GP2040	Notes
Golden View School/park	4.96	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Hidden Hills School/Park	2.96	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Live Oak School/Park	1.50	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Montevideo School/Park	3.68	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Neil Armstrong School/park	4.17	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, school, or playground
Quail Run School/Park	6.49	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Twin Creeks School/park	3.66	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
Walt Disney School/Park	4.72	Includes Parks Dept. maintained area, Does not include blacktop, parking lot, or school
<b>Middle Schools</b>		
Gale Ranch Middle School/Park	6.52	Includes Parks Dept. maintained area
Iron Horse Middle School/Park/Gym	0.00	Included in Central Park acreage (41.3 ac total)
Pine Valley Middle School/Park/Gym	9.35	Includes Parks Dept. maintained area, Teen Ctr., Gym, and South parking lot, does not include blacktop or school
Windemere Ranch Middle School/Park	9.00	Includes most of Parks Dept. maintained area, does not include blacktop, West parking lot, gym, or school
<b>High Schools</b>		
California High School/Park (see SR Olympic Pool)		
Dougherty Valley High School/Aquatic Center	2.95	Includes tennis courts, parking adjacent to tennis courts, and aquatic center
<b>Total Existing:</b>		<b>78.29</b>
<b>Under Construction (as of 08/2022)</b>		
<b>Total Under Construction:</b>		<b>0.00</b>
<b>School Parks Sub-Total (Existing &amp; Under Const.):</b>		<b>78.29</b>
<b>School Parks Total:</b>		<b>78.29</b>
<b>GRAND TOTAL EXISTING PARKS:</b>		<b>395.40</b>
<b>GRAND TOTAL UNDER CONSTRUCTION PARKS:</b>		<b>32.25</b>
<b>GRAND TOTAL UNDEVELOPED PARKS:</b>		<b><u>23.0824.23</u></b>
<b>GRAND TOTAL PROPOSED PARKS:</b>		<b>218.30</b>
<b>AND TOTAL EXISTING, UNDER CONST., UNDEVELOPED, &amp; PROPOSED PARKS:</b>		<b><u>670.18669.03</u></b>

## Park Acreage Inventory

Park Type	GP2040	Notes
Parkland per 1,000 people (Existing):	4.72	Jan. 1, 2022, BDOF estimate 83,820 population
Parkland per 1,000 people (at Build-Out):	6.0	Build-out population of 110,089 people

## PUBLIC FACILITIES AND UTILITIES

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The Public Facilities and Utilities Element looks at aspects relating to specific functional needs of the community. Policies in this element are complemented by those in the Growth Management and Land Use elements, and work together in achieving the City's vision.

This Element identifies the capital improvements and facilities needed to serve San Ramon, including civic, educational, cultural, fire, and police facilities, as well as utilities and communication systems. This Element also sets forth guidelines desired by the community for its public schools, private institutions, public utilities, and solid waste management. It is the City's goal to guarantee a full range of high quality public and private facilities and services to provide each resident a safe, healthy, and attractive living environment.

### 7.1 COMMUNITY FACILITIES

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San Ramon's commitment to providing the community with outstanding public places is reflected in the number and quality of facilities it has built and maintained:

- Four multi-purpose community centers (the San Ramon Community Center at Central Park, the Alcosta Senior & Community Center, Park & Gardens, the Dougherty Station ~~Art~~-Community Arts Center, and the Amador Rancho Community Center);
- Two community gymnasiums at Pine Valley and Iron Horse Middle Schools (in partnership with the San Ramon Valley Unified School District);
- Two community aquatic centers at each high school (the San Ramon Olympic Pool and Aquatic Park at California High and the Dougherty Valley Aquatic Center joint-use facility with Dougherty Valley High);
- The Dougherty Valley Performing Arts Center (joint-use with Dougherty Valley High School);
- Two libraries (San Ramon Library and the Dougherty Station Library); and
- The Forest Home Farms Historic Park.

In 2007, the City approved entitlement for the construction of the City Center Project at the intersection of Bollinger Canyon Road and Camino Ramon, adjacent to the Iron Horse Trail, Central Park, and Community Center. However, due to an economic downturn the project remained on hold pending a better economic climate.

In 2013, the City entered into a Memorandum of Understanding with Sunset Development, the City's private sector partner on the City Center Project, to design and construct a new City Hall. Under the terms of the MOU the location of City Hall was moved from the approved location in the City Center Project to a new location at the southwest corner of Central Park.

In 2014, the City approved the plans for the design of the new City Hall and finished construction in 2016. Additionally, the City Center Bishop Ranch project began construction in 2015 and opened in fall 2018. The first phase was comprised of the retail and theater portion of the previously approved Project.

Figure 7-1 illustrates the public facilities in San Ramon. These facilities do more than provide public services; they are also symbols, which promote pride and collective self-esteem and foster a sense of place, mutual ownership, and community. While these public places serve a wide variety of social, cultural, and recreational needs, service demands have resulted in rapid growth of the programs and activities offered by the City.

### FACILITY CLASSIFICATIONS

The following classifications of public places and facilities are used in San Ramon. Performance guidelines for community centers and libraries are included in the Growth Management Element.

- **Community Center.** A facility designed to meet the needs of the population for civic meetings, recreational activities, social gatherings, and cultural enrichment such as the San Ramon Community Center, the Alcosta Senior & Community Center, Park & Gardens, and the Amador Rancho Community Center.
- **Community Theater.** A cultural facility that provides space for concerts, plays, lectures and shows such as the Dougherty Valley Performing Arts Center (a 600-seat theater with adjoining rehearsal space) or the Front Row Theater (a 90-seat theater) at the Dougherty Station Community Art Center.
- **Library.** A facility in which literary, artistic, and reference materials are kept for public use and circulation, and at where people gather for learning and cultural enrichment purposes.

**GUIDING POLICY – COMMUNITY FACILITIES**

**7.1-G-1** Provide public and cultural facilities that contribute to the City’s positive image and enhance community identity.

**IMPLEMENTING POLICIES – COMMUNITY FACILITIES**

**7.1-I-1** Confer with Contra Cost County Library to provide adequate services including facility upgrades and enhancements in response to community needs.

**Figure 7-1: Community Facilities**



## 7.2 EDUCATIONAL FACILITIES

School Districts are exempt from local regulations and cannot be required to adhere to City General Plan policies. However, collaboration between the City and the School District is essential in order to provide high quality educational facilities and promote a sense of community. Service impacts and overall enrollment impacts from new development applications are not within the purview of the City.

### EXISTING ENROLLMENT AND CAPACITY

The San Ramon Valley Unified School District (SRVUSD) serves the entire San Ramon Planning Area, as well as Danville and unincorporated areas within Contra Costa County. Within San Ramon, the District operates 12 elementary schools (grades K-5), four middle schools (grades 6-8), two high schools (grades 9-12), [one alternative education high school \(minimum age 16\)](#), and Venture, an independent study school (grades K-12). Table 7-1 shows that as of August 2022, approximately 17,630-657 of the District's 29,844 students attended schools in San Ramon. The District estimates total school capacity within San Ramon at 18,295 students. Figure 7-2 illustrates school sites in San Ramon.

**Table 7-1: San Ramon Valley Unified School District Schools, Enrollment, and Capacity in San Ramon (as of August 2022)**

Level	Enrollment	Capacity
<b>Elementary (K-5)</b>		
Bella Vista Elementary	492	619
Bollinger Canyon Elementary School	495	569
Country Club Elementary School	511	519
Coyote Creek Elementary School	660	897
Golden View Elementary School	648	619
Hidden Hills Elementary School	545	825
Live Oak Elementary School	621	825
Montevideo Elementary School	626	700
Neil Armstrong Elementary School	504	575
Quail Run Elementary School	856	975
Twin Creeks Elementary School	639	800
Walt Disney Elementary School	547	525
<b>Middle (6-8)</b>		
Gale Ranch Middle School <sup>1</sup>	1,080	1,037
Iron Horse Middle School	1,003	967
Pine Valley Middle School	959	956
Windemere Ranch Middle School	1,115	1,091
<b>High School (9-12)</b>		
California High School	2,911	2,717
<a href="#">Del Amigo High School</a>	<a href="#">27</a>	<a href="#">30</a>
Dougherty Valley High School <sup>1</sup>	3,309	3,079
<b>Independent Studies</b>		
Venture	109	N/A
<b>Total</b>	<b><a href="#">17,630-657</a></b>	<b>18,295+</b>

Notes:

"N/A" means data not available



**Table 7-1: San Ramon Valley Unified School District Schools, Enrollment, and Capacity in San Ramon (as of August 2022)**

<i>Level</i>	<i>Enrollment</i>	<i>Capacity</i>
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<sup>1</sup> Capacity includes relocatable classrooms.  
 Source: San Ramon Valley Unified School District, 2022.

As part of its efforts to regulate the impacts of growth and provide excellent services for its citizens, San Ramon has adopted a school performance guideline and collaborates with the School District to ensure that new schools will be in locations accessible to school age children, that adequate capacity is available to meet projected enrollment needs, and that future development will provide sufficient facilities for education as well as extra-curricular activities. Refer to the Growth Management Element for additional information on school guidelines.

**PROJECTED SCHOOL ENROLLMENT**

Based on the General Plan 2040 buildout projections through 2040, the San Ramon Valley Unified School District may experience growth within the City of San Ramon. Based on the student generation rates listed in Table 7-2, buildout of the 2040 General Plan could potentially add an estimated 2,556 Kindergarten to 5th Grade students, 1,669 6th to 8th Grade students, and 2,610 high school students to San Ramon Valley School District schools.

The School District can accommodate the potential increase in student enrollment through strategies such as construction of additional schools, expansion of the capacity of existing school sites, and/or through boundary changes to redistribute students to schools with excess capacity. Development of potential housing would require additional study and close collaboration with the School District and developers.

**Table 7-2: San Ramon Valley Unified School District Student Generation Rates**

<i>Grade Group</i>	<i>Single-Family Detached Unit</i>	<i>Single-Family Attached Unit</i>	<i>Multi-Family Unit</i>
K-5	0.25	0.25	0.22
6-8	0.18	0.17	0.13
9-12	0.32	0.28	0.18
Total:	0.75	0.70	0.53

Source: San Ramon Valley Unified School District, October 2022.

**GUIDING POLICY – EDUCATIONAL FACILITIES**

**7.2-G-1** Collaborate with the San Ramon Valley Unified School District in their efforts to ensure that all school age children have equal access to equitable facilities.

**IMPLEMENTING POLICIES – EDUCATIONAL FACILITIES**

**7.2-I-1** Collaborate with the San Ramon Valley Unified School District to ensure that all future public-school sites are developed in partnership with the City as a public “school park.”

<b>7.2-I-2</b>	Continue to partner with Diablo Valley College (DVC) to support community access at the DVC – San Ramon Campus Library to meet the needs of the Facility, Students, and Community.
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*Continue to collaborate on parking and ensure the public continues to have access to the library facility.*

<b>7.2-I-3</b>	Maintain after school teen services on or adjacent to middle school sites.
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<b>7.2-I-4</b>	Collaborate with the San Ramon Valley Unified School District to assure that all future schools are planned to be open and operational based on student generation rates.
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**7.3 INSTITUTIONS**

Many services that benefit the San Ramon community are provided by private businesses or public agencies other than the City. The General Plan does not control the provision of such services. However, it does establish policies to facilitate the availability of services in the City.

**GUIDING POLICY - INSTITUTIONS**

<b>7.3-G-1</b>	Encourage development of private educational, cultural, childcare, and medical facilities in San Ramon.
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**IMPLEMENTING POLICIES - INSTITUTIONS**

<b>7.3-I-1</b>	<u>Require new residential development, if appropriate, Encourage developers of residential projects</u> to participate in Community Facilities Districts and encourage developers of nonresidential and commercial projects to participate in Benefit Improvement Districts.
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*Examples include child care centers, meeting space, interpretive centers or displays, community gardens, and other similar facilities and services.*

<b>7.3-I-2</b>	Facilitate the provision of safe, affordable, and quality elder care and child care facilities and services for families who reside or work in San Ramon.
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**7.3-I-3**

Actively work with public, private, and non-profit service providers to create and expand opportunities for elder care facilities, programs, and services in San Ramon.



**7.3-I-6** Assess the adequacy of the School-Aged Child Care Ordinance through periodic review and update as necessary to ensure that fees are used appropriately.

*School-Aged Child Care facilities play an important role for families in San Ramon. Continue to implement the Zoning Ordinance land use process for childcare facilities.*

**7.3-I-7** Provide opportunities to locate meeting facilities (public or private), preschool facilities, and childcare facilities in residential areas on arterial or collector streets.

**7.3-I-8** Encourage and support public facilities and services that contribute to the maintenance and long-term success of community medical service facilities.

**7.3-I-9** Encourage uses which support the medical facilities within proximity of community medical service facilities.

*Examples of uses include, but are not limited to, medical offices, outpatient clinics, and administrative support facilities.*

**7.4 UTILITIES**

Phone, internet, and cable are provided by AT&T, Comcast, Direct TV, DISH, Earthlink, Exede, HughesNet, Nextiva, Verizon, Viasat to residents while Pacific Gas and Electric provides natural gas and electrical services throughout San Ramon. New technologies, particularly in the communications field, continue to converge, forcing the merger of services offered by utility providers.

Through the years, the Federal Communication Commission has continued to adopt legislation recognizing emerging and converging telecommunications technologies and encouraging future development (i.e., the Federal Telecommunications Act of 1996, Middle Class Tax Relief and Job Creation Act of 2012). These laws have significant implications for San Ramon regarding the types of wireless infrastructure that can be constructed in public rights-of-way, permit and processing procedures (i.e., small cell wireless, 5G networks), facility performance standards, and other infrastructure needed for wireless communications.

Given the City’s employment base, combined with the development of Dougherty Valley and the City Center and Faria Preserve projects, San Ramon must continue to facilitate the use of these new technologies. Many businesses now consider the communications capacity of places where they want to do business as part of their relocation criteria. Increasingly, firms look for communities that offer electronic amenities such as fiber optic and satellite linkages, which are necessary to support activities like telecommuting and teleconferencing programs.

Bishop Ranch, for example, is equipped with a fiber optic system called SONET (synchronous optical network), which has contributed to the success of Bishop Ranch by enabling quick and efficient high-speed connections between people and firms. San Ramon welcomes the advanced communication networks and will continue to work with utility providers to offer a wide range of technology services for both residents and businesses within our community.

## GUIDING POLICY - UTILITIES

### 7.4-G-1

Ensure the provision of adequate utility systems and communication for existing and future residents and the business community.

## IMPLEMENTING POLICIES - UTILITIES

### 7.4-I-1

Coordinate with Pacific Gas and Electric Company (PG&E) and Martin Clean Energy (MCE) in their efforts to monitor future utility expansion to ensure that facilities are designed and planned with minimal impact on existing and future residents.

*One of the concerns of residents adjacent to PG&E corridors are the issues surrounding electric magnetic fields (EMFs) which will likely be debated for many years to come. Based on the scientific uncertainty that exists in this field, the City will monitor developments in this area and will continue to follow the principles of "prudent avoidance."*

### 7.4-I-2

Work with PG&E to improve transmission line corridors with attractive, community-serving uses and to upgrade the appearance of the transmission line corridors in conjunction with an expansion or co-use of the corridor.

*Ornamental planting and recreational uses, including trails, dog parks, and playing fields, should be encouraged.*

### 7.4-I-3

Require new development to underground all utility lines needed to serve the future buildings and their occupants.

*The Zoning and Subdivision Ordinances require underground utilities in all new development. Requiring utility lines to be underground will help improve the visual environment and create an attractive community.*

### 7.4-I-4

Continue to coordinate with PG&E to underground utilities in existing residential neighborhoods, making the Southern San Ramon area a priority.

### 7.4-I-5

Continue to explore opportunities to underground existing overhead utility lines throughout the City with available funding.

*The City will continue to explore alternate sources of funding in addition to PG&E monies available under Rule 20(a), to underground overhead lines.*



**7.4-I-6** Continue to monitor cable video and encourage competition to ensure the highest quality service consistent with Federal Communications Commission guidelines).

**7.4-I-7** Encourage utility providers to foster better access, use, and distribution of multi-media products, including fiber optics, wireless technologies, and satellite communications.

**7.4-I-8** Encourage all new development to provide the technology to support multiple telecommunications facilities and providers.

**7.4-I-9** Continue to review and update, as necessary, the regulations for wireless telecommunication facilities to ensure minimal impacts to the community.

*Potential impacts from wireless telecommunication facilities, such as health and safety concerns, and equipment aesthetics, shall continue to be reviewed under the Wireless Telecommunications Facilities Chapter within the Zoning Ordinance.*

**7.4-I-10** Develop procedures and regulations to ensure minimal impacts to the community from the installation of utilities on City streets.

*The City shall develop policies and procedures to reduce the impacts of utility installation on City streets and will continue to monitor utility work within the public right-of-way through the issuance of encroachment permits.*

**7.4-I-11** Encourage co-location of telecommunication facilities to minimize potential visual impacts to the community.

**7.4-I-12** Coordinate sub-surface utility work with road improvements and maintenance and enforce the City's pavement cut moratorium whenever possible.

*The intent of this policy is to maximize the effectiveness of roadway resurfacing and improvement efforts by completing sub-surface utility work prior to repaving. In addition, this policy seeks to minimize disruptions associated with uncoordinated work.*

## 7.5 SOLID WASTE

The City of San Ramon currently contracts Alameda County Industries of San Ramon (ACI) for the collection and hauling of franchised solid waste, residential recycling, and green waste. ACI processes San Ramon’s residential recycling at their Aladdin facility in San Leandro, CA. San Ramon also contracts with Republic Services of Northern California to receive San Ramon’s solid waste at Vasco Road Sanitary Landfill in Alameda County, and its residential organic waste at Forward Composting Facility in Manteca, CA. Commercial organic waste is processed at Napa Recycling.

Since 2007, Senate Bill (SB) 1016 requires cities to report to the California Department of Resources Recycling and Recovery (CalRecycle) the amount of garbage disposed in the landfill per person per day (PPD). CalRecycle calculated California’s per capita disposal target rate at 5.7 pounds of garbage per person per day. The objective is to be below this target rate, and San Ramon has implemented policies and programs toward Zero Waste to divert as much as possible from the landfill. As of calendar year 2021, San Ramon’s rate is 2.2 PPD, equivalent to an 80% landfill diversion rate.

Table 7-3 shows the amount of solid waste diverted between 2008 and 2021.

<b>Table 7-3: Solid Waste Diversion</b>			
<i>Year</i>	<i>Total Disposal/Population (Lbs. per day)</i>	<i>Total Disposal/Employment (Lbs. per day)</i>	<i>Total Landfill Waste (Tons)</i>
2008	3.6	6.3	40,413
2009	3.3	6.3	38,097
2010	2.8	6.2	36,325
2011	2.7	5.6	36,032
2012	2.4	4.8	32,364
2013	2.6	5.2	35,619
2014	2.4	4.7	33,166
2015	2.5	5.0	36,089
2016	3.0	5.8	43,195
2017	3.1	6.1	46,373
2018	3.9	7.9	59,638
2019	2.7	5.7	42,110
2020	2.2	4.6	33,384
2021	2.2	5.2	33,961
	5.7 pounds per resident per day to meet State standards	8.2 pounds per employee per day to meet State standards	

Source: Jurisdiction Diversion/Disposal Rate Summary ([www.calrecycle.ca.gov](http://www.calrecycle.ca.gov))

Although cities within Contra Costa County currently have full disposal capacity at nearby landfills, it is important that all jurisdictions develop programs to divert waste from the landfill stream. Readily available land to construct new landfills in the future is no longer guaranteed. The challenge that most California districts now face with the implementation of Senate Bill 1383, the Short-Lived Climate Pollutant Reduction Strategy, is ensuring composting capacity, as organic material disposed at the landfill creates methane, a greenhouse gas 84 times more potent than CO<sub>2</sub>.

While both San Ramon and Contra Costa County feature progressive waste management plans, the need to divert significant parts of the City’s waste stream through recycling, composting, and reuse remains. San Ramon has provided 3-stream (Organics, Recycle, Trash) curbside waste collection since 2010, which is required under SB 1383. The maintenance and strengthening of recycling and composting and waste reduction programs remains a key issue given the City’s proposed growth. By requiring solid waste diversion, the City can reduce future landfill demand. Additionally, as the waste created by construction and demolition activities in the planning area may adversely affect the City’s recycling efforts, recycling plans for builders could aid in San Ramon’s recycling efforts.

**GUIDING POLICY – SOLID WASTE**

<b>7.5-G-1</b>	Manage solid waste so that State goals are met or are exceeded, and the best possible service is provided to the citizens and businesses of San Ramon.
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**IMPLEMENTING POLICIES – SOLID WASTE**

<b>7.5-I-1</b>	Provide the best possible service for the collection of garbage, recyclables, and green waste that provides the best value to residents and businesses.
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<b>7.5-I-2</b>	Provide and promote opportunities to reduce waste in all sectors of San Ramon, including residential, commercial, non-profit, government, and educational sectors.
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<b>7.5-I-3</b>	Develop consumer friendly, convenient, affordable options for community-serving recycling services.
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<b>7.5-I-4</b>	Through the development review process, encourage the provision of convenient recyclable material storage locations acceptable to the waste provider.
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*New development should be encouraged to install recycling receptacles on their premises. To encourage further recycling habits, in 2011 San Ramon provided all multi-family complexes with recycling receptacles.*

<b>7.5-I-5</b>	Comply with State requirements for proper handling and storage of solid waste, recyclables, and hazardous materials, diversion of solid waste from landfills, and provision of programs to make these activities feasible.
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<b>7.5-I-6</b>	Ensure that solid waste programs effectively address community needs and issues.
<b>7.5-I-7</b>	Provide options for the safe disposal of hazardous waste and materials.
<b>7.5-I-8</b>	Require solid waste diversion (e.g. waste prevention, reuse, recycling, and composting).
<b>7.5-I-9</b>	Require new development projects to comply with the Municipal Code’s construction and demolition debris diversion requirements.
<b>7.5-I-10</b>	Provide convenient recycling opportunities at large public events and venues.
<b>7.5-I-11</b>	Promote public and private efforts to recycle electronic waste.

*Since 2011, San Ramon has provided a free curbside pick-up program for household hazardous waste.*

*The City provides referral information for electronic waste recyclers. Additionally, a curbside electronic waste service is provided three times a year.*

## 7.6 FIRE PROTECTION SERVICES

San Ramon is served by the San Ramon Valley Fire Protection District (SRVFPD). The District is formed as an autonomous Special District and is governed by a five member elected Board. In addition to the City of San Ramon, the District provides services to several unincorporated areas within Contra Costa County and the Town of Danville.

SRVFPD entered into an Agreement with City of San Ramon for a Joint Use Public Safety Complex that will house the District’s Administration, 9-1-1 Emergency Dispatch/Emergency Operations Center and City Police Department at 2401 Crow Canyon Rd.

### GUIDING POLICY – FIRE PROTECTION SERVICES

<b>7.6-G-1</b>	Collaborate with the San Ramon Valley Fire Protection District to deliver a high level of public protection services that protect life, property, and the environment.
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### IMPLEMENTING POLICIES – FIRE PROTECTION SERVICES

<b>7-6-I-1</b>	Continue to coordinate with the San Ramon Valley Fire Protection District to provide adequate fire protection facilities and services to meet the needs of the community.
<b>7-6-I-2</b>	Seek input from the San Ramon Valley Fire Protection District to ensure that fire protection measures are identified during the development review process.

## 7.7 POLICE SERVICES

At the time of incorporation in 1983, San Ramon contracted for Police services with the Contra Costa County Sheriff’s Department. In June 2006, the City Council created an in-house Police Services Department. The newly created Department became operational on July 1, 2007, and as of March 2022 has 70 sworn police officers. The Police Services Department is located at 2401 Crow Canyon Road [while dispatch services are provided through a 911 Dispatch Center, operated by the San Ramon Valley Fire Protection District.](#)

In addition to the performance guidelines established in the Growth Management Element, the following policies establish a high level of public safety for all people who live and/or work in San Ramon.

### GUIDING POLICY – POLICE SERVICES

<b>7.7-G-1</b>	Maintain a high level of public safety for all people who live or work in San Ramon.
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### IMPLEMENTING POLICIES – POLICE SERVICES

<b>7.7-I-1</b>	Ensure crime-reduction and public safety features are incorporated into the design of new development projects through the Crime Prevention Through Environmental Design program (CPTED).
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*CPTED principles emphasize highly visible public spaces that deter criminal activity.*

<b>7.7-I-2</b>	Monitor new development projects in the unincorporated parts of the San Ramon Planning Area that would require law enforcement services from the City.
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<b>7.7-I-3</b>	Require new development, if appropriate, to provide a funding mechanism to support and maintain San Ramon’s high level of police services., such as a Community Facilities District.
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## OPEN SPACE AND CONSERVATION

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San Ramon’s beautiful settings—the surrounding hills, ridges, creeks, and canyons are highly cherished by residents. These open space resources are important, not only for aesthetic value, but also for environmental quality, character, habitat protection, recreation, water resources, and agriculture. These many functions of open space underscore the importance of careful land use planning.

In 1999, Measure G mandated the preparation of a new General Plan based on the principles of smart growth. A key component of this mandate was the preparation of a plan for the acquisition of ridgeline areas and agricultural lands contiguous to the City of San Ramon. These lands are to be preserved for open space purposes in perpetuity. In response to this mandate, this element of the General Plan includes open space goals and policies that creates a structure for implementation by establishing and strengthening partnerships and coordination with relevant groups and agencies, securing funding sources, and establishing preservation priorities.

This element also encourages rural conservation through compatible development that preserves natural features, sensitive habitats, and agricultural resources. Water quality is also a key component of conservation and the quality of life in San Ramon. As such, this element includes policies to preserve and enhance water quality in the San Ramon Planning Area by working closely with responsible regional agencies and by incorporating these considerations into land use planning decisions. Finally, the preservation of archaeological, paleontological, and historic resources is also an important goal of this General Plan, and relevant policies are included in this element.

### 8.1 BIOLOGICAL RESOURCES IN SAN RAMON

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Preparation of a habitat protection plan may be required by General Plan Land Use Element Implementing Policy 4.6-I-7 as part of the development and environmental review process where rural development could affect potentially sensitive habitat areas, sensitive habitat species, etc. Sensitive habitat resources are outlined below and illustrated in Figure 8-1.

#### VEGETATION

Natural vegetation throughout the San Ramon Planning Area is typical of that occurring in the coast ranges and interior valleys of central California. Non-native grassland is the dominant vegetation type throughout the area with perennial species occurring infrequently on ridgetops and east-facing slopes. Scattered oak savannahs, comprised of mostly deciduous oak species, occur in grasslands at middle elevations while live oak woodland is best suited to the damper north- and east-facing hillsides. Denser oak woodland occurs along drainages and riparian habitat, often in combination with arroyo willow riparian forest. Chaparral or scrub vegetation occurs on dry south and west facing slopes and along margins or openings in oak woodland at higher elevations. Freshwater emergent vegetation is associated with perennial standing water and seeps, which are scattered throughout the area.

#### SPECIAL-STATUS SPECIES

Special-status species are those animal and plant species that, in the judgment of the resource agencies, trustee agencies, and certain non-governmental organizations, warrant special consideration in the California Environmental Quality Act (CEQA) process. This includes the following species:

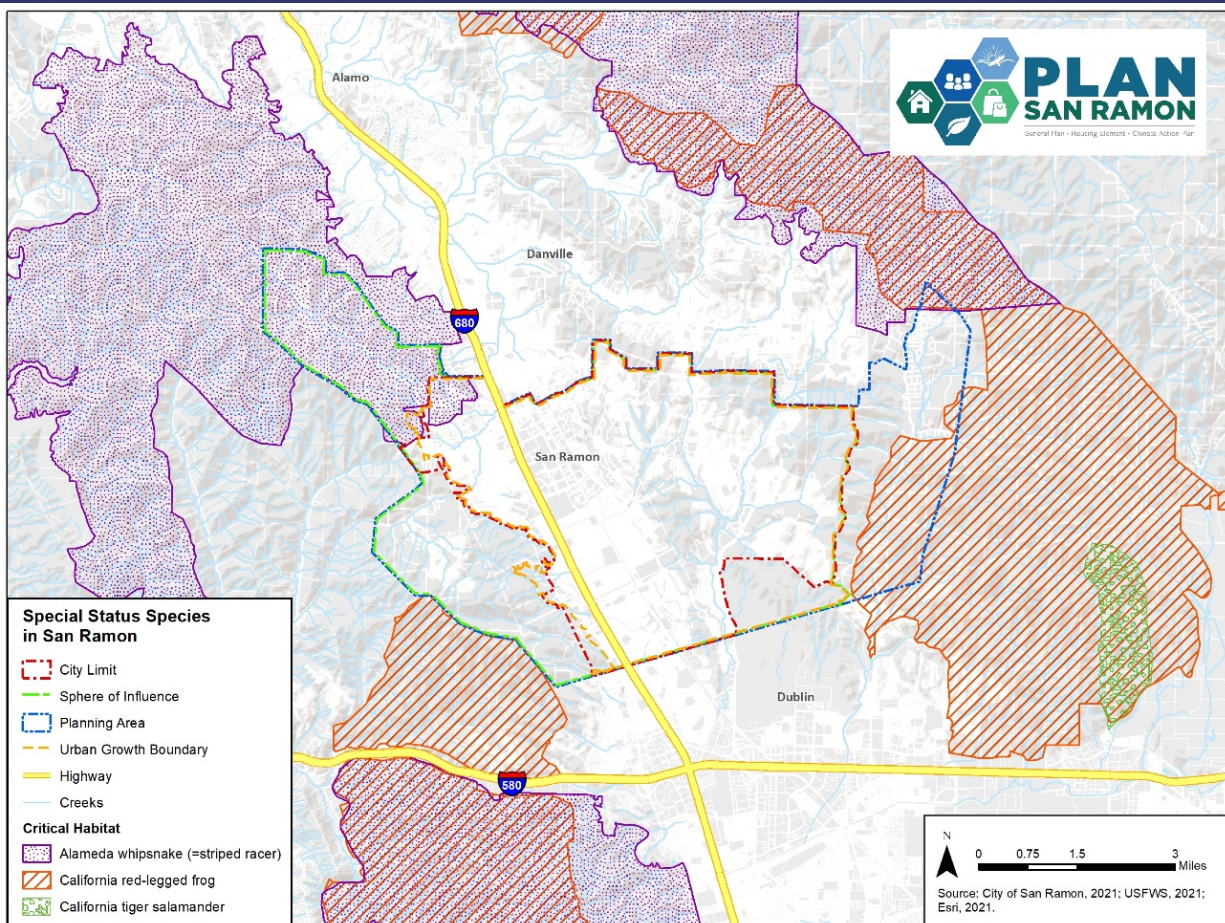
- Officially designated “threatened,” “endangered,” or “candidate” species federally listed by the United States Fish and Wildlife Service (USFWS) and protected under the Federal Endangered Species Act.



- Officially designated “rare,” “threatened,” “endangered,” or “candidate” species state listed by the California Department of Fish and Wildlife (CDFW) and protected under the California Endangered Species Act. CDFW also maintains a list of “Fully Protected” species as well as “California Special Concern” species that are also generally included as special-status species under CEQA.
- Species considered rare, threatened, or endangered under the conditions of Section 15380 of the CEQA Guidelines, such as plant species identified on lists 1A, 1B, and 2 in the California Native Plant Society (CNPS) Inventory of Rare and Endangered Vascular Plants of California.
- Bat species listed as Medium or High Priority by the Western Bat Working Group.
- Other species considered sensitive, such as nesting birds listed in the Migratory Bird Treaty Act (MBTA), which includes most native birds, and plants included in lists 3 and 4 in the CNPS Inventory.

Several special-status wildlife species have been recorded as having habitat within the San Ramon Planning Area boundaries. Recorded habitat for key listed species is shown on Figure 8-1.

**Figure 8-1: Biological Resources – Special Status Wildlife Species**





## DEVELOPMENT AFFECTING BIOLOGICAL RESOURCES

Under General Plan policies, any rural residential development proposed in Bollinger Canyon and the Westside subareas, both of which are primarily designated Rural Conservation and Hillside Residential by the General Plan, would have to ensure minimal disruption or loss of habitat that could support special-status animal species. Clustering of residential development to preserve such habitat would be required within the Hillside Residential designation and encouraged within the Rural Conservation designation, as proposed in the policies of the Land Use Element. A habitat protection plan may be required for development that could potentially affect sensitive habitat, sensitive habitat species, etc. and along with required CEQA mitigation measures will ensure that any biological resources are protected.

### GUIDING POLICY – BIOLOGICAL RESOURCES IN SAN RAMON

**8.1-G-1**

Protect and maintain the quality of biological resources in the San Ramon City limits, while also balancing the needs of growth and development.

### IMPLEMENTING POLICIES – BIOLOGICAL RESOURCES IN SAN RAMON

**8.1-I-1**

Continue to require new land use and development activities to comply with applicable laws and regulations concerning special status species.

*Applicable laws and regulations include the Federal Endangered Species Act, the Migratory Bird Treaty Act, the California Endangered Species Act, and California Fish and Game Code.*

**8.1-I-2**

When special status species and/or critical habitat may be adversely affected by land use or development activities, require appropriate and feasible mitigation measures in accordance with regulatory agency guidance.

**8.1-I-3**

Monitor and, as appropriate, engage regulatory agencies on any proposals to designate critical habitat and/or other special-status species protection designations within the City.

*USFWS has proposed several extensive critical habitat designations in the San Francisco Bay Area in recent years. New land use and development activities within critical habitat designations are often subject to lengthy consultation and permitting requirements. Given the economic implications of critical habitat designations, the intent of this policy is to ensure that San Ramon is informed about any such proposals and has the ability to be engaged in the decision-making process.*

**8.1-I-4**

Consider the rights of private property owners during the biological review process and encourage mutually acceptable solutions to special status species and/or critical habitat protection.

*Most of the lands where special status plants and wildlife species may occur are in private ownership in the Planning Area. This policy is intended to acknowledge that special-status species protection measures may have implications on private property rights and, therefore, mutually acceptable solutions should be sought whenever possible.*

**8.1-I-5**

Require erosion control plans for proposed new development that require significant grading or are near streams, wetlands, and riparian areas. The plans shall include recommendations for grading practices that prevent erosion, loss of topsoil, and scour of drainageways, consistent with biological and aesthetic values.

*This policy may be implemented through development application conditions of approval and the Municipal Regional Stormwater NPDES Permit program.*

**8.2 OPEN SPACE INVENTORY**

Growth in San Ramon has included the preservation of steep hillsides and ridges in the area. West of the City, undeveloped land, including peaks rising 1,400 feet above the valley floor, form an impressive backdrop for San Ramon. Several specific plans throughout the City (Westside, Dougherty Valley, and Northwest) reflect the importance of open space protection in the City by setting aside a significant amount of their respective plan areas as open space.

San Ramon has a total of 3,516 acres of open space including the Dougherty Valley Ridge Trail and open space in the Westside Specific Planning Area. Adjacent to the city, Las Trampas Wilderness Regional Preserve is approximately 3,849 acres of open space and is a portion of San Ramon’s northwestern planning area and remains undeveloped. This area contains native flammable vegetation, some of which lies in the Very High Fire Hazard Severity Zone (VHFHSZ). Many of these designated open space lands consist of the undeveloped ridges and hills that ring the Valley.

In 2020, the San Ramon City Council approved the Parks, Trails, Open Space, and Recreation Master Plan. The Master Plan’s primary purpose is the development of a clear set of objectives that provide direction to City staff, the Parks and Community Services Commission, the Planning Commission, and the City Council for development, re-development, expansion, and enhancement of the City’s parks system, trails, open spaces, recreation facilities, and programs for short-term (5 year) and long-term (10 year) planning.

**CLASSIFICATION OF OPEN SPACE**

State planning law provides a structure for the preservation of open space by identifying the following open space categories:

- Open space for public health and safety including, but not limited to, areas that require special management or regulation due to hazardous or special conditions. This type of open space might include earthquake fault zones, unstable soil areas, floodplains, watersheds, areas presenting high fire risks, areas required for the protection of water quality and water reservoirs, and areas required for the protection and enhancement of air quality. In addition to Figure 8-1, the Safety Element

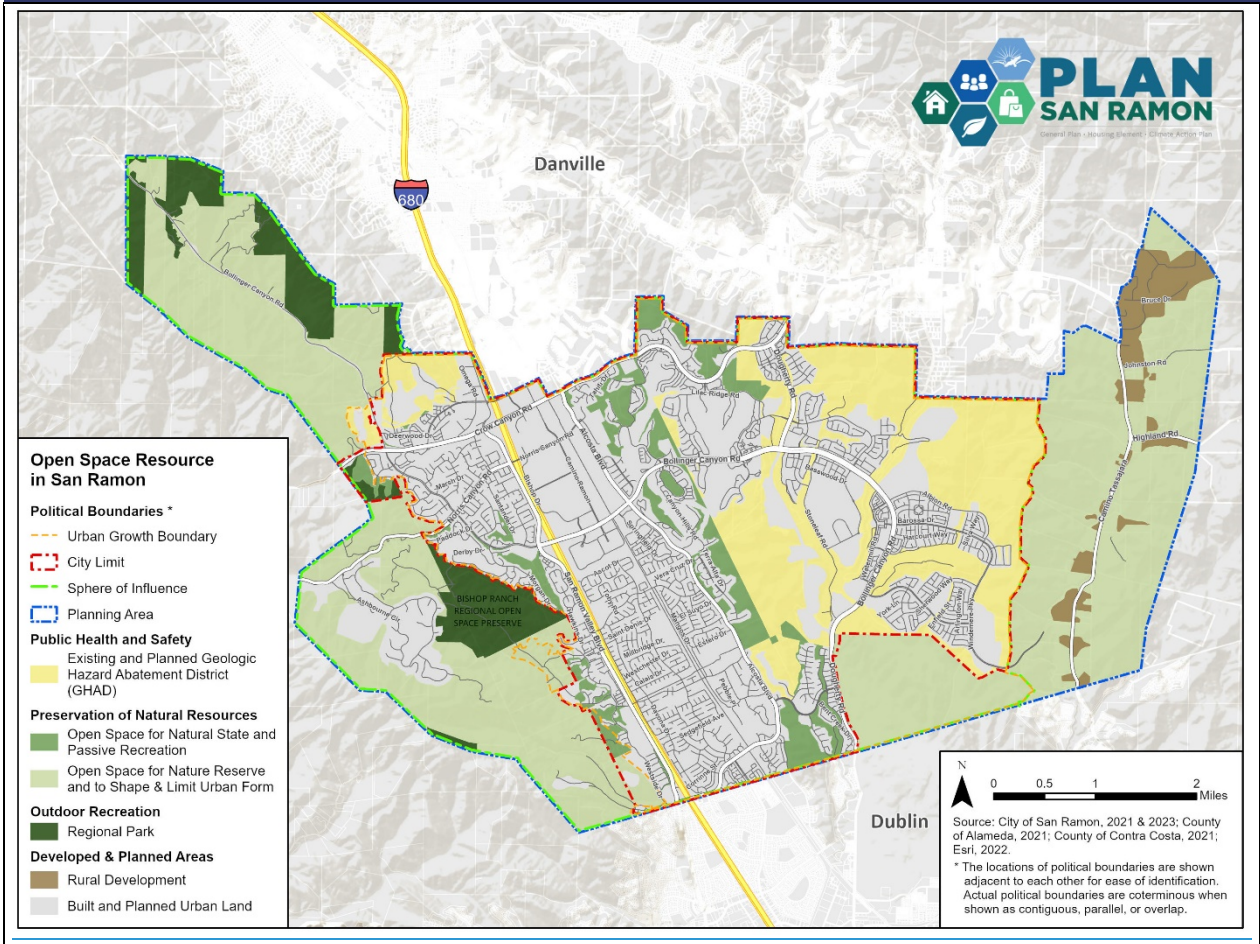
includes open space classified as Geotechnical Hazards (Figure 9-1), Flood Zone Hazards (Figure 9-2), and Wildfire Hazards (Figure 9-3).

- Open space for the preservation of natural resources including, but not limited to, areas required for the preservation of plant and animal life, including: habitat for fish and wildlife species; areas required for ecologic and other scientific study purposes; rivers, streams, bays and estuaries; coastal beaches, lakeshores, banks of rivers and streams; and watershed lands.
- Open space used for the managed production of resources including, but not limited to, forest lands, rangeland, agricultural lands and areas of economic importance for the production of food or fiber; areas required for recharge of ground water basins; bays, estuaries, marshes, rivers and streams that are important for the management of commercial fisheries; and areas containing major mineral deposits, including those in short supply.
- Open space for outdoor recreation including, but not limited to, areas of outstanding scenic, historic and cultural value; areas particularly suited for park and recreation purposes, including access to lakeshores, beaches, and rivers and streams; and areas that serve as links between major recreation and open-space reservations, including utility easements, banks of rivers and streams, trails, and scenic highway corridors.

Figure 8-2 illustrates a composite of these open space uses as defined in state law. Open space lands within the City include a variety of site-specific characteristics and are programmed for a range of land use activities from rural residential, passive recreational activities, agricultural production to private and public open space such as conservation areas and Geologic Hazard Abatement Districts (GHADs). Many of these open space properties are designated for conservation purposes, with little or no land use activities allowed, others have been used for purposes such as rural residential, cattle grazing or recreation.

The combination of open space lands associated with the different lands use designations all help shape and limit the landform and meet open space objectives, such as creating and preserving greenbelts and open space corridors that implement community design goals and objectives. Regardless of the site-specific activities and characteristics, these opens space resources, especially on the urban perimeter, serve to supplement the established Urban Growth Boundary (UGB) concepts by creating buffers and transition areas between urban and rural areas.

Figure 8-2: Summary of Open Space Resource





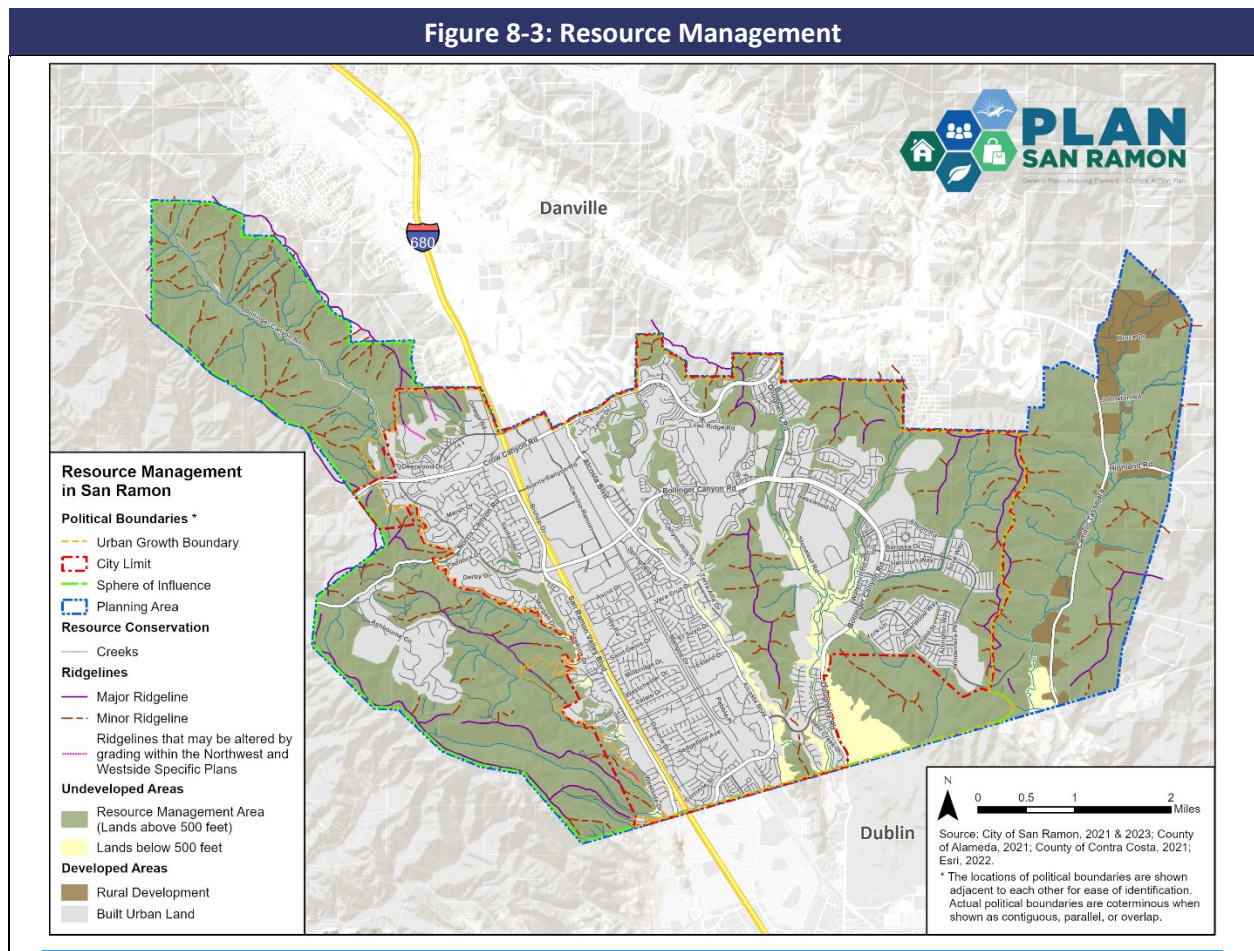
### 8.3 RESOURCE MANAGEMENT

Conservation and protection of natural open space and scenic resources has always been and continues to be a vital goal to the quality of life and community character provided in San Ramon. Open space areas shown on Figure 8-2 are a composite of the open space uses as defined in state law within the Planning Area. These land uses include, but are not limited to, rural residential, resource conservation areas and Geologic Hazard Abatement Districts.

#### RESOURCE CONSERVATION OVERLAY DISTRICT

In 1988, the City adopted the Resource Conservation Overlay District (RCOD). The RCOD was one of the City’s first set of comprehensive open space regulations implemented through the Zoning Ordinance. In 1990, the San Ramon electorate circulated and qualified an initiative petition, which the City Council adopted as Ordinance 197, that required land within the City limits, or land annexed to the City, above the 500-foot elevation limit to be subject to the Resource Conservation Overlay District (RCOD). The principles of Ordinance 197 were, during subsequent years, strengthened, implemented, and integrated into the Zoning Ordinance. As a result of the expiration of Ordinance 197 on December 31, 2010, the Zoning Code continues the City’s history of open space conservation and protection by restricting development adjacent to ridgelines, on steep slopes, and along creek corridors (See Zoning Code Restrictions for Hillside, Creek, and Ridgeline Areas below).

Figure 8-3 shows lands subject to the hillside, creek, and ridgeline regulations of the Resource Management Division of the Zoning Ordinance and identifies the approximate locations of ridgelines and creeks.



## **ZONING CODE RESTRICTIONS FOR HILLSIDE, CREEK, AND RIDGELINE AREAS**

The Hillside, Creek and Ridgeline chapter of the Municipal Code applies to the Resource Management Area and Creeks as identified in the General Plan. The intention of the Hillside, Creek, and Ridgeline chapter of the Municipal Code is to:

- Preserve significant features of hillsides, creeks, and ridgeline areas in essentially their natural state;
- Preserve existing vegetation, soils, geology, slopes, and drainage patterns;
- Preserve the natural topography, including swales, canyons, knolls, ridgelines, and rock outcrops, wherever feasible;
- Minimize grading and cut and fill practices to retain the natural terrain and character of the hillsides and ridgelines;
- Avoid development that would result in unacceptable fire, flood, slide, or other safety hazards;
- Avoid unwarranted, high maintenance costs for public facilities;
- Provide a mechanism for flexible design of development projects so that development may be clustered to allow environmentally sensitive areas to be preserved as open space;
- Encourage design of street systems and driveways that blend with the natural contours and minimize extensive grading; and
- Provide adequate buffer areas between creek corridors and adjacent development, to retain the creek corridors as valuable natural, scenic, and recreational amenities as appropriate.

## **GEOLOGIC HAZARD ABATEMENT DISTRICTS**

The use of Geologic Hazard Abatement Districts (GHADs) is another tool to secure and protect open space lands. GHADs are independent governmental bodies that provide for activity that is necessary or incidental to the prevention, mitigation, abatement or control of a geologic hazard. These activities may include, but are not limited to, acquisition of property, and construction, repair and maintenance of improvements. The first GHAD that was created in San Ramon was the Canyon Lakes GHAD, which was formed in 1985. Geologic Hazard Abatement District 1990-01 was formed in 1990 to cover the Westbranch area of San Ramon and was subsequently expanded with the annexations of Dougherty Valley, Old Ranch Summit and the Windemere, BLC Property, which includes the Windemere Parkway extension. The Wiedemann Ranch GHAD was formed in 1998 to provide services to the Wiedemann Ranch development in Contra Costa County and it subsequently annexed Subdivision 8118 (Henry Ranch) within the City of San Ramon in 2000. The City Council of San Ramon also serves as the Board of Directors for GHAD 1990-01, and the County Board of Supervisors serves as the Board of Directors for the Canyon Lakes and Wiedemann Ranch GHADs. GHAD 1990-01 is currently the largest GHAD in California and owns substantial amounts of open space, most of which is also overlain by a conservation easement. The Northwest San Ramon GHAD was formed in 2017 to provide services to the Preserve Residential Development area of the Northwest Specific Plan.

## GUIDING POLICY – RESOURCE MANAGEMENT

**8.3-G-1**

Acquire, preserve, and maintain open space and its natural resources for future generations.

**8.3-G-2**

Strengthen the City’s partnership with East Bay Regional Parks District, Contra Costa County, other jurisdictions and private organizations to expand the ridgeline and hillside open space system in the city.

*Open space lands contribute to the quality of life in San Ramon and help establish its character. Ridgeline and hillside trails, including the East Bay Regional Parks District Calaveras Ridge Trail, as well as other ridgeline trails proposed by this General Plan, can provide access to these open space lands.*

## IMPLEMENTING POLICIES – RESOURCE MANAGEMENT

**8.3-I-1**

Preserve, protect, and maintain significant native oak woodlands.

**8.3-I-2**

Enhance San Ramon’s creeks and riparian corridors by requiring preservation or replacement of riparian vegetation, as appropriate and in conformity with regulatory requirements.

*Creeks and riparian corridors provide visual amenity, drainage, and wetland and wildlife habitat, consistent with State Department of Fish & Wildlife standards.*

**8.3-I-3**

Explore opportunities to preserve significant creek, riparian areas, sensitive natural communities, and prominent topographic features as open space.

**8.3-I-4**

Require maintenance plans for open space areas in new development proposals, including identified natural resources such as ridges and waterways.

*As a guide, use standards such as the East Bay Regional Park District’s, Wildland Management Policies and Guidelines, for the management and maintenance of open space.*



**8.3-I-5**

Through the development review process, encourage wildlife corridors to provide connectivity between established open space areas, where deemed appropriate.

*Successful wildlife corridors, depending on the animal, provide short and direct routes and do not have a physical or psychological barrier. Examples of features commonly used as wildlife corridors include creeks and waterways, natural depressions, and ridgelines.*

**8.3-I-6**

New development shall provide open space through the dedication of land (as appropriate), through the use of an irrevocable instrument, or payment of impact fees.

*Irrevocable instruments may include easements, recorded maps, or deeds of trust.*

**8.3-I-7**

Confer with appropriate agencies and organizations to ensure that all development, including Dougherty Valley, the Westside subareas, and any other future development provides adequate mitigation for any impacts to special status species, wetlands, and significant natural biotic communities.

*The environmental reviews for both the Westside and Dougherty Valley Specific Plans identified potential impacts to wildlife, wetlands, and their habitats. Mitigation monitoring and reporting will ensure these resources are protected.*

**8.3-I-8**

Encourage public access to creek corridors.

*Public access would be subject to standards and permitting requirements of regulatory agencies and private property right.*

**8.3-I-9**

Consider alternatives to culverting or channelization of waterways during all stages of the review process.

*Maintaining the natural stream channel is most preferable from a biological and hydrological perspective. However, this policy acknowledges that the use of culverts or channels may be the safest and most cost effective approach in terms of providing adequate drainage and that existing "natural" channels may be substantially degraded.*

**8.3-I-10**

Promote maintenance and protection of waterways through the use of Geologic Hazard Abatement District(s), conservation easements, endowments, special assessments, or other appropriate mechanisms.

*While these districts have mainly been used in the Dougherty Valley, they may be effective elsewhere in the Planning Area. Future GHADs, or annexation into existing GHADs, conservation easements, endowments, special assessments and other similar methods to be considered for future developments with open space.*

**8.3-I-11**

Continue participation in the Contra Costa Clean Water Program to control stormwater pollution and protect the quality of the City’s waterways.

**8.3-I-12**

Monitor the condition of waterways within the city limits and take proactive measures to prevent degradation.

*Monitoring includes maintaining an up-to-date inventory of creeks and creating a creek maintenance program. Proactive measures may include promoting periodic waterway clean-up efforts, installing fencing or other protective barriers to prevent unauthorized access in sensitive locations, or planting vegetation along waterways to provide shade and prevent erosion.*

**8.3-I-13**

Implement existing viewshed criteria to manage views of the natural hillsides surrounding San Ramon.

*The hills surrounding the City of San Ramon provide a natural hillside backdrop. Viewshed criteria would establish the process to evaluate new development and potential significant public views of the surrounding natural hillsides.*

**8.3-I-14**

Maintain regulations for the protection and preservation of hillsides, creeks, and ridgelines as shown in Figure 8-3.

*Zoning Ordinance Division D5, Chapter 1 regulates development for the protection and preservation of hillside, creek, and ridgeline areas.*

**8.3-I-15**

Implement the slope methodology standards in the Zoning Ordinance to implement the resource management policies.

*Slope methodology standards achieve consistent application of the resource management policies through the Zoning Ordinance.*

**8.3-I-16**

Preserve ridgelines as open space, except for ridgelines that may be altered, as shown in Figure 8-3.

*The hillside, creek, and ridgeline regulations of the Resource Management Division in the Zoning Ordinance shall provide additional standards for natural terrain alteration.*

**8.3-I-17**

Preserve hillsides steeper than 20 percent slope as open space, except for slopes and ridgelines that may be altered, as shown in Figure 8-3.

*The surrounding natural open space continues to be a vital goal to enhance the community character and quality of life in San Ramon.*

**8.4 MEASURE G (1999) OPEN SPACE PRESERVATION ACTION PLAN**

The following policies respond to Measure G’s mandate for “a plan for the acquisition of ridgeline lands, contiguous to the City of San Ramon, to be preserved for open space purposes in perpetuity.” They also are consistent with the Government Code’s requirement for an Open Space Action Plan that is to include “specific programs which the legislative body intends to pursue in implementing its open space plan” (Section 65564).

**GUIDING POLICY – MEASURE G (1999) OPEN SPACE PRESERVATION ACTION PLAN**

**8.4-G-1**

Support regional efforts to expand the ridgeline and hillside open space system through joint efforts with East Bay Regional Parks District, Contra Costa County and nonprofit trustee agencies.

*This guiding policy expresses the goal of Measure G (1999) and recognizes that achieving this goal is a cooperative effort.*

**IMPLEMENTING POLICIES – MEASURE G (1999) OPEN SPACE PRESERVATION ACTION PLAN**

**8.4-I-1**

Confer with appropriate agencies and organizations in the creation of an institutional framework and financing mechanisms necessary to acquire additional ridgeline areas and agricultural lands, and to preserve, restore, and manage important open space.

*Open space lands may be publicly or privately owned.*

<b>8.4-I-2</b>	Encourage developers to explore Transfer of Development Rights (TDRs) in conjunction with project review to cluster residential development and preserve open space, ridgelines, and creek corridors.
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*A TDR program can create an incentive for preservation of large areas of open space by allowing the transfer of the development that otherwise would be permitted from a “sending area” to a “receiving area” where the additional development can be accommodated. A TDR program does not require public outlay for the purchase of development rights, but purchase of development rights under a TDR program could be an option for an open space lands trust. Implementing regulations will need to ensure that once the development rights are transferred, the sending areas are preserved as permanent open space.*

<b>8.4-I-3</b>	Utilize GHADs and/or other secure funding mechanisms for open space to assist in the acquisition and on-going management, operation, and maintenance of a ridgeline and hillside open space system.
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<b>8.4-I-4</b>	Continue to support the efforts of the Open Space Advisory Committee to recommend measures to protect and preserve Open Space in and contiguous to San Ramon.
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*The Advisory Committee will advise the City Council on setting priorities for open space acquisition and preservation.*

<b>8.4-I-5</b>	Revise and update the Municipal Code as necessary to require best practices that reduce soil erosion and minimize or eliminate the effects of grading on loss of topsoil.
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<b>8.4-I-6</b>	Use open space in new development to create buffers that delineate the edge of urban areas.
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*Other implementing actions will create additional open space in the Planning Area, which will create a backdrop for the City and trail linkages between parks and regional open space.*

<b>8.4-I-7</b>	Encourage the restoration of open space areas as part of new development projects, as appropriate.
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**8.4-I-8** Explore funding opportunities to restore habitat on publicly owned open space and to provide assistance, where appropriate, to owners of privately owned land dedicated as permanent open space, to facilitate private restoration efforts.

*Assistance may include inter-agency coordination, identification of funding opportunities, the provision of information, or other efforts to aid private property owners in habitat restoration.*

**8.4-I-9** Prioritize the preservation of open space on lands that are for sale, proposed for development, or can be acquired, that have high biological and ecological value, contiguous to existing open space properties or public lands, and provide recreational opportunities such as trail connections.

**8.4-I-10** Continue planning and managing ridgelines, agricultural lands, and open space acquired by the City or other Open Space areas through the Geologic Hazard Abatement District(s) and the Dougherty Valley Open Space Management Plan.

**8.4-I-11** Provide incentives for clustering of allowable residential use on infill open space sites to avoid unnecessary grading and site development inconsistent with General Plan policies for open space and resource conservation.

*An incentive program might be based on the percent of the site to be retained as permanent open space, as described in Table 8-1. Clustering of all buildings should be required, including buildings for park and recreation facilities, as well as buildings allowable for commercial recreation and entertainment uses.*

<b>Table 8-1: Open Space/Density Provisions for Infill Open Space Sites</b>	
<b>Percent of Site Permanently Preserved as Open Space (gross)</b>	<b>Maximum Density</b>
Up to 69.9 percent	1 unit per 20 net acres
70 percent or more	1 unit per 10 net acres; clustering required.

**8.4-I-12** Confer, through the development review process, with appropriate agencies and organizations to create a connecting region-wide open space system using instruments such as land dedication or public access easements.

**8.4-I-13** Allow appropriate and beneficial improvements on open space lands, subject to standards for environmental protection; city hillside, ridgeline, and creek regulations; avoidance of hazards; and building siting and design that will preserve the open space character of the site. Improvements may include work related to the Geologic Hazard Abatement District, trails, or replanting of native plants.

**8.4-I-14** Promote the [preservation and](#) planting of local native trees and shrubs where development occurs on land surrounding reservoirs and streams, especially adjacent to areas where banks or channels have been modified for flood protection.

## 8.5 AGRICULTURAL RESOURCES

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### AGRICULTURAL LAND MAPPING

The California Department of Conservation Farmland Mapping and Monitoring Program (Farmland Program) classifies agricultural lands into five categories: Prime Farmland, Farmland of Statewide Importance, Unique Farmland, Farmland of Local Importance, and Grazing Land. Prime, Statewide Important, and Unique Farmland are classified as “Important Farmland” by the Farmland Program. Land use and development activities that propose to convert Important Farmland to non-agricultural use are typically required to evaluate the impacts of such a conversion using the California Department of Conservation’s Land Evaluation and Site Assessment (LESA) Model. Farmland of Local Importance and Grazing Land do not fall within the Important Farmland umbrella and the proposed conversion of these lands to non-agricultural use does not require LESA Model evaluation.

The only land classified as Important Farmland within the City limits is the Devil Mountain Wholesale Nursery, classified as Unique Farmland and provides sale and service of plants for landscaping. There are areas of Important Farmland in the General Plan Planning Area, however, and if these areas are considered for annexation by the City of San Ramon in the future, impacts to their agricultural resources will be evaluated as part of the process. See Figure 8-4.





## GUIDING POLICY – AGRICULTURAL RESOURCES

### 8.5-G-1

Encourage the continuation of appropriate agricultural activities within the City’s Planning Area, while being cognizant that such uses may transition to non-agricultural uses in the future.

## IMPLEMENTING POLICIES – AGRICULTURAL RESOURCES

### 8.5-I-1

If Important Farmland is proposed to be converted to non-agricultural use, require evaluation to determine significance of conversion impacts. If the conversion is found to be significant, require mitigation to offset such impacts.

*An evaluation shall determine the significance of Important Farmland conversion impacts. If such impacts are determined to be significant, mitigation in the form of onsite or offsite preservation of farmland within Contra Costa County at no less than a 1:1 ratio should be pursued. Alternative forms of mitigation may be considered if the preferred mitigation approach is not feasible.*

### 8.5-I-2

Process development applications involving land encumbered by Williamson Act contracts only if three years or less remain prior to expiration or cancellation of the contract.

*It is the preference of the City to have Williamson Act contract issues resolved prior to review of any development applications.*

### 8.5-I-3

Minimize land use conflicts between agricultural and urban uses through site planning techniques.

*New development near grazing lands or cultivated agricultural uses should incorporate design features to minimize or avoid potential complaints associated with noise, odors, or early morning operations. Examples of design features include buffers and screening measures.*

### 8.5-I-4

Explore opportunities with East Bay Regional Park District (EBRPD), other government agencies, or private organizations to set aside and manage undeveloped lands as open space that are contiguous and sufficient in size to allow continued agricultural uses.

*Grazing activities on open space lands can offset the fire prevention and maintenance costs measures.*

## 8.5-I-5

Designate land for rural conservation along the west side of Bollinger Canyon Road near the Las Trampas Regional Wilderness in order to preserve visual open space, to provide opportunities for horse-keeping and part-time ranching, and to maintain compatibility with adjoining agricultural uses.

## 8.6 WATER CONSERVATION AND QUALITY

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East Bay Municipal Utility District (EBMUD) and Dublin San Ramon Services District (DSRSD) provide potable water service to San Ramon. EBMUD generally serves the northern, western, and central portions of San Ramon, while DSRSD serves the Dougherty Valley.

### WATER CONSERVATION

EBMUD has a comprehensive Water Conservation Program in place that includes both supply- and demand-side measures, including audits, incentives, optimal management practices, wastewater and landscape regulations, education programs, support activities, metering, and leak detection and pipe replacement. EBMUD also recommends that local cities require water conservation measures as a standard feature in the design and construction of proposed development projects.

In 2006, state legislation (AB 1881, Laird, 2006) required the Department of Water Resources to adopt an updated Model Water Efficient Landscape Ordinance (MWELo). In 2009, the State Department of Water Resources adopted an updated model ordinance that became effective January 1, 2010. As a result, the City of San Ramon requires new development to meet the State Model Water Efficient Landscape Ordinance to conserve landscape water use.

In 2018, AB 1668 (Friedman) and SB 606 (Hertzberg), laid out a new long-term water conservation framework for California. The new framework is far-reaching for both the urban and agricultural sectors of California and represented a major shift in focus. The 2018 legislation applies to the actions of DWR, the State Water Resources Control Board and water suppliers. It does not set any standards or rules for individual use.

Programs and initiatives are organized around four primary goals:

- Use water more wisely,
- Eliminate water waste,
- Strengthen local drought resilience, and
- Improve agricultural water use efficiency and drought planning

Water reclamation can also significantly reduce water demand and storage requirements. Reclaimed water is used most effectively for irrigating areas such as parks, greenbelts, golf courses, roadway medians, and front yards. DSRSD has provided an increasing amount of recycled water throughout their service area within San Ramon. Additionally, groundwater has the potential to reduce demand on municipal supplies, although the characteristics of the aquifer and its water table in the San Ramon Planning Area are variable.

## WATER QUALITY

The primary goal of the City of San Ramon Stormwater Program is to reduce pollution of storm water as it enters the local creeks and the San Francisco Bay. The City of San Ramon is a member of the Contra Costa Clean Water Program, which has been instrumental in developing Low Impact Development (LID) techniques for the reduction and treatment of storm water runoff from development projects. The San Francisco Bay Regional Water Quality Control Board adopts regulations to satisfy National Pollutant Discharge Elimination System (NPDES) permit requirements to manage storm water runoff.

The City also monitors construction sites to ensure adequate Best Management Practices (BMPs) are implemented to reduce water pollution during construction in compliance with the State General Construction Permit issued by the California State Water Resources Control Board.

### GUIDING POLICY – WATER CONSERVATION AND QUALITY

#### 8.6-G-1

Promote the implementation of water quality and conservation programs and measures by San Ramon employers, residents, and public agencies.

### IMPLEMENTING POLICIES – WATER CONSERVATION AND QUALITY

#### 8.6-I-1

Require new development projects to implement indoor water conservation and demand management measures consistent with building code standards and Climate Action Plan policies.

*Examples of conservation and demand management measures include low-flow bathroom fixtures, high water efficiency clothes washers and dishwashers.*

#### 8.6-I-2

Require new development projects to implement outdoor water conservation and demand management measures.

*Examples of conservation and demand management measures include separate metering of domestic and irrigation water, drought-resistant vegetation, drip irrigation or low-precipitation-rate sprinklers, programmable irrigation controllers with automatic rain shutoff sensors, and hydrozones that keep plants with similar water needs in the same irrigation zone. Furthermore, new development projects are encouraged to install drought resistant vegetation instead of turf.*

#### 8.6-I-3

New development in areas where recycled water service exists or is planned shall be plumbed with “purple pipe” and other measures necessary to accommodate non-potable water service.

*Exceptions are allowed for projects based on landscape irrigation standards established by the Zoning Ordinance.*

**8.6-I-4**

Require new development to meet the State Model Water Efficient Landscape Ordinance (MWEL0).

*Effective January 1, 2010 all development must meet the State MWEL0 requirements which establish landscape design requirements for new and rehabilitated landscape areas within the City.*

**8.6-I-5**

Collaborate with DERWA (Dublin San Ramon Services District and East Bay Municipal Utilities District Recycled Water Authorities) to expand the recycled water distribution system in an efficient and timely manner.

*Installing recycled water infrastructure as part of roadway construction projects is an effective way to expand the distribution system, while also minimizing disruption to residents and businesses.*

**8.6-I-6**

Continue implementation of the City of San Ramon Stormwater Management Program to reduce storm water pollution, provide public education, and to protect the water quality of the City’s local creeks and streams.

*In order to comply with National Pollutant Discharge Elimination System (NPDES) permit requirements for Municipal Separate Storm Sewer Systems, the City of San Ramon Stormwater Program performs a variety of activities which may include participating in the Contra Costa Clean Water Program, field inspections, educational and outreach activities, storm drain cleaning, street sweeping, the implementation of new development/redevelopment stormwater controls, or other activities.*

**8.6-I-7**

Promote the protection of groundwater resources by collaborating with agencies that monitor and oversee clean-up efforts at existing sources of pollution.

*There are several sites in San Ramon that previously contained leaking underground storage tanks. These sites are currently undergoing monitoring and remediation and are regulated by agencies including the County of Contra Costa and the San Francisco Bay Regional Water Quality Control Board. The intent of this policy is to ensure that the City is aware of groundwater pollution sources and proactively engaged with appropriate agencies to facilitate efficient and timely clean-up efforts.*

**8.6-I-8**

[Promote the reduction of storm water pollution through the construction and maintenance of joint treatment facilities and other partnerships between the City and private property owners.](#)

## 8.7 ARCHAEOLOGICAL, PALEONTOLOGICAL, AND HISTORIC RESOURCES

### LOCAL HISTORY

The tribal group that most likely occupied the San Ramon area is the Chochenyo language group, whose territory extended from the southern end of the Carquinez Strait south to Mission San Jose (present-day Fremont), east to present-day Livermore and west to the San Francisco Bay. In the late 1790's, Spanish soldiers and missionaries displaced the Native American population from their land and established 21 missions across the State. The estimated Ohlone population in 1770—when the first mission was established in Ohlone territory—was approximately 10,000. By 1832, the population had declined to fewer than 2,000, mainly due to diseases introduced by the European explorers and settlers. The Gold Rush brought further disease to the native inhabitants, and by the 1850s, nearly all the Ohlone had adapted in some way or another to economies based on cash income. Hunting and gathering activities continued to decline and were rapidly replaced with economies based on ranching and farming.

Following Mexico's independence from Spain in 1822, the vast mission lands were granted to private citizens as ranchos. The San Ramon Valley contained three large ranchos: San Ramon (Amador), 16,517 acres; San Ramon (Carpentier), 8,917 acres; and San Ramon (Norris), 4,451 acres.

The population of the Contra Costa County increased rapidly during the Gold Rush and, in the post-Civil War Era. The great rancheros of the Spanish period were divided and sold for agricultural uses, with intensively irrigated farming made possible in some areas of Contra Costa County by the development of canals that brought water from the eastern portions of the County to the central portions. Walnuts were an especially attractive orchard crop in central portions of the County, with farmers using thin-shelled English walnut branches grafted to hardy and disease-resistant American walnut rootstock.

The first settlers to the San Ramon area were Leo and Mary Norris, who purchased 4,450 acres of land in 1850, and who are the namesakes of Norris Canyon. Other early settlers included names that are recognizable from local street names and landmarks, including Crow, Bollinger, and Glass. The first village developed near the intersection of Deerwood Road and San Ramon Valley Boulevard. San Ramon was known by a series of names in the nineteenth century: Brevensville, for a local blacksmith; Lynchville, for the early settler William Lynch; and Limerick, for the numerous Irish immigrants.

The Southern Pacific Railroad arrived in the San Ramon Valley in the 1890s. Dubbed the San Ramon Branch Line, the railroad line originally extended from a junction with the Oakland-Stockton main line near Martinez south to San Ramon, a distance of approximately 20 miles. Service commenced in June 1891. In 1909, the southern terminus of the San Ramon Branch Line was extended south to a junction with the Lathrop-Niles Junction main line near Pleasanton. San Ramon was served with a station, known as San Ramon Siding, near the present-day Iron Horse Trail crossing at Crow Canyon Road. By the mid-1970s, traffic on the line had dwindled to 125 carloads annually and the Southern Pacific petitioned the Interstate Commerce Commission to abandon the branch line. The line was formally abandoned in 1978 and the counties of Alameda and Contra Costa acquired ownership of the right-of-way within their respective jurisdictions. The present-day Iron Horse Trail follows the alignment of the San Ramon Branch Line from Pleasanton to Concord.

The San Ramon Valley remained primarily an agricultural area up through the early 1960s. Following the completion of Interstate 680 (I-680) through the San Ramon Valley in the mid-1960s, the San Ramon area experienced rapid growth. The first residential subdivisions were developed in South San Ramon (a.k.a. San Ramon Village) and Twin Creeks. In the early 1980s, Sunset Development began developing the Bishop Ranch Business Park. The most notable facilities in the Bishop Ranch Business Park are Chevron Park and the BR2600 site (formerly known as the AT&T or Pacific Bell campus), both of which opened in the mid-1980s. Sunset Development continued to develop and evolve the Bishop Ranch Business Park into a mixed use development pattern with the completion of the retail portion of the City Center project in 2018 and the approval of the CityWalk Master Plan in 2020 for a mix of new residential and non-residential uses.



With growth came the desire for greater control over land use and development. In March 1983, the City electorate voted to incorporate and the City of San Ramon came into existence on July 1, 1983. Since incorporation, the City has expanded its limits west to include the Westside Drive area and portions of Norris Canyon, north to include the Crow Canyon area, and east to include the Dougherty Hills and Dougherty Valley.

## HISTORIC AND PREHISTORIC RESOURCES

The San Ramon Planning Area includes several sites of both historic and prehistoric value.

Forest Home Farms Historical Park is listed on the National Register of Historic Places (Landmark Plaque No. 2174). The 16-acre historical park is located 19953 San Ramon Valley Boulevard and features the Boone House, Glass House, and interpretative exhibits depicting historic agricultural activities of the San Ramon Valley.

Prehistoric sites consist of Native American habitations and rock art. Native American archeological sites in this portion of Contra Costa County tend to be situated along ridgetops, midslope terraces, alluvial flats, at the base of hills, between saddles, near ecotones, and near sources of water including springs. The Planning Area encompasses all of these environmental features with recorded Native American archeological sites found in each of these areas.

Several state laws, most notably CEQA Guidelines §15064.5(f) and Public Resources Code §5020-5029 and 21083.2, protect archeological and historical resources. To protect historic resources, the State has formed the State Historical Resources Committee that conducts the State Historic Resource Inventory and maintains the California Register of Historic Resources, which identifies historic landmarks and points of interest. The Committee also provides recommendations for the National Register of Historic Resources.

## GUIDING POLICY – ARCHAEOLOGICAL, PALEONTOLOGICAL, AND HISTORIC RESOURCES

<b>8.7-G-1</b>	Identify, evaluate, and preserve the archaeological, paleontological, and historic resources that are found within the San Ramon Planning Area.
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## IMPLEMENTING POLICIES – ARCHAEOLOGICAL, PALEONTOLOGICAL, AND HISTORIC RESOURCES

<b>8.7-I-1</b>	Protect paleontological resources prior to the beginning of projects involving ground disturbance in geologic units with high paleontological sensitivity and implement identified mitigation prior to and during construction.
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<b>8.7-I-2</b>	Prepare Historical Resources Evaluation for projects involving structures 45 Years or older and implement identified mitigation prior to and during construction.
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**8.7-I-3** Conduct Archaeological Resources Assessment prior to project approval and implement identified mitigation prior to and during construction and include a policy to stop work in the event of unanticipated cultural resources discoveries during construction.

**8.7-I-4** Protect and maintain the integrity of officially listed historic resources.

**8.7-I-5** Review any proposals to nominate local resources for eligibility for listing on national or state historic registers.

*Discretion should be used in reviewing such nominations to ensure that resources have significant historic value and have been appropriately evaluated.*

**8.7-I-6** As a standard condition of approval, require all development projects involving grading and excavation to implement appropriate measures in the event that burial sites or human remains are encountered during earthwork activities.

*Appropriate measures may include stopping work within 100 feet of the find, notifying the Contra Costa County Coroner's Office, and, if the Coroner determines that the remains are determined to be of Native American origin, notification of the Native American Heritage Commission.*

**8.7-I-7** Perform required consultation with the appropriate tribal organization(s) as part of projects subject to the California Environmental Quality Act (CEQA). For projects involving a General Plan Amendment, the development of a Specific Plan (or amendment), or designating open space, provide for tribal consultation opportunities in accordance with state law.

**8.7-I-8**

Require tribal monitor(s) during all activities in areas with cultural resources of interest to local Native American tribes when requested. Cultural resources may include a sanctified cemetery, place of worship, religious or ceremonial site, or sacred shrine. Both monitors shall observe grading, ground-disturbing, and other earth-moving activities.

## 9 SAFETY

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The Safety Element of the General Plan is to provide information “for the protection of the community from unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, and dam failure; slope instability leading to landslides, subsidence, and other geological hazards; flooding; hazardous material accidents; and wildland and urban fire” (Government Code §65302 [g][1]). One of the City’s highest priorities is the protection of its residents from geologic and soils hazards, hazardous materials, flooding, and fires.

The Safety Element establishes mechanisms to reduce death, injuries, property damage and the economic and social dislocation resulting from hazards such as fires, floods, earthquakes, landslides, hazardous materials, and climate change. Hazards are an unavoidable aspect of life, and the Safety Element cannot eliminate risk completely. Instead, the Element contains policies to minimize the level of risk.

In accordance with Government Code Section 65302(g)(4), this safety element also includes a climate change vulnerability assessment that identifies risks that climate change poses to San Ramon. The most likely impacts of climate change that San Ramon may experience are increases in average maximum temperatures and extreme heat events, more severe storms, extended drought conditions and increasing wildfire risk and associated air quality impacts. The city is also susceptible to the heat island effect, where urbanized areas experience higher temperatures than the edges of the city.

### 9.1 SAN RAMON EMERGENCY OPERATIONS PLAN

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In 2006, the City of San Ramon City Council adopted its Emergency Operations Plan and completed an update in 2017. The Emergency Operations Plan identifies the appropriate actions to take when an event occurs due to a major earthquake, hazardous materials incident, flood, national security emergency, wildfire, landslide, and dam failure.

The City’s Emergency Operations Plan complies with existing state and federal laws. The objectives of the plan are to reduce injury, and loss of life, property, and natural resources through effective management of emergency resources. The Emergency Operations Plan identifies the City’s emergency planning, organizational, and response policies and procedures, while integrating and coordinating these with other governmental levels when required. The Emergency Operations Plan institutes the Incident Command System, the Standardized Emergency Management System, and the National Incident Management System, which provide a common system that is recognized throughout the State of California as a basis for managing large emergency incidents that could involve multiple agencies and jurisdictions.

The City’s response to disasters is based on four phases including: mitigation, preparedness (increased readiness), response (initial and extended response operations), and recovery operations. All individual departmental plans support the Emergency Operations Plan and inform staff of the procedures for recalling departmental personnel, disaster assignments, and departmental resource lists. Response to emergencies follows the Incident Command System, ensuring unified command by all emergency response teams. Depending on the type of incident, the most appropriate agency will become the lead agency and will be supported by the other emergency response teams.

## 9.2 Emergency Preparedness

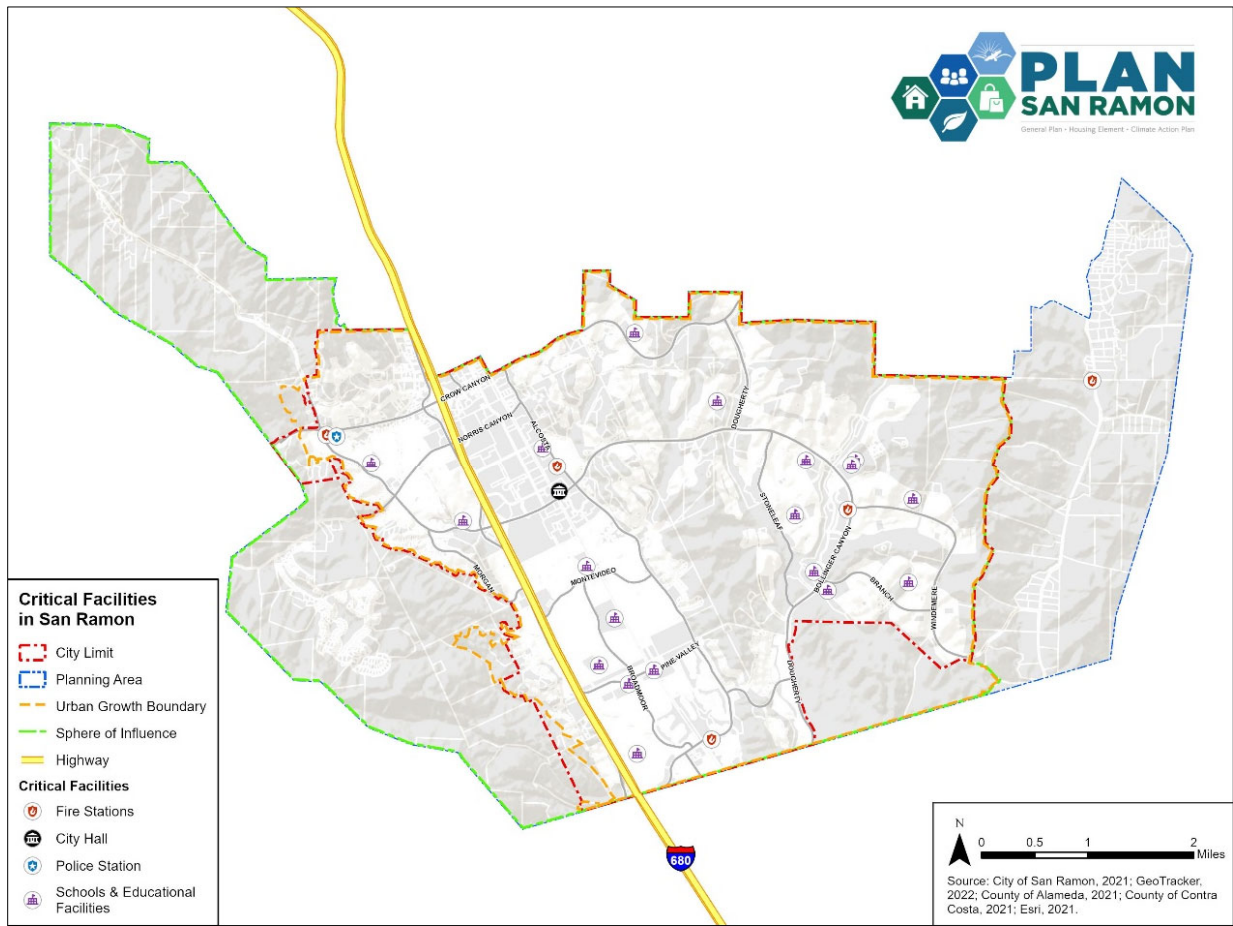
The San Ramon Valley Fire Protection District (SRVFPD) provides fire protection services to the incorporated and unincorporated portions of their 160-square-mile service area. The San Ramon Valley Fire Protection District operates ten fire stations, a 911 dispatch center, an administrative office building, a tactical training site, and various ancillary facilities, including an essential services warehouse, an Emergency Operations Center, a communications annex building, and several radio towers. Fire protection within the City of San Ramon is provided by Fire Stations 30, 34, 38, and 39. Immediate response support is provided by San Ramon Valley Fire Protection District's six additional stations, and neighboring fire departments in Alameda and Contra Costa counties. In 2020, SRVFPD entered into an Agreement with the City of San Ramon for a Joint Use Public Safety Complex that will house the District's Administration, 9-1-1 Emergency Dispatch/Emergency Operations Center (EOC) and City Police Department at 2401 Crow Canyon Rd. The Joint Use Facility/EOC is currently under construction. Once the facility is operational, the current District Administration building site at 1500 Bollinger Canyon Rd. will become a Fire District Training Center Facility.

Emergency preparedness efforts in San Ramon include:

- **Alert Systems:** The City employs alert systems Nixle Alerts (text messages), Radio Alerts (Station 1610 AM), and San Ramon Alerts, which functions as a city-wide emergency alert system to keep residents informed about emergencies. Contra Costa Counties Emergency Operations Center operates a countywide alert warning system. Residents must be subscribed to receive alerts.
- **Disaster Kits:** Emergency preparedness resources found on the City's website include emergency supply kit suggestions for families and animals such as the Portable Pet Disaster Supplies Kit and the Disaster Supplies Calendar, which provides preparation information based on the time of year.
- **Emergency Preparedness Avenues:** The City has an emergency response strategy that provides detailed instruction to supplement the EOP and keep the City prepared to respond in an emergency. Personal and family preparedness includes resources for families or individuals to prepare a Family Plan that details points of contact and information as well as a 5-step checklist for family preparedness. The San Ramon Chamber of Commerce encourages businesses to work with them to develop their own business continuity plans. The City website also provides resources for special needs preparedness with a list of resources and items to have access to in the event of an emergency including health information, help from a neighbor, and enough medication for up to 7 days.

The Contra Costa County Hazard Mitigation Plan maps existing critical facilities in San Ramon (see Figure 9-1 below) which includes schools and educational facilities, fire and police stations, and city hall. There are a few additional critical facilities and major infrastructure in the Contra Costa County Hazard Mitigation Plan worth noting, including highway bridges, water supply facilities, and a wastewater facility.

Figure 9-1: Critical Facilities in San Ramon

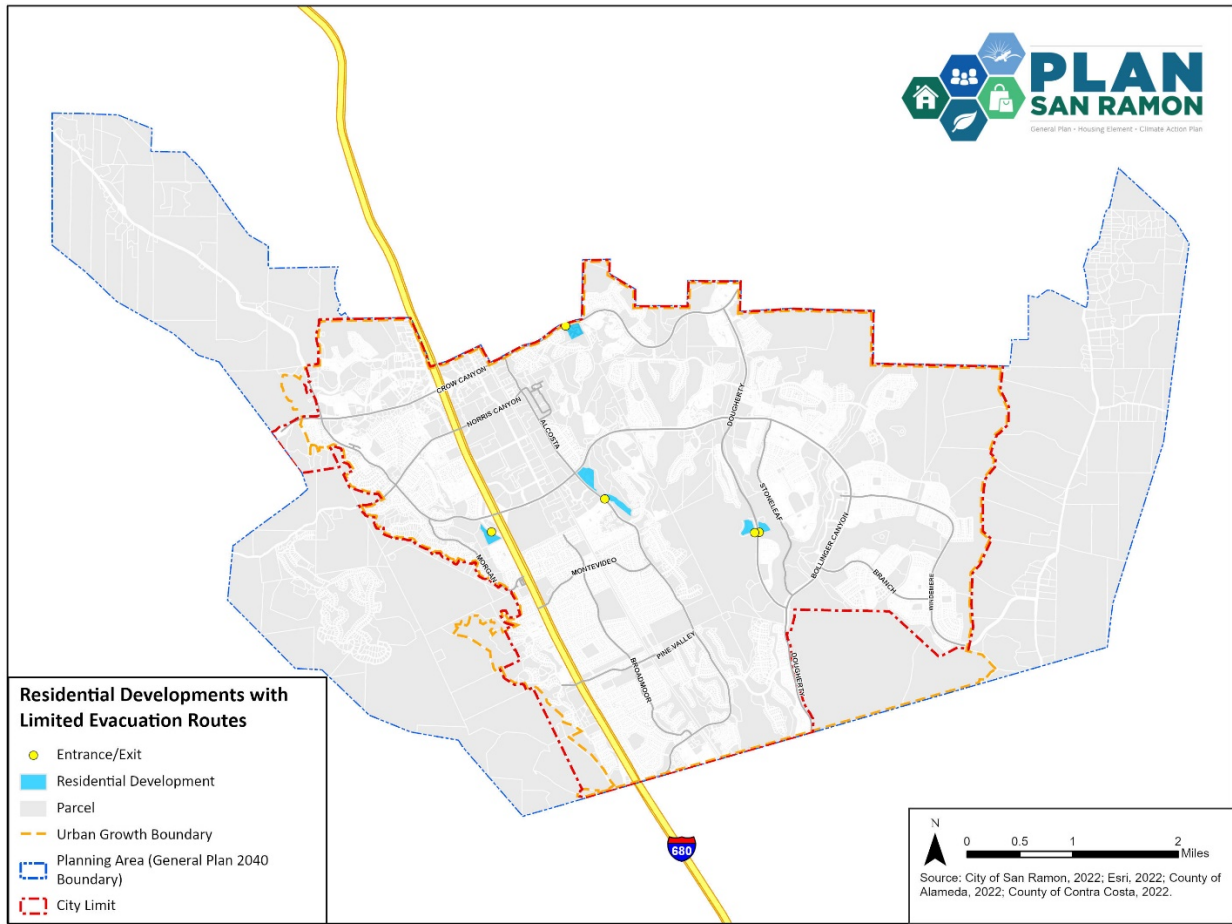


### Evacuation Routes

The City's General Plan Safety Element, in accordance with California Government Code Section 65302(g), must identify residential neighborhoods that have fewer than two emergency evacuation routes. There are four neighborhoods in the City of San Ramon (see Figure 9-2 below) that have been identified as residential developments that have fewer than two access points. [These neighborhoods are spread throughout the city. There is a concentration of residential neighborhoods in the eastern portion of the City that have limited evacuation routes along Bollinger Canyon Road.](#)



**Figure 9-2: Residential Developments with Limited Evacuation Routes in San Ramon**



## GUIDING POLICIES – EMERGENCY OPERATIONS PLAN

### 9.1-G-1

Maintain and update the emergency mitigation, preparedness, response, and recovery components of the emergency management procedures in San Ramon.

## IMPLEMENTING POLICIES – EMERGENCY OPERATIONS PLAN

### 9.1-I-1

Maintain and update the City’s Emergency Operations Plan, as required by State and Federal laws, to minimize the risk to life and property from seismic and geologic hazards, hazardous materials and waste, fire, landslide, dam failure, flood, and national security emergency.

*Disseminate information to community and business leaders and residents regarding all aspects of emergency and disaster preparedness, including plans for evacuation and alternate access routes and provisions of Emergency Operation Plan. The City will participate in a coordinated emergency response in the event of any local or regional, natural or man-made disaster.*

### 9.1-I-2

Coordinate with the San Ramon Valley Citizens Council, the San Ramon Valley Fire Protection District, and other organizations and agencies to maintain and disseminate emergency preparedness information via NixleAlerts, social media, and community meetings.

*The City participates in a Joint Powers Agreement (JPA) Citizen Corps Council program as encouraged by Federal Emergency Management Agency (FEMA) in collaboration with the San Ramon Valley Fire Protection District, San Ramon Valley Unified School District, and Town of Danville. The joint program conducts an annual emergency preparedness community fair, provides a Community Emergency Response Team (CERT) program, and conducts regular training and drills with interested residents and businesses. Public Education and emergency preparedness information are shared between the agencies for common dissemination to the public, consistent with the “be ready” federal and state campaigns.*

### 9.1-I-3

Coordinate regular exercises and drills with emergency organizations. Provide training opportunities for all City staff to be adequately trained to Federal, State, and local procedures.

*The City maintains regular employee training programs to meet the National Incident Management System (NIMS) and California Standardized Emergency Management System (SEMS) requirements.*

**9.1-I-4** Require new residential development in identified high risk hazard areas to provide a minimum of two emergency evacuation routes.

*In 2022, a statewide committee developed new or updated existing standards for residential construction in wildland fire hazard areas. Once adopted by the State, it is anticipated these codes will be implemented for all new fire hazard zone construction in 2024.*

**9.1-I-5** Support regular evacuation trainings with identified single-access residential developments, identified in Figure 9-2, typically including evacuation information, emergency supply lists, and first aid resources.

*Wildland fire safety trainings conducted by the San Ramon Valley Fire Protection District include evacuation options, plans, and notification systems.*

**9.1-I-6** Proactively engage with identified single-access residential developments, identified in Figure 9-2, to encourage home retrofits to meet current building standards on structure hardening.

[Hardening of structures will increase resistance to heat, flames, and embers that accompany most wildfires.](#)

**9.1-I-7** Prioritize outreach efforts and work with local agencies and organizations during hazardous events to address the specific needs of populations most affected and/or unable to easily adapt in the community such as seniors, young children, individuals with physical disabilities, and communities with single –access residential developments, identified in Figure 9-2.

**9.1-I-8**

Work with the San Ramon Valley Fire Protection District to identify and update the Evacuation Plan, at a minimum, every eight years to account for all types of emergencies.

*Since late 2021, Contra Costa County, the City of San Ramon, and the San Ramon Valley Fire Protection District have used an evacuation system called Zone Haven. In an emergency, the San Ramon Police Department notifies the County Office of Emergency Services (OES) of a pending or declared evacuation using geographical boundaries or specific zones in the mapping program. County OES verifies the requested zones and then activates the system where numerous digital and radio systems broadcast those notices. Zone Haven is a highly dynamic system and allows the on-scene incident commander to identify evacuation zones and routes based on the specific needs of the incident. While Zone Haven does not eliminate the need to discuss and review evacuation routes, it does eliminate "fixed" and permanent evacuation routes. Suggested evacuation routes for the high fire risk are posted on the San Ramon Valley Fire Protection District website and updated as required.*

## 9.2 GEOLOGIC, SEISMICITY AND SOILS HAZARDS

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### GEOLOGY

The San Ramon Planning Area is located in the East Bay Hills of the Coast Ranges in the western part of Contra Costa County, California. The East Bay Hills are part of a block of folded and faulted Upper Cretaceous age (about 62 to 98 million years ago) marine sedimentary rocks of the Great Valley Sequence. The local hills are formed from younger rocks, uplifted between the Hayward and Calaveras fault zones. The Planning Area includes a series of northwest-trending ridges and valleys and is underlain by Tertiary (about 2 to 62 million years ago) marine and non-marine sedimentary rocks.

### SEISMICITY

The major active fault with rupture potential in San Ramon is the Calaveras Fault, which lies parallel to and just west of San Ramon Valley Boulevard. The California Legislature has established an Alquist-Priolo Earthquake Fault Zone along the fault, requiring detailed studies of rupture hazards prior to new construction. Two smaller faults, the Dublin Fault, and the Bollinger Fault, also traverse portions of the City and its Sphere of Influence and are not regarded as active. Minor faults, presumed inactive, intersect active or potentially active faults and any movement of the master fault could trigger adjustments (earthquakes) on minor cross faults or adjacent subparallel faults.

In 1990, the State Legislature passed the Seismic Hazards Mapping Act, which became effective on April 1, 1991. The purpose of the Act is to protect public safety from the effects of strong ground shaking, liquefaction, landslides, or other ground failure and hazards caused by earthquakes. The program and actions mandated by the Seismic Hazards Mapping Act closely resemble those of the Alquist-Priolo Earthquake Fault Zoning Act. The Seismic Hazards Mapping Act requires the State Geologist to delineate the various seismic hazard zones and requires cities to regulate certain development projects within the zones. If a project is located in this zone, development permits for a site may not be issued until the geologic and soil conditions of the project site are investigated and appropriate mitigation measures, if any, are incorporated into development plans.

The United States Geological Survey and the State Department of Conservation's California Geologic Survey prepare geologic maps and reports, which should be consulted for locations of additional minor faults. The existence of any fault line, whether it is inside or outside of an earthquake fault zone, should be given serious consideration and thorough evaluation prior to any development decisions.

### SOILS

The San Ramon Planning Area is dominated by generally northwest-trending, broad, rounded ridges, and intervening valleys with steep side slopes. Sandstone bedrock crops out locally on ridge crests and underlies upper hill slopes at shallow depths. Northern and eastern portions of the Planning Area are underlain by non-marine conglomerate, sandstone, and mudstone. Alluvial terraces are locally present along major drainages. Soils are thin to non-existent on ridges, crests, and hill slopes, thicken toward the base of hill slopes, and generally are thick in colluvium-filled swales.

Soils within the San Ramon Planning Area frequently contain clays with high shrink-swell potential. Soils in the valley floors generally consist of alluvium and a mixture of sand, silt, and clay. These areas have an elevated risk of experiencing localized liquefaction in the event of strong ground shaking. Figure 9-4 illustrates the geotechnical hazards in San Ramon.

Slopes range from level and gently sloping along the valley floor to slopes exceeding 75 percent in hilly areas where rock outcrops occur. In these areas, there are high to severe erosion hazards on slopes where bare soil is exposed as well as elevated risks of landslides. Much of the Tassajara Valley and Bollinger Canyon Subareas are steeply sloped, with existing and potential for new landslides posing concerns for new development in these areas.

The Bay Area's seismic activity requires that the City be vigilant with regard to safety. Crucial measures may include the avoidance of geologic and seismic hazards in building, and the adequate provision of public information regarding seismic safety.

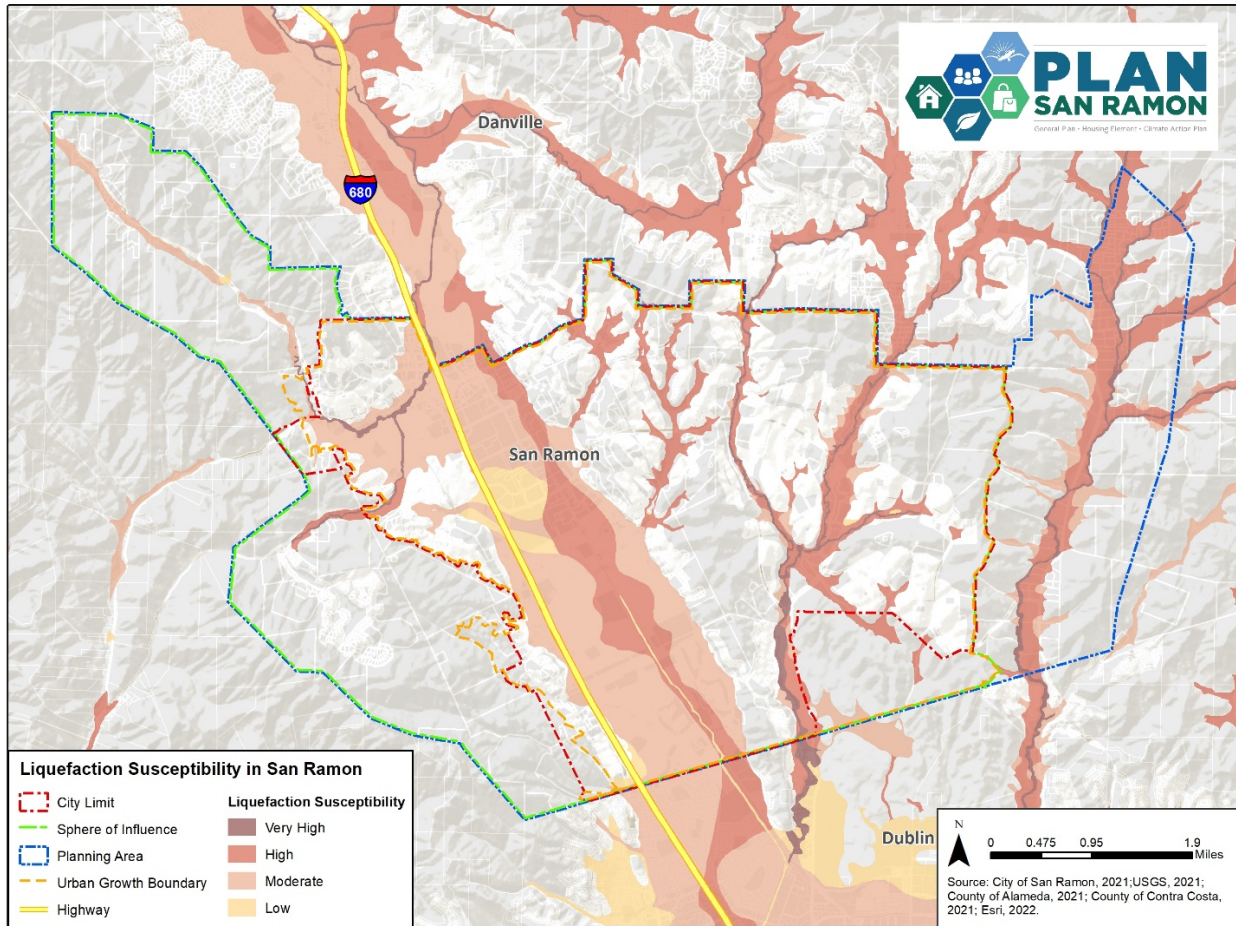
### **Liquefaction**

Geologic hazards associated with ground shaking include liquefaction and ground failure. Liquefaction takes place when loosely packed, water-logged sediments at or near the ground surface lose their strength in response to strong ground shaking. Liquefaction occurring beneath buildings and other structures can cause major damage during earthquakes. Parts of the City may be susceptible to liquefaction during a seismic event because of the high groundwater levels and presence of loose to medium dense sand below the groundwater table.

In the steeper portions of the Planning Area, such as Bollinger Canyon, the Westside, and Tassajara Valley, active landslides (debris flows, earth flows, and slumps) and severe erosion potential represent major constraints to development. Any development in valley floors would require careful siting, grading, and building techniques as these areas have an elevated risk of experiencing localized liquefaction in the event of strong ground shaking. See Figure 9-3.



Figure 9-3: Liquefaction Risk in San Ramon



**GUIDING POLICY – GEOLOGIC, SEISMICITY AND SOILS HAZARDS**

**9.2-G-1**

Minimize risks of personal injury and property damage posed by geologic and seismic hazards.

**IMPLEMENTING POLICIES – GEOLOGIC, SEISMICITY AND SOILS HAZARDS**

**9.2-I-1**

Review proposed development sites during the planning process to identify and mitigate any potential geologic or seismic hazards.

*Following receipt of a development proposal, engineering staff shall review the plans to determine whether a geotechnical review is required.*

**9.2-I-2**

Require the preparation of a fault investigation study to identify appropriate setbacks for any proposed structure intended for human occupancy within 50 feet of an active fault trace.

*It is also the City's intent to discourage homes, offices, hospitals, public buildings, and other similar structures over the trace of an inactive fault, but to allow non-habitable uses such as landscaping, parking lots, and noncritical storage, within seismic setback areas that could experience displacement without undue risk to people and property. Roads may be built over active faults only where alternatives are impractical and where no utility lines are placed in the right-of-way.*

**9.2-I-3**

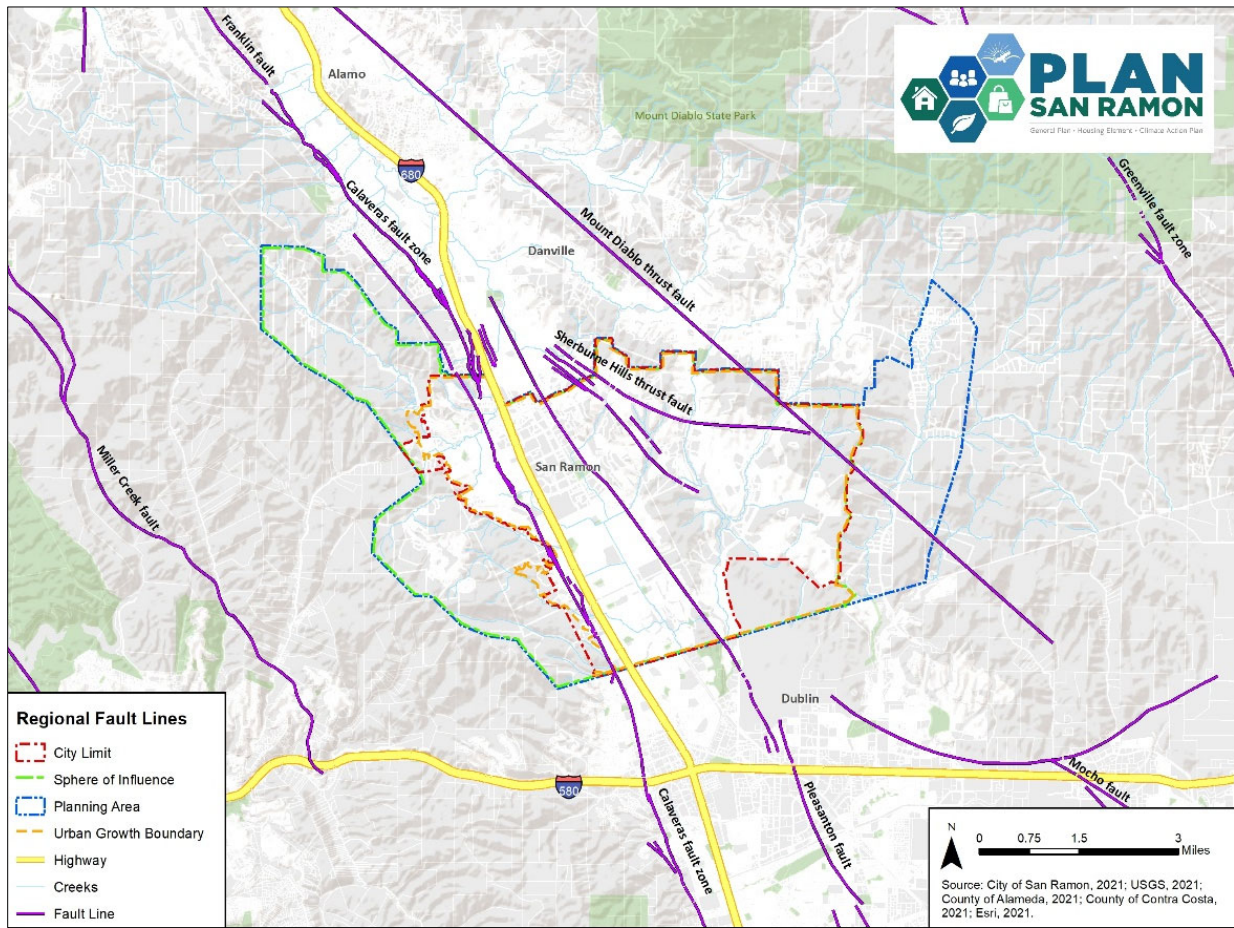
Where appropriate, require an independent registered engineering geologist or geotechnical engineer to review geotechnical reports submitted by applicants on sites in seismically hazardous areas.

**9.2-I-4**

Require comprehensive geologic and engineering studies prior to construction of critical structures regardless of location.

*Critical structures are those most needed following a disaster or those that could pose hazards of their own if damaged. They include utility centers and substations, water reservoirs, hospitals, fire stations, police and emergency communications facilities, and bridges and overpasses.*

Figure 9-4: Geotechnical Hazards



**9.2-I-5**

Require geotechnical field review during the construction phase of any new development as determined by the City Engineer.

*While proper grading techniques can effectively reduce risks of geologic hazards, it is important that a geotechnical engineer and/or engineering geologist provide onsite field inspection and testing during construction to ensure compliance with geotechnical recommendations.*

**9.2-I-6**

Require, where appropriate, preparation of a soils report as part of the development review and/or building permit process.

*The City is underlain by moderately to highly expansive soils, which must be taken into account during building design to minimize potential cracking and settling of structures. The report, however, would not be necessary when soil characteristics are known, and the City's Building Official determines it is not needed.*



**9.2-I-7**

Limit cut-and-fill slopes to 3:1 (33 percent slope) except where an engineering geologist or geotechnical engineer can establish to the satisfaction of the City Engineer that a steeper slope would not pose undue risk to people and property.

*This grading standard is applied to new development throughout the City to reduce the appearance of angled contours and to maintain slope stability. The City encourages less steep slopes wherever possible so that the visual impacts of grading are minimized. Encourage the use of 3D modeling to assure visual mitigation. The San Ramon Valley Fire Protection District should also ensure that emergency access to hillside development is maintained.*

**9.2-I-8**

Blend cut-and-fill slopes with existing contours to avoid the appearance of artificial slopes.

*Grading plans should provide variation in horizontal and vertical contours that mimic the surrounding terrain such that development blends with the existing environment and avoids the visual impacts that result from high cut slopes and steep embankments.*

**9.2-I-9**

Provide information and establish incentives for property owners to rehabilitate existing buildings using construction techniques to protect against seismic hazards.

*San Ramon requires compliance to the City-adopted California Building Code, which specifies seismic standards for new construction, as well as for additions or expansions to buildings. It is in the community's best interest to do all that is necessary to ensure that all structures meet current seismic standards. Incentives may include free inspections, assistance in obtaining loans, and possibly reduced fees.*

**9.2-I-10**

Control erosion of graded areas with revegetation or other acceptable methods.

*Plant materials for re-vegetation should not be limited to hydro-seeding and mulching with annual grasses. Trees add structure to the soil and take up moisture while adding color and diversity.*

**9.2-I-11**

Require financial protection for public agencies and individuals as a condition of development approval where geologic conditions indicate a potential for high maintenance costs for areas of public benefit.

*The formation of Geological Hazard Abatement Districts (GHAD) is one mechanism that can ensure geotechnical mitigation measures are maintained over the long term for areas of public benefit. Financial risks are to be equitably shared among owners and not borne by the City.*

**9.2-I-12**

Encourage continued investigation by State agencies of geologic conditions within the City’s Planning Area to promote public awareness of potential geologic and seismic hazards.

*The City’s requirement for independent review of geologic reports shall consider the most recent available information regarding seismic hazards, including the potential for seismic shaking and fault rupture within the Mt. Diablo fold-and-thrust belt.*

**9.2-I-13**

Review and update, as appropriate, City Code requirements for excavation, grading, and filling to ensure that they conform to current Federal, State, and regional standards.

**9.3 HAZARDOUS MATERIALS**

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Some topics regarding public safety can be dealt with only at a regional level or fall within the responsibility of public agencies other than the City of San Ramon. The use and transportation of hazardous substances is one example for which public safety depends in large part on the actions taken by the state and federal governments.

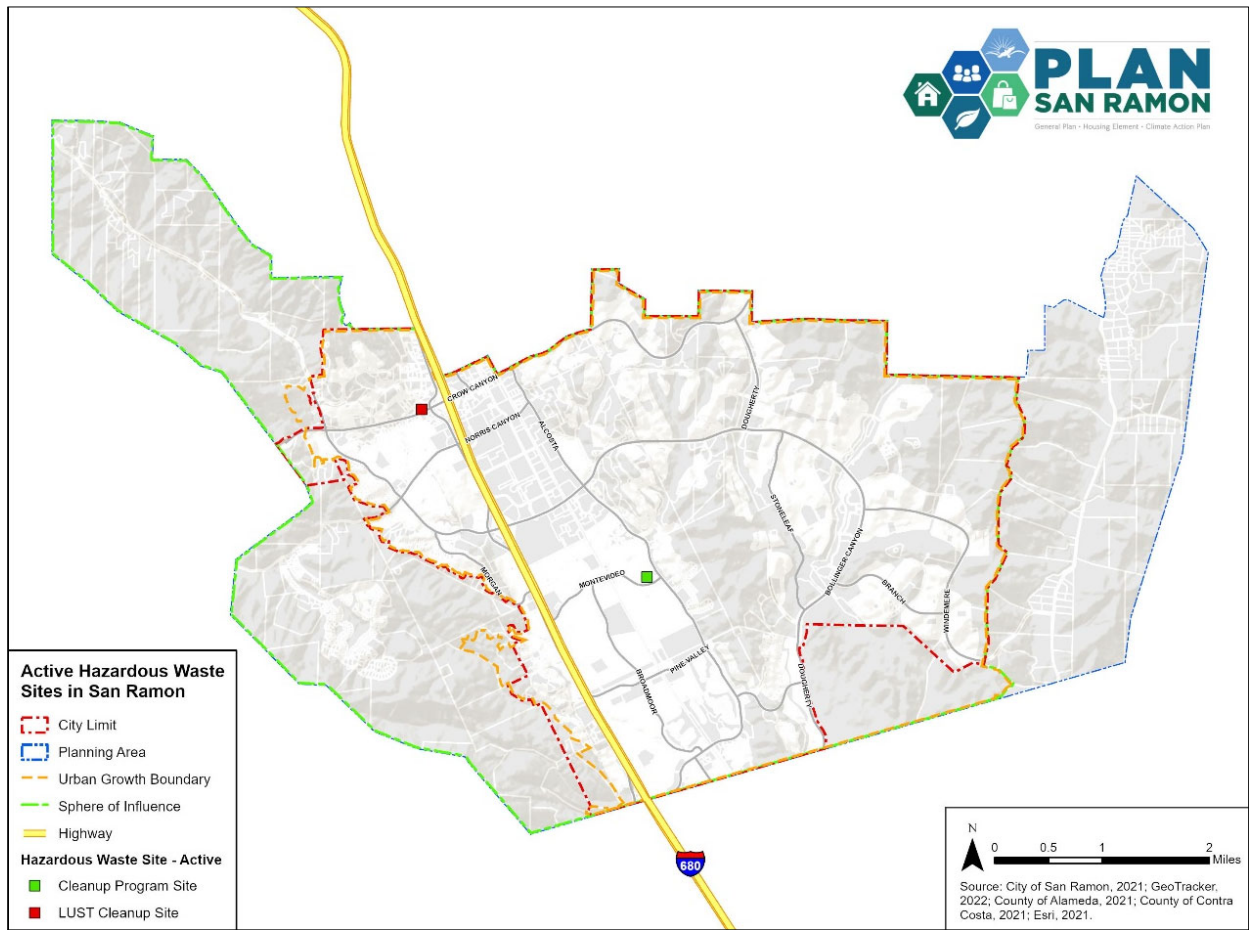
Pursuant to state law, the City has adopted by reference Contra Costa County’s Hazardous Waste Management Plan. The Plan establishes a comprehensive approach to management of hazardous wastes in Contra Costa County, including siting criteria for new waste management facilities, educational and enforcement efforts to minimize and control the hazardous waste stream, and policies to maintain a unified database on businesses that generate hazardous waste.

The California Environmental Protection Agency (CEPA) lists all leaking Underground Storage Tank (LUST) sites and all solid waste disposal facilities from which there is a migration of hazardous waste. Contaminated sites threaten the quality of the City’s groundwater and shall be cleaned through decontamination of soils and filtration of groundwater. Clean-up shall be required in conjunction with development of property or alteration of existing uses.

In San Ramon, waste oil is collected at the curb by the franchised waste hauler, and household hazardous wastes are collected on weekends at various locations throughout the County. Central Contra Costa Sanitary District (Central San) and Mt. View Sanitary District (MVSD) jointly operate Contra Costa County’s first permanent Household Hazardous Waste Facility (HHW) located in Martinez, California. The HHW collection facility collects household cleaners, automotive care products, paint and paint-related products, and garden care and pest control products at no charge for cities in its service area, which includes the City of San Ramon.

Although San Ramon does have businesses that use hazardous materials, hazardous waste is not generated in large amounts and a waste disposal facility is not likely to be sited in the City. However, a concern exists because of the transportation of hazardous materials along the I-680 corridor and other routes of regional significance that pass through or are near San Ramon.

Figure 9-5: Hazardous Materials in San Ramon



**GUIDING POLICY – HAZARDOUS MATERIALS**

**9.3-G-1** Minimize the risk of property damage and personal injury resulting from the production, use, storage, disposal, or transportation of hazardous materials.

**IMPLEMENTING POLICIES – HAZARDOUS MATERIALS**

**9.3-I-1** Promote the reduction, recycling, and safe disposal of household hazardous wastes through public education and awareness.

**9.3-I-2**

Continue to provide convenient, local opportunities for household hazardous waste (HHW) drop-off and pick-up service to San Ramon residents.

*Central Contra Costa Household Hazardous Waste (HHW) Collection Facility was constructed in Martinez in approximately 1997 for the collection of hazardous waste generated by the residents and businesses of Contra Costa County. The Martinez facility is over 20 miles from San Ramon. In order to accommodate San Ramon residents, the City negotiated with its franchised waste hauler to provide a door-to-door HHW pickup service, which is incorporated into annual trash collection rates beginning in 2011. This program allows residents to schedule HHW collections with a certified collector contracted with the City, and the contractor will safely remove household hazardous waste (including e-waste) for no charge.*

**9.3-I-3**

Require the clean-up of sites contaminated with hazardous substances.

*The California Environmental Protection Agency publishes the Hazardous Waste and Substances Sites List, which identifies properties in the City that have the potential for hazardous materials contamination. Contaminated sites are threats to the quality of groundwater and shall be cleaned through decontamination of soils and filtration of groundwater. Clean-up shall be required in conjunction with new development, reconstruction, property transfer of ownership, and/or the continued operation after the discovery of contamination. Continual business operation may be permitted during the conduct of clean-up or remediation of the contamination as long as the clean-up proceeds in accordance with an approved clean-up plan.*

**9.3-I-4**

Support and implement policies contained in the Contra Costa County Hazardous Waste Management Plan that encourage and assist the reduction of hazardous waste from businesses and homes in San Ramon.

**9.3-I-5**

Require businesses generating hazardous waste to pay necessary costs for local implementation of programs specified in the County Hazardous Waste Management Plan, as well as the costs associated with emergency response services for a hazardous materials release.



### 9.3-I-6

Work with the San Ramon Valley Fire Protection District and Contra Costa County to minimize potentially dangerous conditions from storing, dispensing, using, and handling of hazardous materials.

*The San Ramon Valley Fire Protection District and Contra Costa County, through the Hazardous Materials Program, reviews and approves plans for new and existing businesses with hazardous material and may require new developments and change of use of existing facilities to conform to the California Fire Code with respect to storing, dispensing, using and/or handling of hazardous materials.*

## 9.4 FLOOD AND STORM DRAINAGE

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According to the Federal Emergency Management Agency (FEMA), a majority of Contra Costa County's creeks and shoreline lie within the one percent annual flood chance (100-year flood) floodplain. Drainage facilities in Contra Costa County are provided by the cities, the County, and the Contra Costa County Flood Control and Water Conservation District (FCWCD). The FCWCD collects special assessments to finance drainage improvements in areas with adopted drainage plans.

Lands immediately abutting Alamo Creek in Dougherty Valley and Tassajara Creek in Tassajara Valley are within the one percent annual flood chance (100-year flood) floodplain. Neither Dougherty Valley nor Tassajara Valley is currently in a formal drainage area. The maintenance of Dougherty Valley flood control facilities is by the City through funding from County Service Area (CSA) M-29. These facilities will be maintained by the City of San Ramon once they are accepted by Contra Costa County and subsequently accepted by the City as provided for in the Dougherty Valley Settlement Agreement.

The City is generally responsible for maintaining the publicly owned elements of the flood control system within the incorporated area, except for the San Ramon Creek downstream of Crow Canyon Road and the Canyon Lakes area, which are the responsibility of the FCWCD.

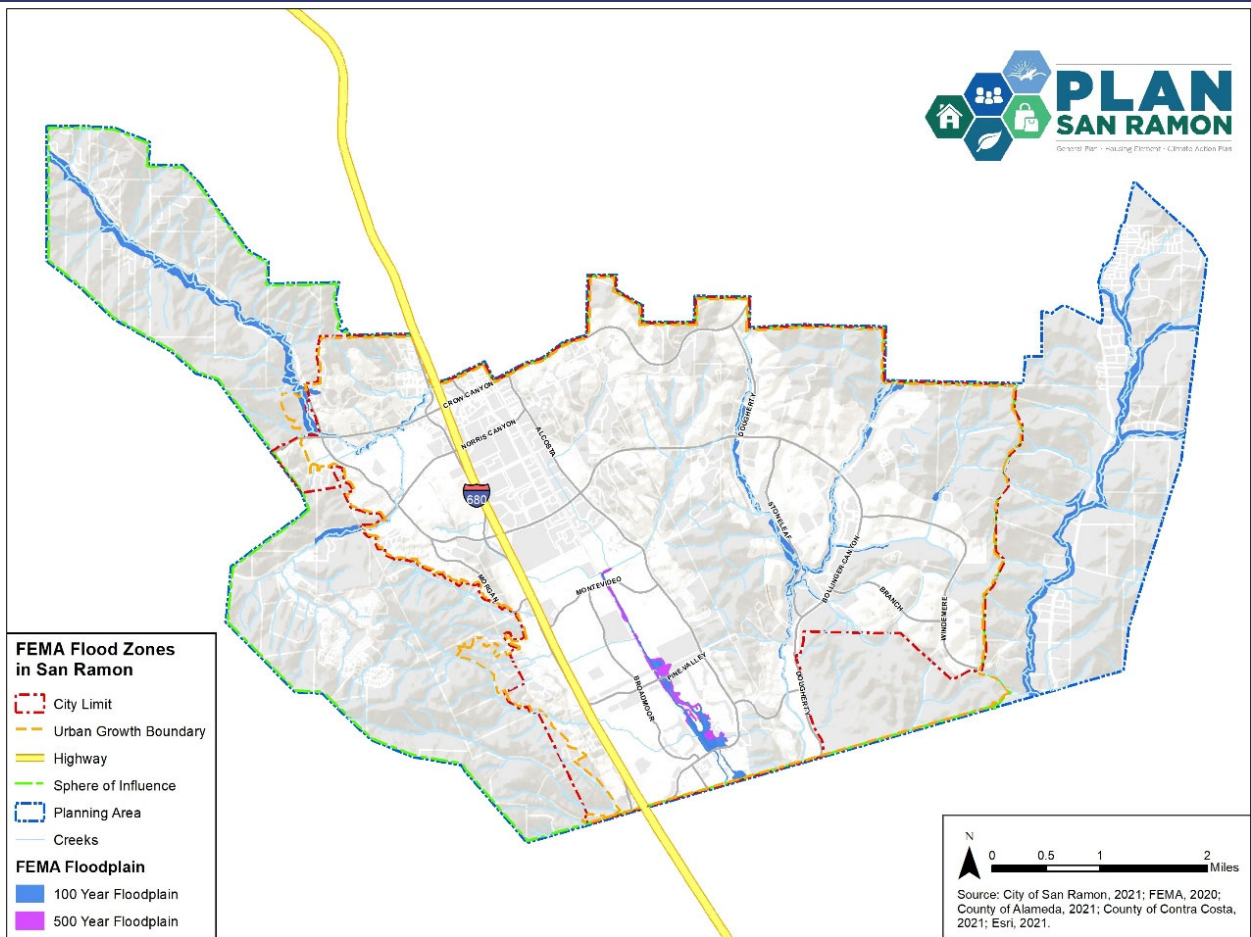
The one percent annual flood chance (100-year flood) is the flood elevation that has a one percent chance of being equaled or exceeded each year. Areas that are within the one percent annual flood chance (100-year flood) flood zone, as determined by FEMA at the time of preparation of this document are indicated on Figure 9-6. High frequency flood events (e.g. 10-year floods) in particular will likely increase with a changing climate. What is currently considered a one-percent-annual-chance (100-year flood) also may strike more often, leaving many communities at greater risk. Going forward, model calibration must happen more frequently, new forecast-based tools must be developed, and a standard of practice that explicitly considers climate change must be adopted (Contra Costa County HMP, 2018). Changes to the behavior of water resources from climate change are already impacting historical hydrologic patterns, which can no longer be solely relied upon to forecast the water future. In addition, precipitation and runoff patterns are changing, increasing the uncertainty for water supply and quality, flood management and ecosystem functions (Contra Costa County HMP, 2018).

The City's potential vulnerability to flooding makes the maintenance of the creeks system and the location of structures above the one percent annual flood chance (100-year flood) floodplain important considerations. Maintenance tactics, detention of increased runoff, and the grading of land so that buildings remain above the one percent annual flood chance (100-year flood) floodplain should be a priority in areas of new development and re-development.

Maintenance practices for existing creeks and drainage systems should also be re-evaluated and adjusted because of impacts from climate change, changes in the awareness of drainage systems and their associated environments, and changes in public attitudes and the regulatory climate. Changing the maintenance practices will require considerable resources, and new funding mechanism, should be explored.

Dougherty Valley’s development concept maintains major creek channels and places development above the one percent annual flood chance (100-year flood) floodplain. In addition, the FCWCD and the Contra Costa County Public Works Department have employed flood detention basins and channeling systems to control the flows of both Alamo Creek and Tassajara Creek in the Tassajara Valley, and the FCWCD has designed storm drainage improvements that are expected to accommodate creek flows at development build-out.

**Figure 9-6: Flood Hazards in San Ramon**



## GUIDING POLICY – FLOOD AND STORM DRAINAGE

### 9.4-G-1

Protect the community from risks to lives and property posed by flooding and stormwater runoff.

## IMPLEMENTING POLICIES – FLOOD AND STORM DRAINAGE

### 9.4-I-1

Reduce hazards caused by local flooding through improvements and ongoing maintenance to the storm drain system and/or creek corridors.

### 9.4-I-2

Identify or develop a new forecast-based tool to address the need for increasing frequency of model calibration of high frequency flood events (e.g., 10-year floods) to better understand how climate change will impact these flooding events.

### 9.4-I-3

Require new development to prepare hydrologic studies to assess storm runoff impacts on the local and subregional storm drainage systems and/or creek corridors. New development shall implement all applicable and feasible recommendations from the studies.

*Developers shall provide an assessment of a project's potential impacts on the local and subregional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.*

### 9.4-I-4

Require new development to provide a funding mechanism for ongoing maintenance of drainage facilities and other stormwater control measures. Maintenance may be by the City under contract, or by a private entity.

*If wetlands are affected, maintenance of drainage facilities may include mitigation monitoring in compliance with regulatory requirements until these requirements have been met.*

**9.4-I-5** Establish landscape and maintenance guidelines for required detention basins to ensure that such facilities achieve a look and quality that is consistent with the landscape of San Ramon and applicable regulatory requirements.

*Detention ponds provide aesthetic as well as safety benefits. Landscape and maintenance guidelines incorporated into a maintenance manual and ongoing monitoring would ensure that ponds in San Ramon are integral to the look and feel of the City landscape.*

**9.4-I-6** Maintain flood insurance rate maps and post for public education.

*Encourage all property owners within flood hazard areas to carry flood insurance.*

**9.4-I-7** Explore new funding mechanisms for enhancing the riparian environment and converting, where possible, flood control channels back to a more natural setting while keeping the existing uses and maintaining sufficient carrying capacity of the channels.

**9.4-I-8** All new developments shall not increase runoff to the 100-year peak flow in the City’s flood control channels or to local creeks and shall be substantially equal to pre-development conditions. All new storm water systems shall be in compliance with the requirements of the City’s Stormwater Municipal Regional Permit issued by the San Francisco Regional Water Quality Control Board.

*All cities within the Contra Costa County, including the City of San Ramon, are part of the Contra Costa Clean Water Program and are co-permittees of the Municipal Regional Permit issued by the San Francisco Bay Regional Water Quality Control Board. The Permittees are required within their respective jurisdictions to effectively prohibit the discharge of non-stormwater into the storm drain systems and watercourses through the enforcement of the Municipal Permit requirements at the local level.*

#### 9.4-I-9

New development shall be required to locate buildings above the one percent annual flood chance (100-year flood) floodplain and outside the special flood hazard area to minimize potential flood damages.

## 9.5 WILDLAND AND URBAN FIRES

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The San Ramon Valley Fire Protection District (SRVFPD) provides fire protection services to the incorporated and unincorporated portions of San Ramon.

The risk of both urban and wildland fires exists in the San Ramon Planning Area (Figure 9-3).

California's Fourth Climate Assessment points to the years 2015 and 2017 as recent years with large and destructive Bay Area fires significantly impacting the region. These fires include the destructive Tubbs Fire in Sonoma County in 2017, the Valley Fire in 2015, and the Nuns and Atlas fires of 2017. Local fires have been present in near the City of San Ramon and identified in the Contra Costa County Hazard Mitigation Plan including The Collier Fire, which burned 198 acres along Highland Road and Collier Canyon Road to the east of the city.

Hazards related to wildland fires are based on a combination of factors including winds, temperatures, humidity levels, fuel moisture content of vegetation and topography. The risk to the community is increased in some areas because of the combustibility of building materials including roofs, adequacy of access roads, water supply duration, and the presence or maintenance of flammable vegetation surrounding structures.

To quantify this potential hazard, the California Department of Forestry and Fire Protection (CAL FIRE) has developed a fire modeling and mapping process that utilizes three main criteria in order to evaluate and recommend potential fire hazards in wildland areas. The criteria are type of vegetation, fire weather, and topography. The maps developed by CAL FIRE identify areas as Fire Hazard Severity Zones and include three severity classifications: moderate, high, and very high.

According to CAL FIRE, there are no Very High Fire Hazard Severity Zones mapped within San Ramon city limits. The northwesternmost side of the city's Sphere of Influence, within the Las Trampas Regional Wilderness Park, is classified as Very-High Fire Hazard Severity Zone. There are also State Responsibility Areas mapped within city limits. Within State Responsibility Areas, Cal Fire is primarily responsible for suppressing vegetation fires. In contrast, the San Ramon Valley Fire Protection District has primary responsibility for all other emergencies, including structural fires.

San Ramon is committed to planning development, with the help of fire protection agencies, that minimizes the risk of fire to the greatest extent possible.

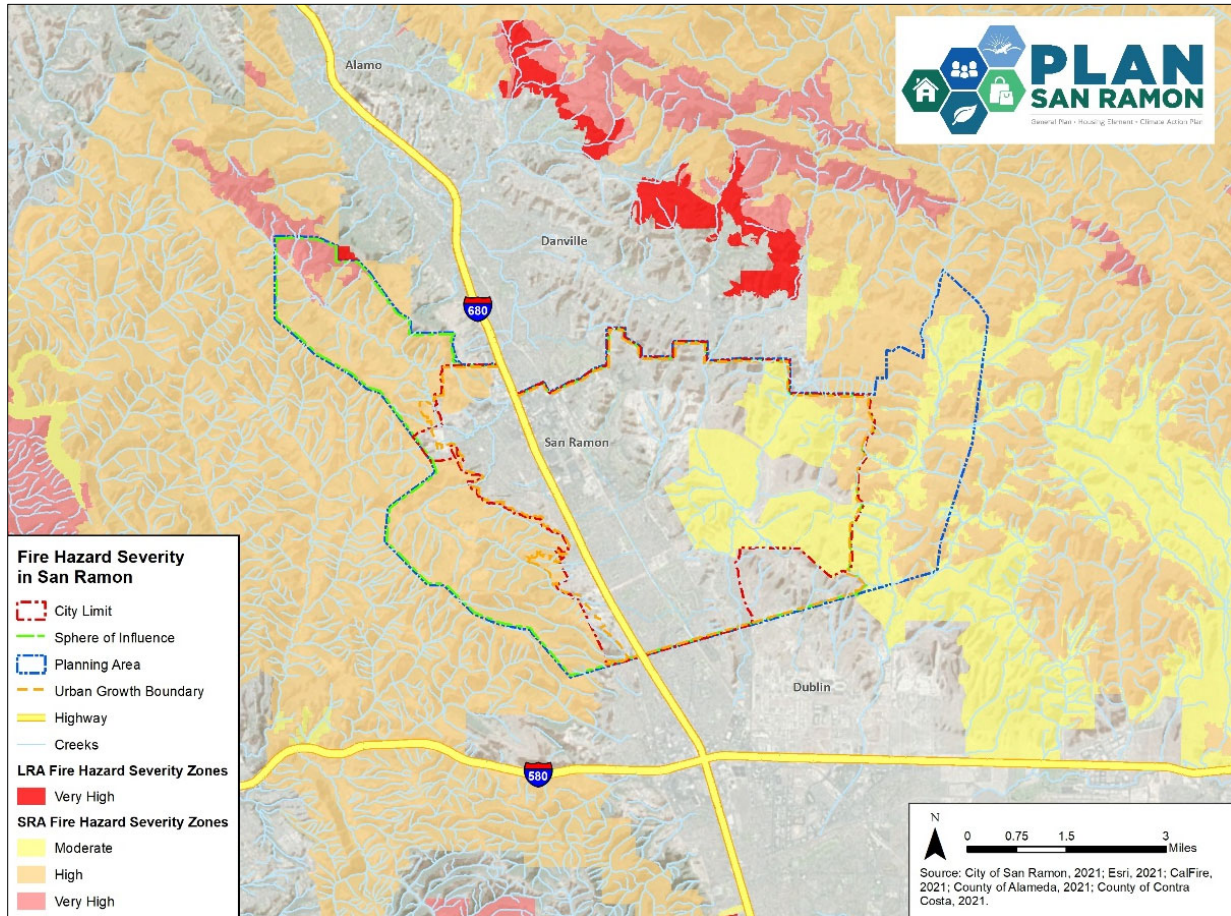
Because of an extended dry season with low humidity, San Ramon has many days where fire danger is critical. Within the City, fuel loading is light and wildfire hazard is moderate, except in areas adjacent to the City where steep woodland slopes and rolling grassy hills create potential high to extreme hazards. Areas in San Ramon representing the greatest risk are the Tassajara Valley areas to the east of the City Limit and the wildland areas at the Planning Area's western edge and northwestern corner.

In addition to the threat of wildfires, air quality can be greatly affected by wildfires. Smoke can cause numerous health effects, from mild eye burning to irritated air ways and cardiac arrest. Older adults,



young children, outdoor workers, and those with chronic health conditions are the most vulnerable to degraded air quality.

**Figure 9-7: Wildfire Hazards in San Ramon**



New development may create increased fire hazards caused by interactions between open grassland and dense residential development. Therefore, projected development in the City’s Planning Area will require the construction of fire suppression services facilities for new subareas. The budgeting and timing of such construction should be considered with respect to safety and the pace of new development. Moreover, community design techniques that allow optimal fire services response time should remain a priority.



## GUIDING POLICY – WILDLAND AND URBAN FIRES

### 9.5-G-1

Minimize the risks to lives, property, and natural environment due to fire hazards.

## IMPLEMENTING POLICIES – WILDLAND AND URBAN FIRES

### 9.5-I-1

Require site design features, where appropriate based on a wildfire risk assessment, and firefire retardant building materials to reduce the risk of fire within the City.

*While the City enforces the International Building Code on all development and redevelopment proposals in San Ramon, the San Ramon Valley Fire Protection District may determine, during the initial application review, whether a project is located in a Fire Hazard Area and require developments to utilize best development practices that allow for both the protection of the structure and the preservation of the open space.*

### 9.5-I-2

Require the completion of a Fire Protection Plan for new development adjacent to a Fire Hazard Area and within designated High Fire Hazard Areas in order to determine which mitigation measures are appropriate to minimize fire hazard.

### 9.5-I-3

Work with the Fire Protection District on planning for a new training facility at an appropriate location where neighborhood impacts would be mitigated.

*As of 2022, a location for a new fire training facility has been finalized and will be constructed on the site of the current San Ramon Valley Fire Protection District Fire Administration building (1500 Bollinger Canyon Road).*

### 9.5-I-4

Require sprinklers in new homes, as required by the California Building Code.

## 9.5-I-5

Require sprinklers in all mixed-use development, as required by the California Building Code.

*Appropriate fire protection measures are necessary in mixed-use developments since residential units are typically in close proximity—either above or adjoining—to higher fire load non-residential occupancies, such as retail stores, offices, restaurants, etc.*

## 9.6 CLIMATE CHANGE VULNERABILITY ASSESSMENT

Government Code 65302(g) (as amended by Senate Bill 1035) requires San Ramon and all California cities and counties to update their Safety Element with new information on flood hazards, fire hazard, and climate adaptation and resilience during a housing element or local hazard mitigation plan update cycle, which occur every 8 years and 5 years, respectively. In accordance with California Government Code Section 65302(g)(4)(A), San Ramon is required to complete a Climate Change Vulnerability Assessment (Assessment) in conjunction with the update to its safety element. This Assessment was used to inform the update to the Safety Element.

The IPCC, a United Nations subgroup responsible with global advancement and communication of climate change understandings, has established several scenarios used to describe possible future greenhouse gas emissions and associated warming. Two of these are commonly used to compare possible futures and have been selected for use in this assessment.

- The Representative Concentration Pathway (RCP) 4.5 represents a “medium emissions” scenario in which emissions peak around 2040 and then decline at the end of the century. This scenario assumes global agreement and implementation of GHG reduction strategies.
- The RCP 8.5 represents a “high emissions” scenario in which emissions continue to rise throughout the 21st century (IPCC 2021).

This assessment relies on Cal-Adapt, an interactive online tool that is aligned with the IPCCs emissions scenarios, to present localized climate change projections and impacts. The tool was developed and is maintained by the University of California Berkeley with oversight from the California Energy Commission (CEC). These climate projections provide an understanding of possible future conditions for temperature, extreme heat and warm nights, changes in precipitation and extreme precipitation events, drought, and wildfire in San Ramon. California’s Fourth Climate Change Assessment San Francisco Bay Area Regional Report, released by the State in 2018, and the Contra Costa County Hazard Mitigation Plan (HMP) are also used to determine projected climate impacts in San Ramon. These projections will allow San Ramon to prioritize policies and actions from the San Ramon Climate Action Plan (CAP) that will increase resilience and the ability for the community to adapt and prepare for the effects of climate change.

### PROJECTED CLIMATE IMPACTS

#### Temperature

According to California’s Fourth Climate Change Assessment, average temperatures, both minimum and maximum, are expected to increase in the San Francisco Bay Area Region. Since 1901, average temperatures across the country have increased, with eight of the top ten warmest years on record

having occurred over the past 30 years. Average trends are increasing at both the local scale and the global scale.

The historical (1950-2005) average maximum temperature in Contra Costa County was 71.4°F and the average minimum temperature was 47.8°F (Contra Costa County HMP, 2018). The California Energy Commission (Cal Adapt) provides a comparison of the modeled historical 30-year average (1961-1990), and the average maximum and minimum temperatures are expected to increase in the coming decades in San Ramon. The average maximum temperatures under RCP 4.5 are projected to increase by 3.7 degrees Fahrenheit (°F) by mid-century and 4.8°F by the late century. Average maximum temperatures are expected to rise between 4.5°F (RCP 4.5) and 7.8°F (RCP 8.5) by the end of the century. In addition, average minimum temperatures are expected to increase, between 4.4°F (RCP 4.5) and 7.4°F (RCP 8.5) by the end of the century as seen in Figure 9-8 and 9-9.

Figure 9-8 shows average maximum temperatures in San Ramon based on the RCP 4.5 (medium emissions) and RCP 8.5 (high emissions) emissions scenario. The purple line shows high emissions scenario (RCP 8.5), the blue line shows the medium emissions scenario (RCP 4.5), and the grey line illustrates the current trend (observed). The shaded areas indicate the range for the emissions scenario. For example, the blue shaded area represents the range of data for the medium emissions scenario (RCP 4.5).

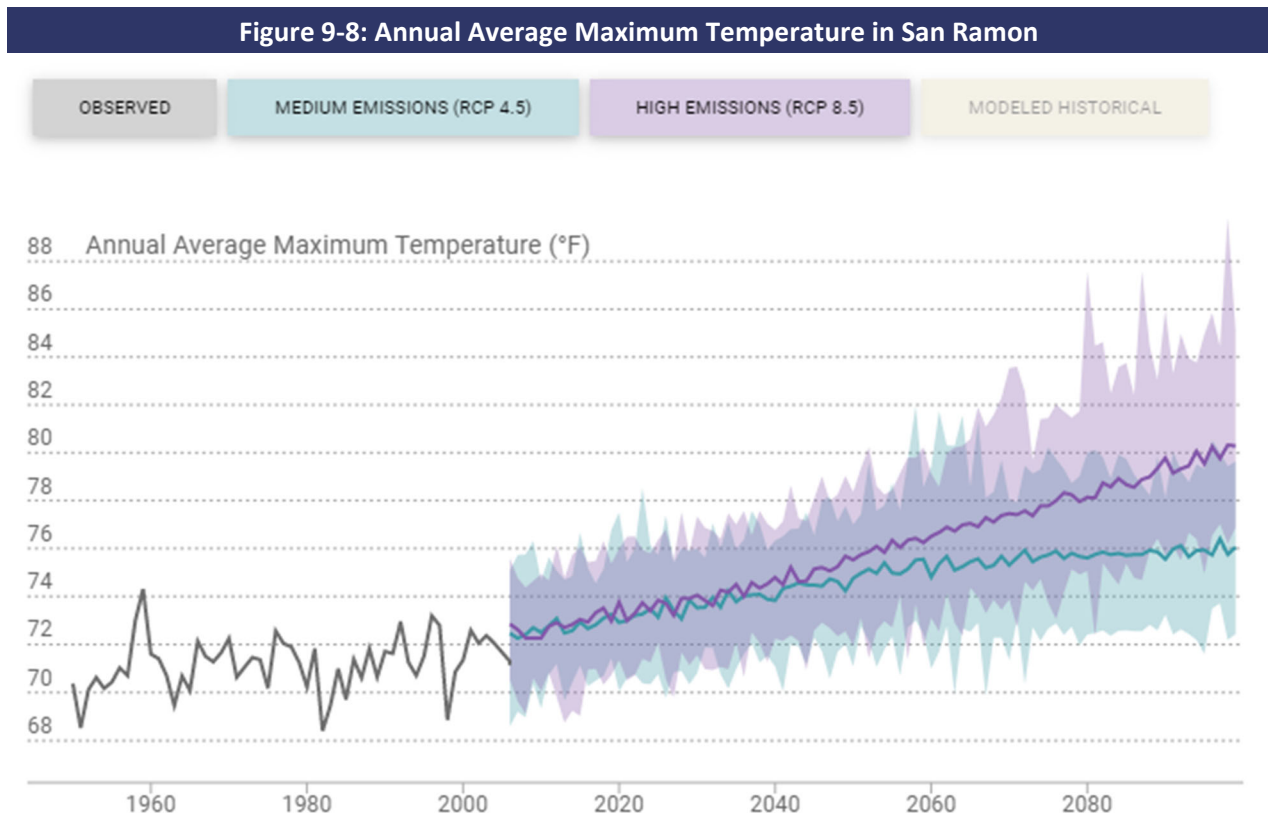
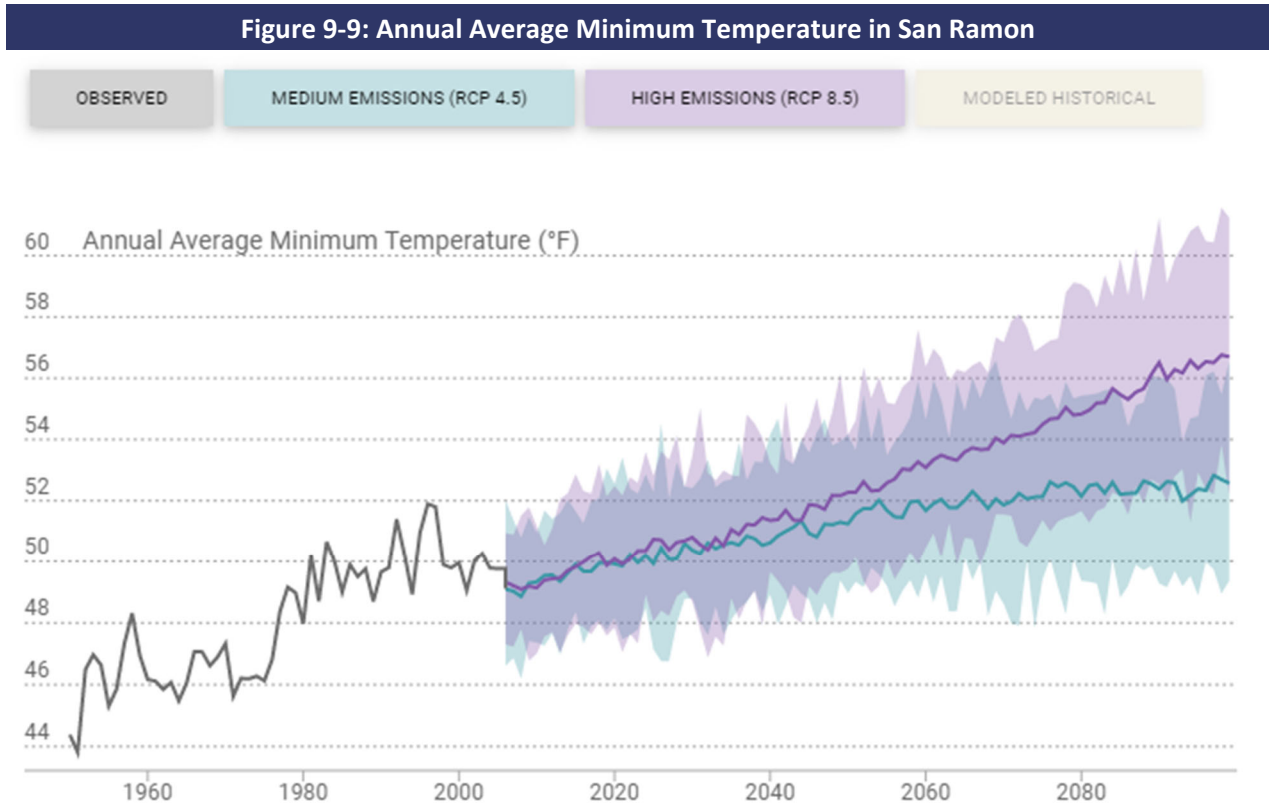


Figure 9-9 shows average minimum temperatures in San Ramon based on the RCP 4.5 (medium emissions) and RCP 8.5 (high emissions) emissions scenario. The purple line shows high emissions scenario (RCP 8.5), the blue line shows the medium emissions scenario (RCP 4.5), and the grey line illustrates the current trend (observed). The shaded areas indicate the range for the emissions scenario.

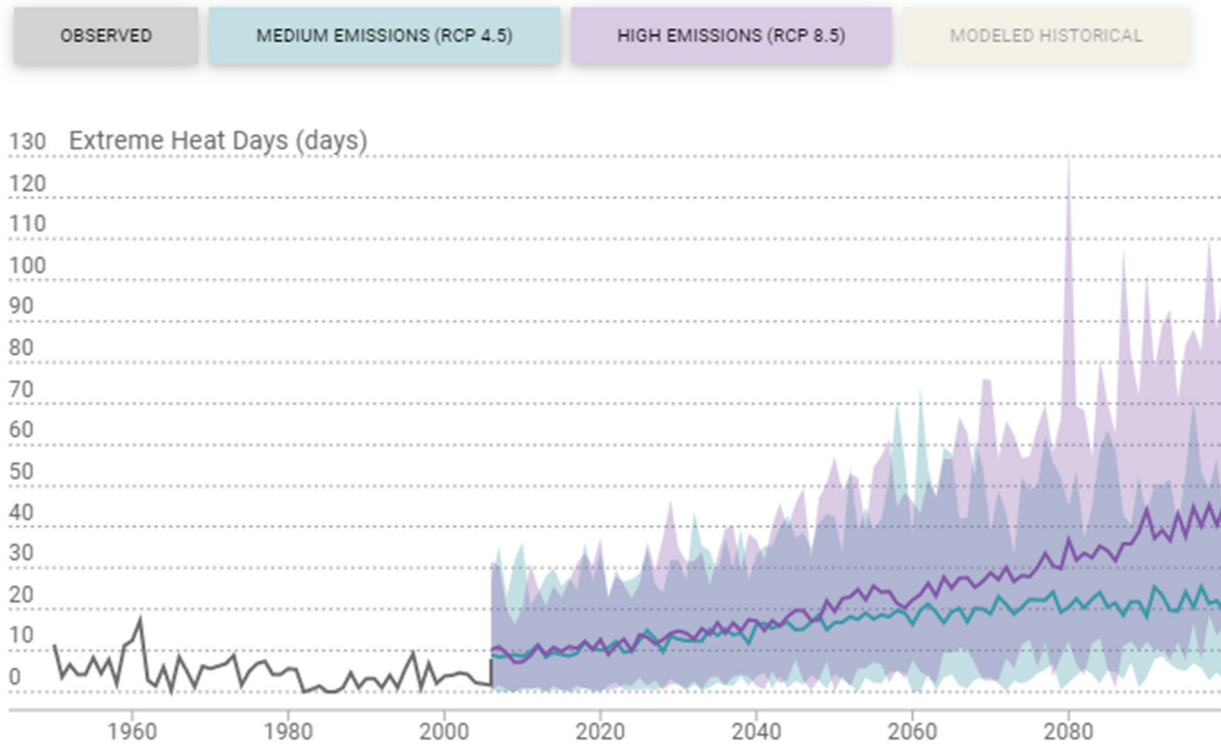
For example, the blue shaded area represents the range of data for the medium emissions scenario (RCP 4.5).



### Extreme Heat

In addition to warming temperatures, the number of extreme heat days per year is also expected to increase. In San Ramon an extreme heat day is when the maximum temperature exceeds 98.0°F. Compared to the modeled historical 30-year average (1961-1990), the annual number of extreme heat days is projected to increase by 18 to 31 days by the end of the century depending on the emissions scenario. Figure 9-10 shows the number of extreme heat days in San Ramon for the medium and high emissions scenarios.

**Figure 9-10: Extreme Heat Days in San Ramon**



**Precipitation**

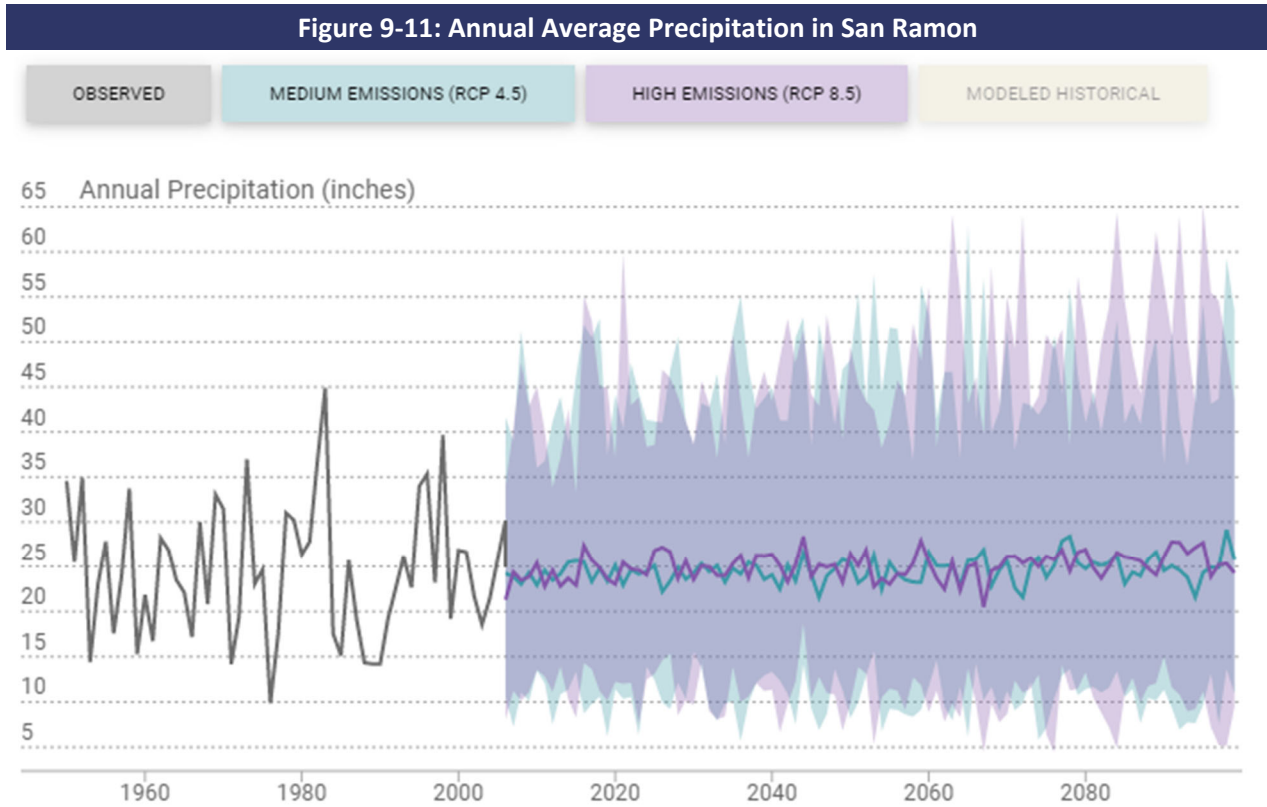
Precipitation projections for California remain uncertain. On average, total annual precipitation in the state is not projected to change substantially; however, modeled projections do not show a consistent trend (Contra Costa County HMP, 2018). According to California’s Fourth Climate Change Assessment, the San Francisco Bay Area Region Report (2019), projects an increase in the number of days each year for which atmospheric river precipitation events result in extreme precipitation. In the Bay Area, atmospheric rivers (long and narrow regions in the atmosphere that transport most of the water vapor outside of the tropics) are the dominant drivers of locally extreme rainfall events and are associated with most major inland floods in California. Atmospheric rivers are responsible for approximately 50 percent of the rain and snowfall in this region despite representing 17 percent of all precipitation events. Model projections suggest that potential changes in average precipitation in the San Francisco Bay Area Region range between an increase of 2.5 and 4.6 inches annually. Percent increases in the largest precipitation events (measured in inches of rain per day) range from 6 percent to 21 percent in RCP4.5 and as high as 37 percent in RCP8.5 by end of century in this region. Although averages are projected to have slight changes, the variability between wet seasons ranges from 11.7 to 61.1 inches in any given year. Both wet and dry periods are expected to become more extreme and frequent, leading to overall increased variability in the region and in California.

**Annual Precipitation**

Compared with modeled historical data (1961-1990), mid-century projections predict annual precipitation to decrease by 0.2 inches mid-century (2035-2064) and increase by 0.4 inches by late-century (2070-2099). While average annual precipitation is not expected to change significantly, precipitation will likely fall in more intense storms within a shorter wet season. For much of the state,

research suggests that wet years will become wetter and dry years will become drier and will extend for longer stretches of time, increasing the risk of extended drought.

Annual projected precipitation in San Ramon is shown in 9-11 below.

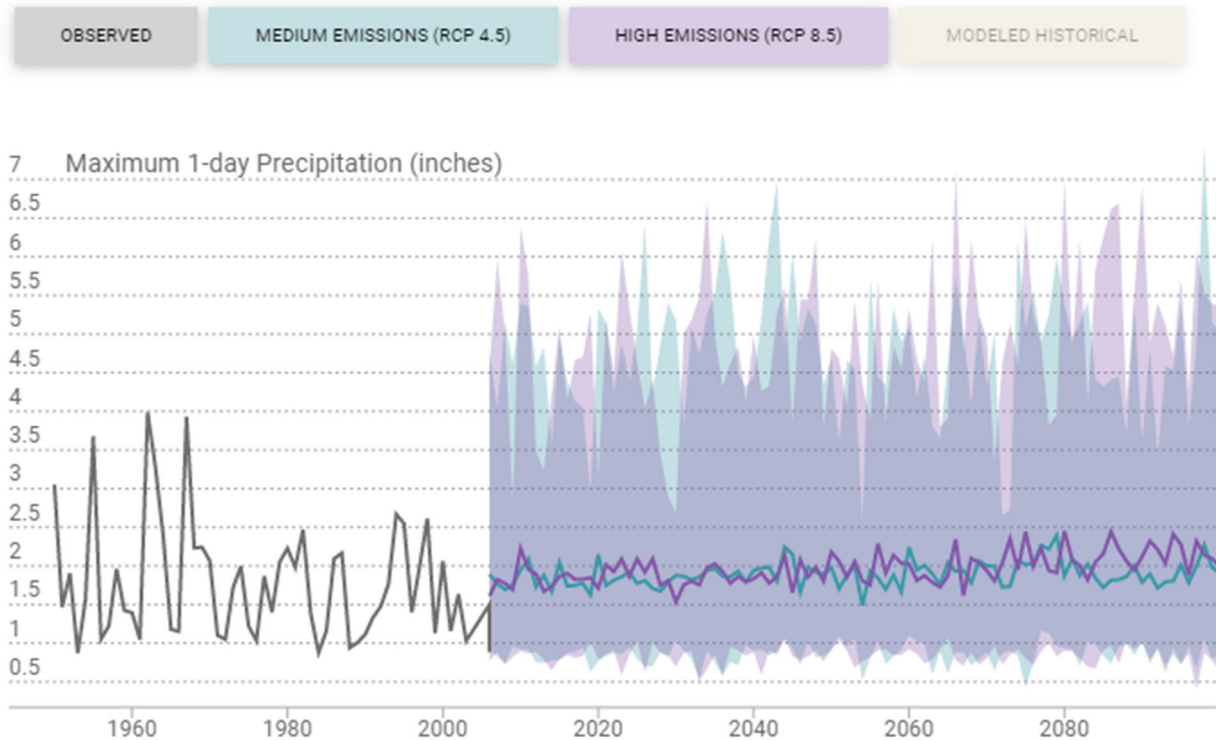


### Extreme Precipitation Events

Extreme precipitation events are projected to become more frequent and intense in the coming decades. Maximum 1-day precipitation models for San Ramon have a current 30-year average of approximately 1.726 inches. Mid-century projections predict an increase to about 1.896 inches in the RCP4.5 and an increase of 1.919 inches in the RCP8.5 scenario. By the end of the century, projections predict an increase to about 1.947 inches (RCP4.5) to 2.121 inches (RCP8.5) as shown in Figure 9-12. These projections indicate a trend in weather and rain events becoming more extreme and variable.



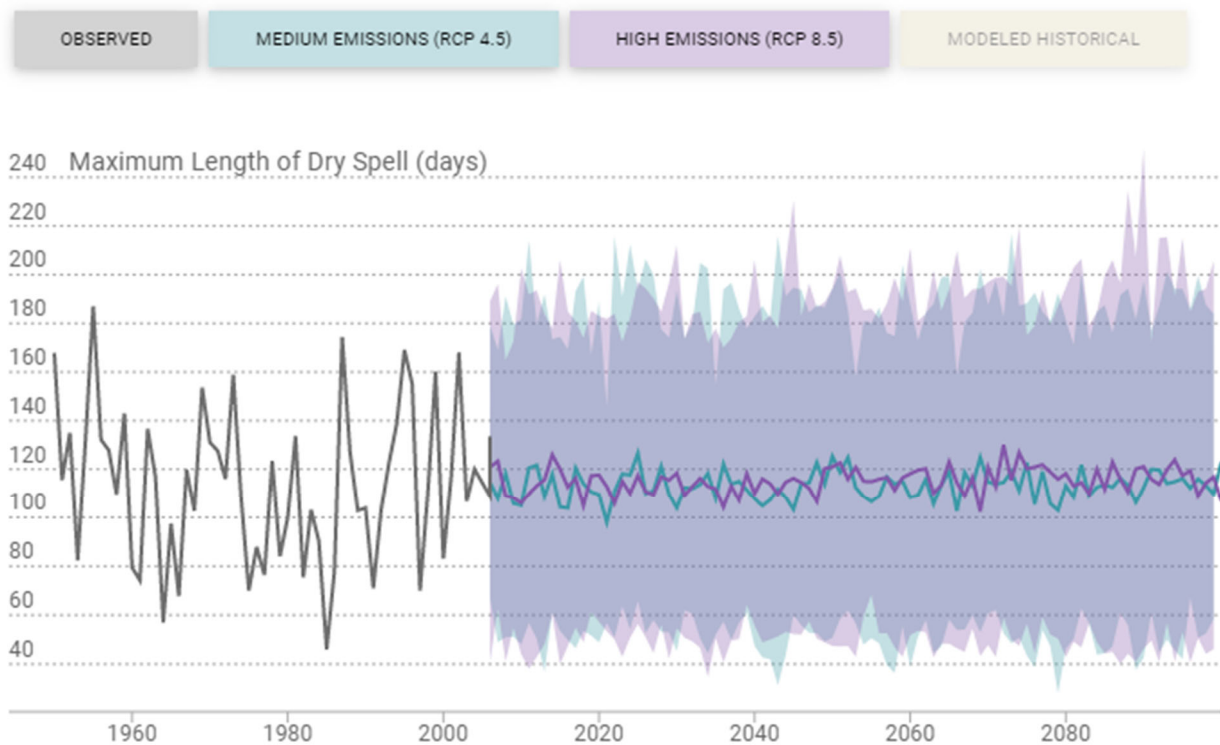
Figure 9-12: Maximum 1-Day Precipitation Events in San Ramon



### Drought and Water Shortage

According to California’s Climate Adaptation Strategy, climate change is likely to significantly diminish California’s future water supply, and therefore, change the way water is managed because of a more limited and varied supply. San Ramon experiences episodic weather and climate patterns resulting in long dry year to multi-year droughts followed by wet years. The 30-year modeled historical average for maximum length dry spells is 106 days. Similar to patterns in future precipitation some of the annual variability is obscured within 30-year averages. Despite this, the clear trend is for maximum lengths of consecutive days without precipitation or dry spells, to increase through the end of century. Mid-century projections predict an increase of seven days in the RCP4.5 scenario and nine days in the RCP8.5 scenario. By the end of the century, projections predict an increase of seven days (RCP4.5) to 12 days (RCP8.5) as seen in Figure 9-13.

Figure 9-13: Maximum Length of Dry Spell in San Ramon



### Wildfire and Air Quality

According to California’s Fourth Climate Change Assessment, in the Bay Area, future fire activity will be driven by both changes in urban development and changes in climate. Warming temperatures combined with expansion of the wildland-urban interface are projected to increase fire risk in most of the Bay Area. Wildfire is a frequent occurrence within the San Francisco Bay Area Region. The last decade saw a series of dramatic fires, each with substantial impacts on ecosystems and human infrastructure. Future projections using statistical models indicate that the Bay Area may experience a larger number of wildfires and burned area by the mid-21st century under RCP 8.5. The impact of wildfires on San Ramon may largely come from fire occurrences within the Bay Area rather than adjacent to or within the city. Overall burned area is projected to remain relatively consistent across both the RCP 4.5 and RCP 8.5 in either scenario. Many factors affect projected future occurrence of wildfire because of climate change. There are significant uncertainties associated with the influence of climate change on the future occurrence of wildfire in or near the city.

### Vulnerable Populations

While all people in a community will experience climate change, some may be more affected than others. For example, older adults and young children may be more at-risk to heat illness during an extreme heat event. Sensitivity to climate hazards can be influenced by several factors, including differences in individual health, age, and ability; institutional bias or exclusion from political and decision-making power; inequities in infrastructure and access to health care, economic opportunity, education, and other services; and inequities in environmental and living conditions. Vulnerabilities within a community can inhibit that community’s adaptive capacity or their ability to cope with climate change impacts. Development and implementation of programs and projects that improve the

community's adaptive capacity, including addressing some of the underlying contributing factors will reduce the negative impacts that climate change could have on vulnerable populations.

Certain population groups may be disproportionately harmed by the impacts of climate change in San Ramon. The California Adaptation Planning Guide (APG) establishes a process for identifying populations groups that are vulnerable to climate change. Based on the APG, the populations most at-risk to climate change that are present in San Ramon, include:

- Low-income
- Renters
- Isolated individuals (e.g., no car or transit access)
- Foreign born
- Non-white communities
- Non-English speakers

These populations were identified using the Office of Environmental Health Hazard Assessment (OEHHA) CalEnviroScreen 4.0 Indicator Maps, California Healthy Places Index tool, and the U.S. Census.

An external factor present in the community that also contribute to climate change vulnerability include exposure to poor air quality related to diesel particulate matter. The City experiences widespread exposure to diesel particulate matter. Diesel particulate matter comes from exhaust from trucks, buses, trains, and other equipment with diesel engines contains a mixture of gases and solid particles. These particulates are harmful to public health and the largest concentrations are along Interstate 680 in the City. San Ramon has diesel particulate matter concentrations within the 25<sup>th</sup> and 83<sup>rd</sup> percentile, which means it is between 25 and 83 percent higher than the rest of state. The higher percentile census tracts within the city are along the Highway 680 corridor running north and south in the middle of the City. The low percentile census tracts are in the residential neighborhoods in the eastern portion of the City.

Residents and businesses rely on various infrastructure and services such as water systems, electricity, natural gas, and roads. These systems and assets are vulnerable to the impacts of climate change, which in turn puts the wellbeing of community members at risk. Those with pre-existing and chronic health conditions that rely on services and systems, are particularly vulnerable in situations where hazard events impact access to electricity, food, water supplies, healthcare, sanitary resources, transportation, and communication platforms. To help reduce negative impacts on vulnerable populations and increase adaptive capacity, it is vital that strategies and policies are implemented that ensure continuity of systems and services in the event of climate hazard events.

**GUIDING POLICY – CLIMATE CHANGE VULNERABILITY ASSESSMENT**

<b>9.6-G-1</b>	Build a community that is resilient against the effects of climate change and protects all City residents, including the most vulnerable residents.
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**IMPLEMENTING POLICIES – CLIMATE CHANGE VULNERABILITY ASSESSMENT**

<b>9.6-I-1</b>	Identify appropriate public facilities to be designated as Resilience Hubs by providing resources such as cooling, power, or water which may not be accessible to all of the population in San Ramon during events of extreme heat, drought, flooding, or other natural disasters.
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<b>9.6-I-2</b>	Explore options to support community-wide installation of self-sufficient energy systems, such as microgrids, at critical facilities and other critical emergency service facilities to minimize service disruptions during power outages.
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<b>9.6-I-3</b>	Provide educational materials (e.g., websites, social media) and programs to support water conservation efforts that take into account extended drought conditions.
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<b>9.6-I-4</b>	Promote home cooling retrofits such as residential battery storage, rooftop solar, and heat pumps to homes to better withstand extreme heat and reduce the impact of bad air quality days.
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<p><b>9.6-I-5</b></p>	<p>Utilize drought-tolerant green infrastructure projects including street trees and landscaped areas and encourage installation of green roof systems as part of cooling strategies in public and private spaces to help reduce the heat island effect and energy demand during extreme heat events.</p>
<p><b>9.6-I-6</b></p>	<p>Prioritize regional solutions with public and private partners, including EBMUD and DSRSD, to diversify the City’s water supply through utilizing alternative sources, including recycled water.</p>
<p><b>9.6-I-7</b></p>	<p>Assess existing critical facilities and ensure new critical facilities are in minimal risk areas to hazards.</p>
<p><b>9.6-I-8</b></p>	<p>Promote efforts by the Bay Area Air Quality Management District (BAAQMD) and public utility providers to reduce emissions from energy consumption.</p>
<p><b>9.6-I-9</b></p>	<p>Invest in sustainable backup power sources to provide redundancy and continued services for critical facilities during periods of high demand <del>during extreme heat events or possible outages</del> because of safety power shut offs and extreme weather.</p>

## 10 Noise

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The purpose of San Ramon’s Noise Element is to set forth policies that regulate the ambient noise environment and minimize residents from exposure to unacceptable noise levels.

Noise is especially a concern for noise-sensitive uses such as residences, schools, churches, and hospitals. Noises vary widely in their scope, source, and volume, ranging from individual occurrences such as leaf blowers, to the intermittent disturbances of overhead aircraft, to the fairly constant noise generated by traffic on freeways. Impacts from noise can cause minor issues such as annoyance and interruptions, to more serious concerns like increasing risk of cardiovascular disease and other secondary impacts of sleep deprivation.

Noise is commonly defined as sounds or a series of sounds that are undesirable, intrusive, irritating, and/or disruptive to daily life. Noise sources in San Ramon are primarily from vehicles, with other sources including construction activities, landscaping and maintenance activities, parking lot activities, mechanical equipment, and truck loading/unloading activities. Additionally, military training activities at Camp Parks Reserve Forces Training Area are observed within portions of South San Ramon and the Dougherty Valley.

### 10.1 Measurement of Noise

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Sound levels are usually measured and expressed in decibels (dB) which is a unit of measurement indicating the relative amplitude of a sound. The zero on the decibel scale is based on the lowest sound level that the healthy, unimpaired human ear can detect. Sound levels in decibels are calculated on a logarithmic basis. An increase of 10 decibels represents a ten-fold increase in acoustic energy, while 20 decibels is 100 times more intense, etc.

There are several methods of refining decibel scales to make them reflect human perception. Most commonly used in California is the A-weighted sound level or dBA. This scale gives greater weight to the frequencies of sound to which the human ear is most sensitive. Figure 10-1 shows the decibel noise levels in units of dBA associated with different common sounds, and illustrates typical sound levels, while Figure 10-2 provides noise level threshold criteria for a variety of land uses. Denotation of a land use as “normally acceptable” in Figure 10-2 implies that the highest noise level in that band is the maximum desirable for existing or conventional construction that does not incorporate any special acoustic treatment.

Noise descriptors used for analysis need to account for human sensitivity to nighttime noise. Common descriptors include the Community Noise Equivalent Level (CNEL) and the Day-Night Average Level (DNL, symbol (Ldn)). Both reflect noise exposure over an average day with weighting to reflect the increased sensitivity to noise during the night (10 pm to 7 am) and the CNEL descriptor provides an additional evening (7 pm to 10 pm) weighting. The two descriptors in San Ramon General Plan 2035 Figure 10-2 are roughly equivalent. The CNEL descriptor is used in relation to major continuous noise sources, such as aircraft or traffic, and is the reference level for state noise law.

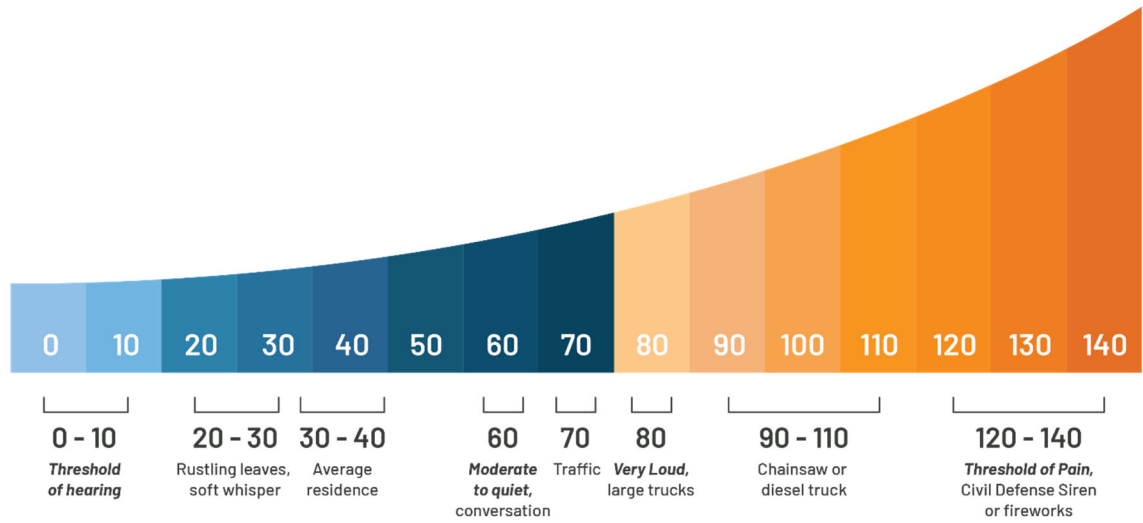
Knowledge of the following relationships is helpful in understanding how changes in noise and noise exposure are perceived:

- A change in sound level of less than 3 dB generally cannot be perceived;
- A 3 dB change is considered a just-noticeable difference;



- A 5 dB change is required before any noticeable change in community response would be expected; and
- A 10 dB increase is subjectively heard as an approximate doubling in loudness and almost always causes community concern.


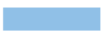


**Figure 10-1: Typical Sound Levels (dBA)**



**Figure 10-2: Compatible Thresholds for Land Uses (CNEL, db)**

Land Use Category	55	60	65	70	75	>80
Residential - Low-density Single-family, Duplex, Triplex, and Similar	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Orange	Dark Orange
Residential - Multi Family	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Orange	Dark Orange
Transient Lodging - Motels, Hotels	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Orange	Dark Orange
Schools, Libraries, Churches, Hospitals, Nursing homes	Dark Blue	Dark Blue	Light Blue	Light Blue	Light Orange	Dark Orange
Auditoriums, Concert Halls, Amphitheaters	Dark Blue	Dark Blue	Light Orange	Light Orange	Light Orange	Dark Orange
Sports Arenas, Outdoor Spectator Sports	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Light Orange	Dark Orange
Playground, Neighborhood Parks	Dark Blue	Dark Blue	Dark Blue	Light Orange	Light Orange	Dark Orange
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Light Orange	Dark Orange
Office Buildings, Business Commercial and Professional	Dark Blue	Dark Blue	Dark Blue	Light Blue	Light Orange	Dark Orange
Industrial, Manufacturing, Utilities, Agriculture	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Light Blue	Dark Orange

**Legend**

 <b>Normally Acceptable</b> Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.	 <b>Conditionally Acceptable</b> New construction or development should be undertaken only after a detailed analysis of the noise reduction requirements is made and needed noise insulation features included in the design. Conventional construction, but with closed windows and fresh air supply systems or air conditioning, will normally suffice.	 <b>Normally Unacceptable</b> New construction or development should generally be discouraged. If new construction or development does proceed, a detailed analysis of the noise reduction requirements must be made and needed noise insulation features included in the design.	 <b>Clearly Unacceptable</b> New construction or development generally should not be undertaken.
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## 10.2 Noise in San Ramon

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Noise in San Ramon is primarily the result of traffic, Camp Parks, and other sources. According to common practice for residential areas, CNEL noise exposure up to 60 dB is considered “normally acceptable” for unshielded residential development. Noise levels above 60 up to 70 dB fall within the “conditionally acceptable” range, and those in the range above 70 to 75 dB are considered “normally unacceptable” and generally require mitigation during the environmental review process.

### TRAFFIC NOISE LEVELS

Traffic noise depends primarily on the speed of traffic and the percentage of truck traffic. Traffic volume has a lesser influence on traffic noise levels. The primary source of noise from automobiles is high frequency tire noise, which increases with speed. In addition, trucks and older automobiles produce engine and exhaust noise, and trucks also generate wind noise.

While tire noise from autos is generally located at ground level, truck noise sources can be located as high as ten to fifteen feet above the roadbed because of tall exhaust stacks and higher engines. For roads that are used heavily by trucks, sound walls are not as effective for mitigating such noise unless they are very tall.

The San Ramon Planning Area is subject to noise impacts from several transportation corridors, as illustrated in Figure 10-3. Noise contours are lines drawn around a noise source indicating equal levels of noise exposure.

Figure 10-4 illustrates future noise contours throughout the Planning Area. By far the greatest contributor to noise is traffic on I-680. The California Department of Transportation (Caltrans) has constructed sound walls adjacent to the freeway and existing nearby homes, but this measure has occasionally increased ambient noise levels for residences located uphill and at greater distances from the sound walls. This traffic noise thus presents the City with the challenge of providing adequate noise mitigation other than sound walls along the freeway or throughout the City. Other areas that will experience significant increases in ambient noise levels include Crow Canyon Road, Bollinger Canyon Road, San Ramon Valley Boulevard, Old Ranch Road, Dougherty Road, East Branch Parkway and Windemere Parkway.

To address local street issues, San Ramon adopted a Residential Traffic Calming Program (RTC) in 1998. In 2021, the RTC Program was amended to reflect current trends. The purpose of the RTC Program is to reduce vehicle speeds, improve safety, increase awareness, and enhance the quality of life within residential neighborhoods through implementation of traffic calming measures. Slowing traffic as well as providing alternative modes of transportation could reduce vehicular noise.

### CAMP PARKS

Camp Parks, an Army Reserve and National Guard training facility, consists of approximately 2,000 acres in Contra Costa and Alameda Counties. The installation occupies approximately 910 acres of the Planning Area adjacent to the Dougherty Valley and Tassajara Valley. Facilities include a live fire shoot house, rappel tower, training courses, learning centers, and bed space for more than 800 soldiers.

Figure 10-3: Existing Noise Contours



**Figure 10-4: Future Noise Contours**



*Figure 10-4*  
**Future Noise Contours**  
(Updated on March 14, 2023)

The U.S. Army prepared an Environmental Noise Management Plan for Camp Parks in 2005. The plan stated that helicopter and firearms training activities generate significant noise. The plan indicated that the incompatible use zone (Zone III) and normally incompatible use zone (Zone II), which are based on average noise exposure levels, were entirely contained within the installation boundaries. The plan noted that peak noise levels from individual training activities may be observed at nearby residential uses. As such, the plan recommended that neighboring jurisdictions require disclosure of noise levels as part of real estate development and transfer activities.

**OTHER NOISE**

Although traffic is the primary source of noise in San Ramon, other sources do exist. These sources include construction, landscaping and maintenance activities, parking lot activities, mechanical equipment, and loading/unloading activities. The policies of this Chapter address the full range of these sources.

The City’s Noise Ordinance, adopted in 1987, establishes guidelines on limiting unnecessary and excessive noise. The standards in the Noise Ordinance works to reduce the potential impact noise may have to sensitive receptors and outlines remedies and penalties for noise violations. Additionally, the City’s Zoning Ordinance provides noise reduction measures through separation and/or screening of noise-generating use.

## GUIDING POLICY – NOISE

### 10.1-G-1

Achieve an acceptable noise environment for the present and future residents of San Ramon.

## IMPLEMENTING POLICIES – NOISE

### 10.1-I-1

Minimize vehicular noise sources, stationary noise sources, and noise emanating from intermittent activities.

*The City's regulations restrict the hours of operation for a variety of noise sources, and State laws limit the noise levels of motor vehicles and some activities at industrial plants. The City's Residential Traffic Calming Program reduces vehicular noise through promoting alternative modes of transportation and implementing traffic-calming measures.*

### 10.1-I-2

All projects where people are exposed to noise greater than “normally acceptable” levels, indicated in Figure 10-2, shall be required to submit a noise analysis. Applicable Noise attenuation measures shall be implemented with the DNL reduced to 45 Db in all habitable rooms.

*Noise attenuation measures may consist of conventional construction practices, open space and landscaping, building orientation and design, or other measures that buffer or mask sound. The City applies the standards of Title 24, Part II of the California Code of Regulations to all housing, thereby requiring an acoustical study if a proposed development will be located in an area exposed to a DNL (Day-Night Average Sound Level) in excess of State required thresholds.*

### 10.1-I-3

Require all necessary acoustical and vibration studies be prepared by qualified professionals in accordance with industry-accepted methodology. All applicable and feasible vibration reduction measures shall be incorporated into projects.

*Industry-accepted methodology means guidance issued by public agencies or private organizations. Examples include Caltrans, the Federal Highway Administration, and the Institute of Noise Control Engineering.*



**10.1-I-4**

Alternatives to sound walls, such as building orientation and landscape buffers, shall be considered during the design process. If deemed appropriate, sound walls with factors such as height, decorative features, graffiti resistance, pedestrian mobility, and sight distances considered.

**10.1-I-5**

New developments shall minimize their noise impacts on adjacent properties through appropriate means, including, but not limited to, the following actions:

- Screen and control noise sources, such as parking and loading facilities, outdoor activities and mechanical equipment,
- Increase setbacks for noise sources from adjacent dwellings,
- Retain or install fences, walls, and landscaping that serve as noise buffers,
- Use soundproofing materials and other building practices or materials,
- Encourage the use of commute alternatives,
- Control hours of operation, including deliveries and trash pickup, to minimize noise impacts, and
- Buffer noise along highways and arterial roadways through natural noise buffers and if necessary, install sound walls when compatible with neighborhood aesthetics and character.

**10.1-I-6**

Protect sensitive receptors such as schools, hospitals, and senior care uses from excessive noise through implementation of noise attenuation measures for new development.

*New development with sensitive receptors that are adversely impacted will be required to implement noise attenuation measures to limit excessive noise.*

**10.1-I-7** Implement the City’s noise control standards to ensure appropriate regulation of common residential, commercial, and industrial noise sources.

**10.1-I-8** Require new noise sources to use best available and practical control techniques to minimize noise from all sources.

**10.1-I-9** Continue to enforce the City’s Noise Ordinance to reduce noise impacts.

**10.1-I-10** Review and update the Noise Ordinance, as needed, to improve the City’s ability to reduce noise impacts.

**10.1-I-11** Encourage new developments to provide ~~Designate walking districts in which new developments will be encouraged to provide~~ facilities which support the use of alternative transportation modes such as walking, bicycling, carpooling and, where applicable, transit to reduce peak-hour traffic and vehicular noise.

*Traffic and vehicular noise can be reduced using site design incentives like mixing of land uses, pedestrian/bicycle trail connections, park and ride lots, and designated carpool/vanpool parking areas.*

**10.1-I-12** Designate and enforce local truck routes to minimize truck traffic in noise-sensitive land use areas.

**10.1-I-13** Encourage mixed-use and commercial developments to locate noise generating components such as loading areas, parking lots, driveways, trash enclosures, mechanical equipment, and other noisier components away from residential development.

Noise impacts can be reduced by identifying noise-generating components and by locating and/or screening them to minimize impacts to residential development.

**10.1-I-14**

Construction activities are exempt from the standards set forth in Figure 10-2, but must implement all practical noise attenuation measures and practices to limit adverse impacts on nearby land uses.

Noise attenuation measures and practices include limits on hours of operation, use of mufflers or engine shrouds, identification of truck haul routes, installation of temporary fencing or barriers, and locating staging areas as far as practicable from sensitive receptors.

**10.1-I-15**

Require evaluation of potentially harmful noise sources such as pure tones. Prohibit or place restrictions on such sources if the evaluation indicates that they may be harmful.

A “pure tone” is defined as sound that can be judged as a single pitch or set of single pitches. Although not commonly found in suburban noise environments, pure tones can be harmful to human hearing and also may be perceived as highly annoying.

**10.1-I-16**

For purposes of city analyses of noise impacts, and for determining appropriate noise mitigation, a significant increase in ambient noise levels is assumed if the project causes ambient noise levels to exceed the following:

- The ambient noise level is less than 60 dB L den and the project increases noise levels by 5 dB or more.
- The ambient noise level is 60-65 dB L dn and the project increases noise levels by 3 dB or more
- The ambient noise level is greater than 65 dB Ldn and the project increases noise levels by 1.5 dB or more.

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**10.1-I-17**

Require disclosure of potential significant noise impacts as part of real estate developments and transfers of land ownership within areas zoned for Mixed-Use development.

**10.1-I-18**

Require new projects to mitigate to below Federal Transit Administration-recommended criteria for potential building architectural damage for ground-borne vibration at nearby residential and commercial uses, and implement vibration control measures in areas of infill development as necessary.

**10.1-I-19**

Protect sensitive receptors including residential land uses, hospitals, convalescent homes, schools, churches, and sensitive wildlife habitat including rare, threatened, or endangered species by measuring noise at multiple receptors for future projects that have the potential to exceed the CNEL normally acceptable decibel levels and require mitigation to reduce noise levels to acceptable levels.

## 12

### Air Quality and GHG Emissions

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Chronic exposure to air pollutants poses serious threats to the health of a community and include increased respiratory infections, absent days from work and school, and in some cases shortened life spans. These concerns affect overall quality of life and can also degrade agriculture and the natural environment. To improve air quality, the City of San Ramon strives to reduce emissions for both their own residents and the benefit of other communities within the region.

The City of San Ramon recognizes that this region continues to experience poor air quality on too many days each year and that the combined activities of the community and the region contribute to the generation of greenhouse gas (GHG) emissions potentially linked to global climate change impacts. The Air Quality and Greenhouse Gas Element establishes a central place for policies to address the wide range of air quality issues facing the City of San Ramon and the region, including its role in reducing GHG emissions.

Global climate change is an issue that the State of California has determined to be of statewide concern and that mandates local action throughout all of California. With the enactment of Assembly Bill 32 (AB 32), the California Global Warming Solutions Act of 2006, local governments are tasked with addressing GHG emission sources under their purview that potentially contribute to climate change. The General Plan provides an avenue for local government actions to reduce GHG emissions associated with new and existing development. The City has been proactive in addressing air quality and GHG emissions by preparing the 2011 Climate Action Plan, an updated GHG emissions inventory in 2014, and the previous General Plan Element.

The Air Quality and Greenhouse Gas Element provides a platform within the General Plan for local action to address regional, State, and federal air quality and climate change concerns. Local government will play a role in the successful implementation of AB 32. The California Air Resources Board (CARB) recognized the importance of local action and recommended a reduction in greenhouse GHG emissions by 40 percent from 1990 levels, and substantially advance toward our 2050 climate goal to reduce GHG emissions by 80 percent below 1990 levels. The proposed reduction will ensure that municipal and community-wide emissions are consistent with the State's reduction targets.

#### 12.1 Connections with Other General Plan Elements

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The Air Quality and Greenhouse Gas Element provides a bridge that inter-connects with other General Plan Elements. Air quality is impacted by many aspects of our built environment and the lifestyle choices we make. The impacts and interrelationships are characterized as land use, transportation, air quality, economic development, and climate change connection.

This connection is based on the idea that the design, density, and pattern of land uses impact the transportation system that serves those land uses, and the transportation system, in turn, impacts the amount people drive and options for using less polluting and energy-consuming modes of transportation such as walking, bicycling, and transit. The policies of the Land Use Element with connections to air quality are those supporting compact development, density near transit, pedestrian orientation, and design supportive of walking and bicycling. The Traffic and Circulation Element lays out the policies for developing the transportation system in a way that is consistent with and accommodates the growth planned in the Land Use Element. Traffic and Circulation

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Element policies, with air quality benefits, include those that promote the development of a multi-modal transportation system and prevent excessive traffic congestion. More specifically, policies in the Traffic and Circulation Element encourage “Complete Streets” designs that provide direct pedestrian connections, complete sidewalks, safe and comfortable bicycle paths, and routes connecting frequently accessed destinations with residences to help increase use of transit, walking, and bicycling. The Economic Development Element encourages Transportation Demand Management and transit as a means to solve workforce transportation issues that affect economic development, but also impacts air quality and the traffic circulation system. The Housing Element provides policies and programs that support energy conservation in new and renovated housing, which translates into greenhouse gas reductions. The Growth Management, Public Facilities, and Utilities Elements contain policies that promote reduced pollutant and GHG emissions through energy savings related to water conservation and reclaimed water use.

## **12.2 Air Quality Pollutants and Bay Area Air Basin Attainment Status**

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The following is an overview of air quality issues affecting this region. Air quality in San Ramon and the rest of the Bay Area has improved markedly since the regulation of air pollutant emissions began over 50 years ago. Although the air is cleaner, it still exceeds state and federal health-based standards on occasion for some pollutants. The federal health-based standards are called the National Ambient Air Quality Standards or (“federal standards”). State standards are called the California Ambient Air Quality Standards or (“California standards”). Information regarding the federal and state standards and the pollutants of concern in the Bay Area is provided below.

### **CRITERIA AIR POLLUTANTS**

There are federal standards for six common air pollutants, called criteria air pollutants, which were identified in the federal Clean Air Act of 1970. The six criteria pollutants are:

- Ozone (O<sub>3</sub>)
- Particulate matter (PM<sub>10</sub> and PM<sub>2.5</sub>)
- Nitrogen dioxide (NO<sub>2</sub>)
- Carbon monoxide (CO)
- Lead
- Sulfur dioxide (SO<sub>2</sub>)

The federal standards were set to protect public health, including the health of sensitive individuals; thus, the standards are revised as more medical research becomes available regarding the health effects of the criteria pollutants. The United States Environmental Protection Agency (EPA) is responsible for the federal standards.

The California standards have been set for the 10 air pollutants designated in the California Clean Air Act. In addition to the pollutants listed above with federal standards, California has adopted standards for the following pollutants:

- Visibility-reducing particles
- Sulfates
- Hydrogen sulfide (H<sub>2</sub>S)
- Vinyl chloride



Although California air quality standards are often more stringent than federal standards, the regulatory focus is often placed on achieving the federal standards. The primary reason for the focus on federal standards is that the federal Clean Air Act contains plan submittal and attainment deadlines that, if not met, result in sanctions and other federally enforceable requirements. The California Clean Air Act requires the implementation of all feasible controls and attainment of air quality standards at the earliest practicable date but contains no penalties or sanctions. The Bay Area has attained all of the federal standards except for the new 8-hour ozone and 24-hour PM<sub>2.5</sub> standards, so its focus has turned to meeting the more stringent state mandates.

The agency with jurisdiction over air quality in this area is the Bay Area Air Quality Management District (BAAQMD). The BAAQMD is responsible for controlling and permitting industrial pollution sources and widespread, area-wide sources, and for adopting local air quality plans and rules. The BAAQMD adopted a number of plans to attain state and federal standards over the years. Most recently, the 2017 Clean Air Plan was adopted, which includes a wide range of control measures designed to decrease emissions of the air pollutants that are most harmful to Bay Area residents, such as particulate matter, ozone, and toxic air contaminants; to reduce emissions of methane and other “super-greenhouse gasses” that are potent climate pollutants in the near-term; and to decrease emissions of carbon dioxide by reducing fossil fuel combustion.

Although the Bay Area is in attainment for annual PM<sub>2.5</sub> State and national standards, the Bay Area is not in attainment of the 24-hr PM<sub>2.5</sub> national standard. Therefore, the Air District continues its efforts to reduce local PM emissions.

As shown in Table 12-1, the Bay Area is designated “nonattainment” for the state 1-hour ozone standard, the state PM<sub>10</sub> standard, and the state PM<sub>2.5</sub> standard. The Bay Area is also designated “nonattainment” for the federal 8-hour ozone standard and the federal 24-hour PM<sub>2.5</sub> standard. This means that Bay Area residents experience unhealthy air quality at times.

<i>Pollutant</i>	<i>Averaging Time</i>	<i>State Status</i>	<i>Federal Status</i>
Ozone	1-hour	Nonattainment	Not Applicable <sup>1</sup>
	8-hour	Nonattainment	Nonattainment
Carbon monoxide	1-hour and 8-hour	Attainment	Attainment <sup>3</sup>
Nitrogen dioxide	1-hour	Attainment	Unclassified <sup>4</sup>
Sulfur dioxide	Annual	No state standard	Attainment
	24-hour; 1-hour	Attainment	Attainment
PM <sub>10</sub>	24-hour	Nonattainment	Unclassified
	Annual	Nonattainment	No federal standard <sup>5</sup>
PM <sub>2.5</sub>	24-hour	No state standard	Nonattainment <sup>6</sup>
	Annual	Nonattainment	Attainment

Notes:

<sup>1</sup> The national 1-hour ozone standard was revoked by EPA on June 15, 2005.

<sup>32</sup> In April 1998, the Bay Area was redesignated to attainment for the national 8-hour carbon monoxide standard.

<sup>4</sup> To attain this standard, the 3-year average of the 98th percentile of the daily maximum 1-hour average at each monitor within an area must not exceed 0.100ppm (effective January 22, 2010)<sup>5</sup> EPA revoked the annual PM10 standard on September 21, 2006.

<sup>6</sup> EPA designated the Bay Area nonattainment of the 24-hour PM2.5 standard on December 22, 2008, and the designation will go into effect

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**Table 12-1: Bay Area Air Basin Attainment Status**

<i>Pollutant</i>	<i>Averaging Time</i>	<i>State Status</i>	<i>Federal Status</i>
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90 days after publication in the Federal Register.  
 Source: Bay Area Air Quality Management District, Air Quality Standards and Attainment Status, 2014.

Air pollution readings are recorded at monitoring stations around the Bay Area to provide information to the public regarding the current air quality and to determine if violations of air quality standards have occurred. The San Ramon monitoring station is on Alcosta Boulevard. This site monitors for O<sub>3</sub> and NO<sub>2</sub>. The next closest monitoring station to San Ramon is located in Livermore approximately 11 miles to the east-southeast. While the data is not specific to the City of San Ramon, air quality conditions are expected to be similar for adjacent communities and may suggest local air quality concerns. The Livermore monitoring station stopped monitoring PM<sub>10</sub> in 2008. No other stations close to San Ramon have the same meteorological conditions and would therefore not be representative of emissions in San Ramon. The maximum recorded concentrations at the Livermore monitoring station and the number of days that state and federal air quality standards were exceeded during 2011 through 2013 are provided in Table 12-2.

**Table 12-2: Ambient Air Monitoring Data (2011–2013)**

<i>Air Pollutant, Averaging Time (Units)</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>
<i>Ozone (Livermore)</i>			
Max 1 Hour (ppm)	0.115	0.102	0.096
Days > CAAQS (0.09 ppm)	3	2	3
Max 8 Hour (ppm)	0.084	0.090	0.077
Days > CAAQS (0.07 ppm)	2	3	1
Days > NAAQS (0.08 ppm)	9	4	2
<i>Particulate Matter (PM<sub>2.5</sub>) (Livermore)</i>			
Mean (µg/m <sup>3</sup> )	7.8	6.6	8.4
24 Hour (µg/m <sup>3</sup> )	45.4	31.1	40.1
Days > NAAQS (35 µg/m <sup>3</sup> )	2	0	4

Abbreviations:  
 > = exceed ppm = parts per million µg/m<sup>3</sup> = micrograms per cubic meter max = maximum  
 CAAQS = California Ambient Air Quality Standard  
 NAAQS = National Ambient Air Quality Mean = Annual Arithmetic Mean  
 Source: CARB Air Quality Data/Statistics/Top 4 Summary, 2013.

**TOXIC AIR CONTAMINANTS**

Health and Safety Code Section 39655 defines toxic air contaminants as an air pollutant that the California Air Resources Board or the Department of Food and Agriculture finds “may cause or contribute to an increase in mortality or an increase in serious illness, or which may pose present or potential hazard to human health.”

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When approving discretionary projects, the City has the ability to consider the location of potential sources of hazardous emissions to ensure appropriate distances from existing and planned sensitive land uses. Likewise, when considering the location of potentially sensitive land uses near stationary and mobile sources of toxic air contaminants, the City should exercise discretion to ensure that potential impacts are properly addressed and appropriately mitigated.

A toxic air contaminant (TAC) of concern for the City is Fine Particulate Matter (PM<sub>2.5</sub>). PM<sub>2.5</sub> is a complex mixture of substances that includes elements such as carbon and metals; compounds such as nitrates, organics, and sulfates; and complex mixtures such as diesel exhaust and wood smoke. PM<sub>2.5</sub> can be emitted directly from manmade sources and can also be formed in the atmosphere through reactions among different pollutants; however, assessing local community risk and hazard impacts relates only to direct PM<sub>2.5</sub> emissions, not those formed in the atmosphere.

Evidence suggests that PM<sub>2.5</sub> is the most harmful air pollutant in the San Francisco Bay Area Air Basin in terms of the associated impact on public health. TAC and PM<sub>2.5</sub> fall within two broad categories, stationary sources and mobile sources. Common stationary source types of TAC and PM<sub>2.5</sub> emissions include gasoline stations, dry cleaners, and diesel backup generators. Stationary sources are regulated through BAAQMD permit requirements and are generally identified on local inventories and acknowledged and addressed through local environmental review.

Common mobile sources are on-road motor vehicles on freeways and roads such as trucks and cars, and off-road sources such as construction equipment. Mobile sources are prevalent in many communities based on regional roadway networks that carry higher levels of vehicle and truck traffic.

### **12.3 Climate Change and Greenhouse Gases Legislation**

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The greenhouse effect results when shortwave solar radiation is readily transmitted through the atmosphere on the way in, but longer-wave infrared radiation is prevented from being transmitted out as it is absorbed by atmospheric gases often referred to as greenhouse gases. The greenhouse gases trap heat near the surface of the earth, resulting in heating of the atmosphere. Rising levels of greenhouse gases that result from human activities are of concern because of the potential to change the global climate in an adverse way. Although uncertainty regarding the cause of climate change exists, there is broad scientific consensus that actions should be taken to reduce GHG emissions as well as air quality criteria pollutants.

The State of California has taken action with the adoption of the California Global Warming Solutions Act of 2006 (AB 32). The legislative findings from AB 32 articulate California's position regarding why action is needed:

“Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the State from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

## STATE LEGISLATION

### *State Legislation Assembly Bill 32, the California Global Warming Solutions Act of 2006*

The California State Legislature adopted Assembly Bill 32, the California Global Warming Solutions Act of 2006 (AB 32), which charged CARB to develop regulations on how the State would address global climate change. AB 32 focuses on reducing GHG emissions in California. Greenhouse gases, as defined under AB 32, include carbon dioxide (CO<sub>2</sub>), methane (CH<sub>4</sub>), nitrous oxide (N<sub>2</sub>O), sulfur-hexafluoride (SF<sub>6</sub>), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

CARB approved the 1990 GHG emissions level of 427 MMTCO<sub>2</sub>e on December 6, 2007 (CARB 2007). Therefore, emissions generated in California in 2020 were required to be equal to or less than 427 MMTCO<sub>2</sub>e. Emissions in 2020 in a “business as usual” scenario are estimated to be 596 MMTCO<sub>2</sub>e, which did not account for reductions from AB 32 regulations (California Air Resources Board 2008). At that level, a 28 percent reduction was required to achieve the 427 million MTCO<sub>2</sub>e 1990 inventory. In October 2010, CARB prepared an updated 2020 forecast to account for the recession and slower forecasted growth. The forecasted inventory without the benefits of adopted regulation is now estimated at 545 million MTCO<sub>2</sub>e. Therefore, under the updated forecast, a 21.7 percent reduction from “business as usual” (BAU) is required to achieve 1990 levels (CARB 2010). Executive Order B-30-15 and SB 32 extended the goals of AB 32 and set a 2030 goal of reducing emissions 40 percent from 2020 levels.

AB 32 requires CARB to update the Scoping Plan at least every five years.

### *Executive Order B-30-15*

In his January 2015 inaugural address, Governor Brown identified actions in five key climate change strategy “pillars” necessary to meet California’s ambitious climate change goals. These five pillars are:

- Reducing today’s petroleum use in cars and trucks by up to 50 percent.
- Increasing from one-third to 50 percent our electricity derived from renewable sources.
- Doubling the efficiency savings achieved at existing buildings and making heating fuels cleaner.
- Reducing the release of methane, black carbon, and other short-lived climate pollutants.
- Managing farm and rangelands, forests, and wetlands so they can store carbon.

Consistent with these goals, Governor Brown signed Executive Order B-30-15 in April 2015:

- Establishing a California GHG reduction target of 40 percent below 1990 levels by 2030.
- Calling on CARB, in coordination with sister agencies, to update the AB 32 Climate Change Scoping Plan to incorporate the 2030 target.
- Building out the “sixth pillar” of the Governor’s strategy—to safeguard California in the face of a changing climate—highlighting the need to prioritize actions to reduce GHG emissions and build resilience in the face of a changing climate.

### *Senate Bill 32 and Assembly Bill 197*

SB 32 (2016) affirms the importance of addressing climate change by codifying into statute the GHG emissions reductions target of at least 40 percent below 1990 levels by 2030 contained in Governor

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Brown’s Executive Order B-30-15. The 2030 target reflects the same science that informs the agreement reached in Paris by the 2015 Conference of Parties to the United Nations Framework Convention on Climate Change (UNFCCC), aimed at keeping the global temperature increase below 2 degrees Celsius (°C). The California 2030 target represents the most ambitious GHG reduction goal for North America. Based on the emissions reductions directed by SB 32, the annual 2030 statewide target emissions level for California is 260 million metric tons of carbon dioxide equivalent (MMTCO<sub>2</sub>e).

The companion bill to SB 32, AB 197 (2016), provides additional direction to CARB on the following areas related to the adoption of strategies to reduce GHG emissions:

- Requires annual posting of GHG, criteria, and toxic air contaminant data throughout the State, organized by local and sub-county level for stationary sources and by at least a county level for mobile sources.
- Requires CARB, when adopting rules and regulations to achieve emissions reductions and to protect the State’s most affected and disadvantaged communities, to consider the social costs of GHG emissions and prioritize both of the following:
  - Emissions reductions rules and regulations that result in direct GHG emissions reductions at large stationary sources of GHG emissions and direct emissions reductions from mobile sources.
  - Emissions reductions rules and regulations that result in direct GHG emissions reductions from sources other than those listed above.
- Directs CARB, in the development of each scoping plan, to identify for each emissions reduction measure:
  - The range of projected GHG emissions reductions that result from the measure.
  - The range of projected air pollution reductions that result from the measure.
  - The cost-effectiveness, including avoided social costs, of the measure.

### *Senate Bill 1383*

SB 1383 (2016) requires the development, adoption, and implementation of a Short-Lived Climate Pollutant Strategy. It includes the following specific goals for 2030 from 2013 levels:

- 40 percent reduction in methane.
- 40 percent reduction in hydrofluorocarbon gases.
- 50 percent reduction in anthropogenic black carbon

Short-lived climate pollutants (SLCPs), such as black carbon, fluorinated gases, and methane, are powerful climate forces that have a dramatic and detrimental effect on air quality, public health, and climate change. These pollutants create a warming influence on the climate that is many times more potent than that of carbon dioxide. In March 2017, the Board adopted the Short-Lived Climate Pollutant Reduction Strategy (SLCP Strategy) establishing a path to decrease GHG emissions and displace fossil-based natural gas use. Strategies include avoiding landfill methane emissions by reducing the disposal of organics through edible food recovery, composting, in-vessel digestion, and other processes; and recovering methane from wastewater treatment facilities, and manure methane at dairies, and using the methane as a renewable source of natural gas to fuel vehicles or generate electricity. The SLCP Strategy also identifies steps to reduce natural gas leaks from oil and gas wells, pipelines, valves, and pumps to improve safety, avoid energy losses, and reduce methane emissions associated with natural gas use. Lastly, the SLCP Strategy also identifies measures that can

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reduce hydrofluorocarbon (HFC) emissions at national and international levels, in addition to State-level action that includes an incentive program to encourage the use of low-Global Warming Potential (GWP) refrigerants, and limitations on the use of high-GWP refrigerants in new refrigeration and air-conditioning equipment.

#### *Assembly Bill 617*

AB 617 (2017) strengthens air quality monitoring and reduces air pollution at a community level in communities affected by a high cumulative burden of exposure to pollution. CARB was required to prepare a monitoring plan in 2018 that assessed the State’s current air monitoring network with recommendations for a set of high-priority locations around the State to deploy community focused air monitoring systems. Local air districts were required to deploy air monitoring systems in the selected high priority locations by July 1, 2019. Therefore, CARB evaluated and selected additional locations for community air monitoring on an annual basis, which included San Ramon. The air districts must also deploy air monitoring systems within one year of CARB’s selection of the high-priority locations. In addition to the monitoring plan, the bill requires CARB to develop a statewide strategy to reduce criteria pollutants and toxic air contaminants (TACs) in communities affected by high cumulative exposure burdens through approved community emissions reduction programs developed by local air districts, in partnership with residents in the affected communities; requires CARB to establish a uniform system of annual reporting of criteria pollutants and TACs for the existing statewide air monitoring network; and expedites implementation of best available retrofit control technology in non-attainment areas.

#### *Senate Bill 375*

State Senate Bill 375 (SB 375) assures that the decisions on how to achieve travel-related GHG emissions from cars and light trucks will remain in the hands of locally elected officials. SB 375 aligns what have been three separate planning processes—one for transportation, housing, and for reducing GHG emissions—into a single process. The legislation provides more certainty for General Plans and better coordination between state agencies.

SB 375 provides exemptions from the California Environmental Quality Act (CEQA) for residential projects that are consistent with the regional plan to achieve greenhouse gas reductions. It provides a foundation for a comprehensive approach to reducing GHG emissions from the land use and transportation sector. SB 375 seeks to harness funding and regulatory incentives to align transportation, housing, and land use planning.

Especially important for local government are the regional Sustainable Communities Strategy (SCS) and the Alternative Planning Strategy (APS) requirements of the legislation. CARB must certify that the region’s SCS will achieve its GHG emission reduction targets. Projects outside the approved SCS would not qualify for federal transportation funding. Although these measures directly impact RTPs prepared by the Metropolitan Transportation Commission (MTC), the success of the Sustainable Communities Strategy/Alternative Planning Strategy depends on the land use decisions by local land use agencies.

The Association of Bay Area Governments (ABAG) originally adopted Plan Bay Area, which includes the 2040 Regional Transportation Plan (RTP) and Sustainable Communities Strategy (SCS), on July 18, 2013 (ABAG 2013). The RTP describes the strategy to achieve the SB 375 targets for the Bay Area. Plan Bay Area 2050 was adopted in 2021 to plan for the next 30 years of regional growth.

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## 12.4 Greenhouse Gas Types and Sources

The EPA describes the global warming potential as the potential of a gas or aerosol to trap heat in the atmosphere; Individual greenhouse gas compounds have varying properties, global warming potential and atmospheric lifetimes. To simplify the measurement and quantification of global warming potential (GWP) associated with GHG emissions, carbon dioxide has been established as the reference gas. Carbon dioxide has a global warming potential of 1, which easily allows other greenhouse gases to be converted to carbon dioxide equivalent (CO<sub>2</sub>e) to simplify calculations. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing GHG emissions, since it normalizes various GHG emissions to a consistent metric. Methane’s warming potential of 21 indicates that methane has a 21 times greater warming effect than carbon dioxide on a molecule per molecule basis. A carbon dioxide equivalent is the mass emissions of an individual greenhouse gas multiplied by its GWP.

Table 12-3 provides a description of the characteristics of greenhouse gases (GHG) that are regulated under AB 32.

Table 12-3: Greenhouse Gas Descriptions		
Greenhouse Gas	Description and Physical Properties	Sources
Methane (CH <sub>4</sub> )	Methane is a flammable gas and is the main component of natural gas. Global Warming Potential (GWP) = 21.	Methane is extracted from geological deposits (natural gas fields). Other sources are from landfills, decay of organic matter, fermentation of manure, and cattle.
Nitrous oxide (N <sub>2</sub> O)	Nitrous oxide is also known as laughing gas and is a colorless greenhouse gas. GWP = 310.	Microbial processes in soil and water, fuel combustion, and industrial processes.
Carbon dioxide (CO <sub>2</sub> )	Carbon dioxide is an odorless, colorless, natural greenhouse gas. GWP = 1.	Carbon dioxide is emitted from natural and anthropogenic sources. Natural sources include decomposition of dead organic matter; respiration of bacteria, plants, animals, and fungus; evaporation from oceans; and volcanic outgassing. Anthropogenic sources are from burning coal, oil, natural gas, and wood.
Hydrofluorocarbons (HFCs)	The HFCs with the largest measured atmospheric concentrations are HFC-23 and HFC-134a (10 ppt), and HFC-152a (1 ppt). GWPs: HFC-23 = 11,700 HFC-134a = 1,300 HFC-152a = 140	HFCs are synthetic chemicals that are used as a substitute for chlorofluorocarbons in applications such as automobile air conditioners and refrigerants.
Perfluorocarbons (PFCs)	PFCs have stable molecular structures and only break down by ultraviolet rays about 60 kilometers above Earth’s surface. Because of this, PFCs have very long lifetimes, between 10,000 and	Two main sources of PFCs are primary aluminum production and semiconductor manufacturing.

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**Table 12-3: Greenhouse Gas Descriptions**

<i>Greenhouse Gas</i>	<i>Description and Physical Properties</i>	<i>Sources</i>
	50,000 years. GWPs range from 6,500 to 9,200.	
Sulfur hexafluoride	Sulfur hexafluoride is an inorganic, odorless, colorless, and nontoxic, nonflammable gas. Concentrations in the 1990s were about 4 ppt. It has the highest GWP of any gas evaluated, 23,900.	This gas is man-made and used for insulation in electric power transmission equipment, in the magnesium industry, in semiconductor manufacturing, and as a tracer gas.

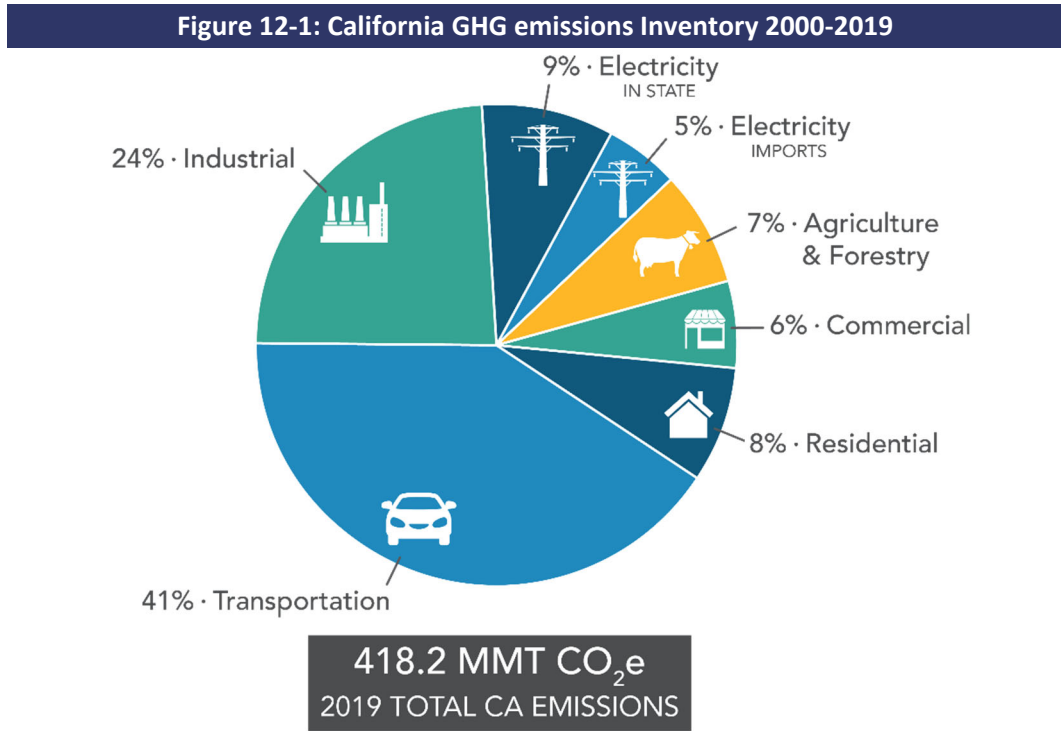
**Notes:**

ppm = parts per million; ppt = parts per trillion (measure of concentration in the atmosphere); GWP = global warming potential.  
 Source: Compiled from a variety of sources, including EPA, Global Warming Potentials and Atmospheric Lifetimes, 2006 and Intergovernmental Panel on Climate Change, 2007.

Figure 12-1 shows the generation of California’s GHG emissions by major economic sector. The top three sectors are transportation, electric power generation, and industrial fuel use. These sectors are integral to our daily activities and so reducing emissions from these sectors is likely to affect many aspects of our lives.

It is instructive to consider GHG emissions at a smaller scale for perspective. The following examples are from emission estimates from CARB:

- 1 kWh of electricity = approximately 1 lb. CO<sub>2</sub>e
- 1 therm of natural gas = approximately 12 lbs. CO<sub>2</sub>e
- 1 gallon of gasoline = approximately 20 lbs. CO<sub>2</sub>e
- 1 mile of driving at 20 miles per gallon = 1 lb. CO<sub>2</sub>e
- California 2019 per person emissions = 10.5 metric tons/year CO<sub>2</sub>e



Source: California Air Resources Board Emissions Inventory 2000-2019.

## 12.5 Federal, State, Regional, and Local Responsibilities

The U.S. Environmental Protection Agency (EPA) is responsible for international, national, and interstate air pollution issues and policies. The EPA sets national vehicle and stationary source emission standards, oversees approval of all State Implementation Plans, and provides research and guidance in air pollution programs.

The California Air Resources Board (CARB) is the state agency with primary authority over State air quality regulation and is responsible for developing and periodically updating the California standards. The CARB is responsible for the California State Implementation Plan required to demonstrate attainment and continued compliance with federal standards. Because of California’s severe air quality challenges, the federal Clean Air Act authorizes California to adopt mobile source emission standards that are more stringent than imposed by the EPA. The CARB regulates on-road and off-road mobile sources, consumer products, and fuels. Other responsibilities include air quality research on health effects, atmospheric chemistry, air quality modeling, monitoring and other implementation programs.

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The BAAQMD is responsible for air quality regulations at the regional and local level and regulates stationary (industrial) air pollutant emission sources, area-wide sources, and certain transportation sources. The BAAQMD also operates grant and incentive programs, conducts air monitoring, and enforces its rules and regulations. The BAAQMD prepares plans to attain state and federal standards, including the Clean Air Plan to provide a comprehensive strategy to reduce emissions from stationary and mobile emission sources. The plan addresses ozone, particulate matter, air toxics, and GHG emission in a single, integrated plan.

The City of San Ramon works cooperatively with the BAAQMD, the Association of Bay Area Governments (ABAG), and the Bay Area Metropolitan Transportation Commission (MTC) on air quality issues related to land use and transportation. Local government’s control of development and its ability to condition new development, to impose mitigation measures, and to set development standards provide substantial opportunities to reduce air pollutant emissions.

**STATE TARGETS**

*California Air Resources Board (CARB) 2022 Scoping Plan*

The CARB Scoping Plan contains emission targets for the year 2020 of 427 million metric tons of CO<sub>2</sub>e (MMTCO<sub>2</sub>e) based on a goal of returning California’s emissions to 1990 levels. California’s 2006 emission inventory was 484 MMTCO<sub>2</sub>e, but is projected to grow to 545 MMTCO<sub>2</sub>e by 2020 if no action were taken to limit the cumulative increase in emissions related to population and economic growth. This was revised from 596 to 545 MMTCO<sub>2</sub>e after updated data from the 2000-2010 inventory. Therefore, reaching the target level of 427 MMTCO<sub>2</sub>e by 2020 requires reductions amounting to 118 MMTCO<sub>2</sub>e or 21.7 percent below projected 2020 levels.

AB 32 requires California to reduce its emission inventory to 1990 levels by 2020. The State reached this goal in 2016. Additionally, the State has achieved the goal of Executive Order S-05-03 to reduce emissions to 2000 levels by 2010. The State is currently working towards the SB 32 goals, which requires California to reduce emissions to 40 percent below the 1990 levels by 2030.

*San Ramon GHG Emissions*

Table 12-4 provides San Ramon’s 2019 community GHG emissions (GHG) inventory. This is an updated inventory from the previous 2014 community GHG emissions inventory. The inventory provides a baseline to identify emission reduction opportunities and to model future year emission targets. The percentage contribution of each sector is also illustrated in Figure 12-2.

<b>Table 12-4: San Ramon Community GHG emissions in 2019 by Sector</b>		
<i>Sector</i>	<i>Equivalent CO<sub>2</sub> (tons/year)</i>	<i>Equivalent CO<sub>2</sub> (%)</i>
Motor Vehicles	226,299	52
Electricity (Residential, Commercial, Municipal, Water Transport)	42,249	10
Natural Gas (Residential, Commercial, Municipal)	117,360	27
Waste	15,376	4

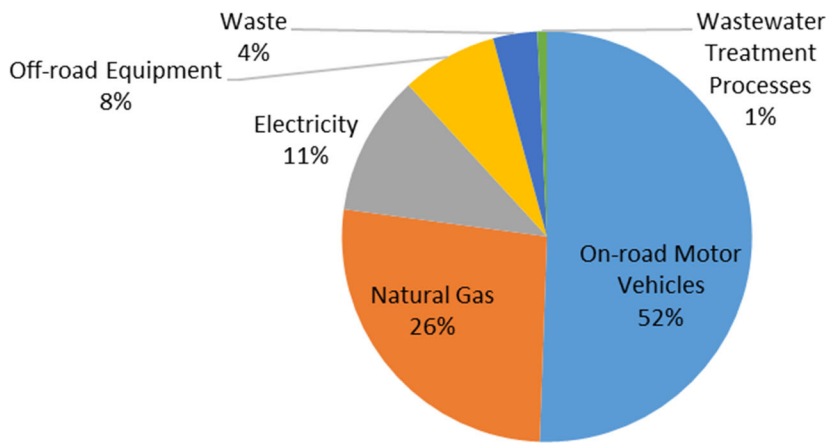
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**Table 12-4: San Ramon Community GHG emissions in 2019 by Sector**

<i>Sector</i>	<i>Equivalent CO<sub>2</sub> (tons/year)</i>	<i>Equivalent CO<sub>2</sub> (%)</i>
Offroad equipment	33,415	8
Wastewater Treatment Processes	3,369	1
<b>Total</b>	<b>438,067</b>	<b>100.0</b>

Notes:  
 MT CO<sub>2</sub>e = metric tons of carbon dioxide equivalent  
 Totals may not add due to rounding.

**Figure 12-2: San Ramon Community GHG emissions Inventory 2019**



Source: Rincon Consultants, 2022.

**SAN RAMON STRATEGIES**

San Ramon has committed to reducing local air pollutant and GHG emissions within the community through actions under its purview. [Over 90% of City residents are in MCE that has 97% GHG-free.](#) The City’s influence over the density and design of land use projects and the local transportation system allows for reductions in transportation-related emissions. The City also has substantial influence over the energy use from new development through conditions of approval based on proportional impacts and established regulation, CEQA mitigation measures, design standards, green building standards, and incentive programs. The City can reduce emissions from government operations by incorporating green building techniques, and energy efficiency into City capital improvement projects and purchasing decisions. To further this effort, the General Plan 2030 called for the formation of a City Council appointed body to monitor the City’s progress in implementation of the City’s Climate Action Plan and other programs to achieve the reduction targets identified in AB 32. The General Plan 2040 continues the policies of monitoring and updating the CAP as necessary to achieve reduction targets.

The Air Quality and Greenhouse Gas Element includes policies that support local actions, including:

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- Cooperation with regional agencies and private companies on multi-jurisdictional strategies
- Encouraging smart growth
- Supporting transit-oriented development
- Promoting multimodal transit and Complete Streets
- Supporting pedestrian-oriented development
- Providing facilities that encourage bicycling
- Requiring solar-ready roofs where feasible
- Establishing green building standards
- Promoting water conservation
- Requiring recycling and solid waste reduction
- Promoting energy conservation
- Supporting the use of renewable energy sources and low-carbon fuels including electric and fuel cell (hydrogen) vehicles
- Encouraging Transportation Demand Management programs

### **CLIMATE ACTION PLAN (CAP)**

The City has prepared a Climate Action Plan as the primary implementation strategy for its greenhouse gas policies. The CAP document contains the following components:

- Baseline and future year emission inventories for the community and local government operations;
- Emission reduction estimates from potential reduction measures and strategies;
- Emission reduction targets for 2030 and 2045;
- Descriptions of strategies selected to achieve targets; and
- Implementation plan with mechanisms for monitoring and course corrections.

### **SITING OF SENSITIVE RECEPTORS**

A sensitive receptor is one where people live, play, or convalesce for extended periods of time, especially those particularly vulnerable to air pollution such as seniors, children, and people with respiratory illnesses (CARB 2005). Examples of receptors include residences, schools and school yards, parks and playgrounds, daycare centers, nursing homes, and medical facilities. Residences can include houses, apartments, and senior living complexes. Medical facilities can include hospitals, convalescent homes, and health clinics. Playgrounds could be play areas associated with parks or community centers.

Policies address the location of sources of hazardous emissions as well as sensitive land uses in order to minimize or avoid potential health risks to people that might result from hazardous air pollutant emissions. When siting a new source or receptor, the existing or future proposed sources of TAC and/or PM<sub>2.5</sub> emissions that would adversely affect individuals within the planned project should be examined. Stationary sources are typically known and are identified on existing inventories; however, mobile sources such as freeways and high traffic arterial roadways are more difficult to identify with certainty absent additional analysis.

To address the issue of mobile toxic air contaminants and/or PM<sub>2.5</sub> emissions associated with the local transportation network, Figure 12-3 delineates a 1,000 foot screening zone from identified potential mobile sources. The screening zones have been established based on the average daily trip on the roadway (over 10,000 average daily trips) and distance criteria (1,000 feet) provided for in the BAAQMD CEQA guidelines. Analysis of sensitive receptors and these screening zones will assist in identifying potential conflicts between air quality issues and land uses. The fact that a sensitive receptor land use is proposed on a property within the established screening zone does not exclude approval of such uses, but rather suggests that additional air quality and health screening should be considered based on the specific project characteristic and location to determine any potential health impacts and if mitigation measures may be necessary.

**Figure 12-3: Mobile Source Air Quality Study Zones**

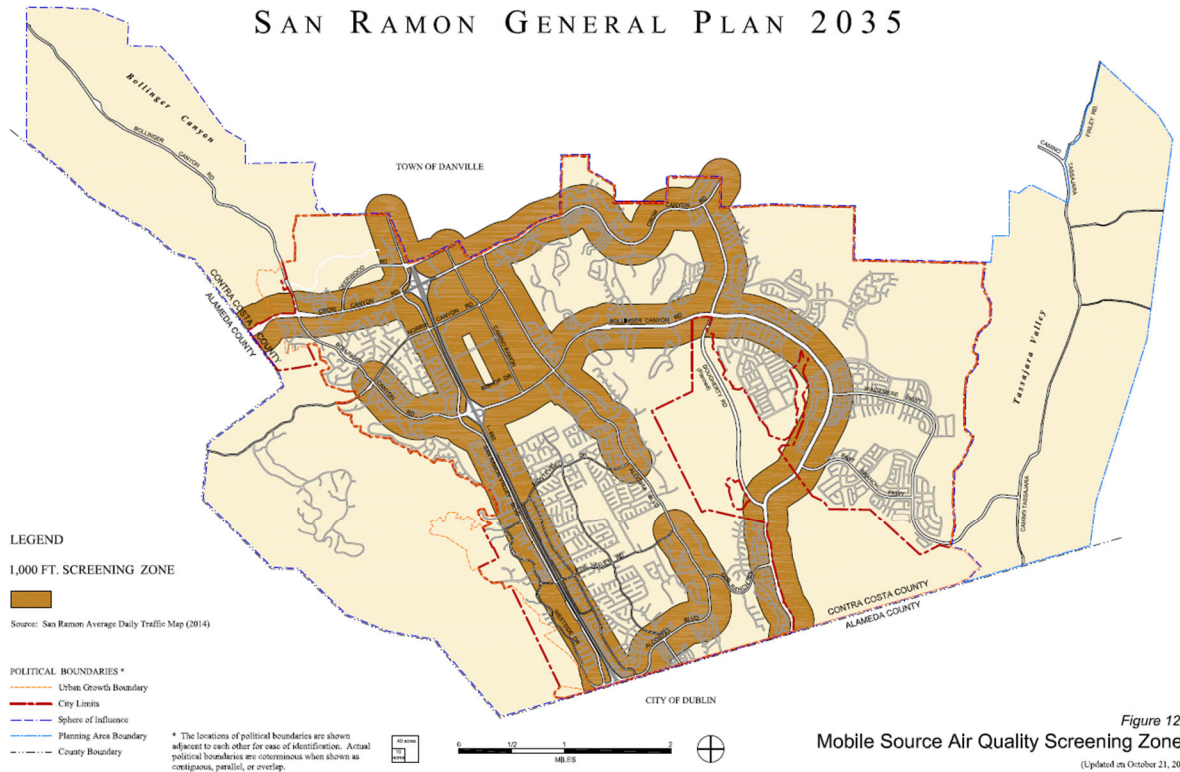


Figure 12-1  
Mobile Source Air Quality Screening Zones  
(Updated on October 21, 2019)

**REGIONAL COORDINATION**

Air quality is a truly regional concern. Air pollutants can travel long distances and do not recognize political boundaries. Regional travel is a substantial contributor to air quality impacts affecting the region and San Ramon. The City’s participation in regional air quality and transportation programs and initiatives can help ensure consistency in implementation and best use of resources.

**GUIDING POLICIES – REGIONAL COORDINATION**

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**12.4-G-1**

Work with the California Air Resources Board and the Bay Area Air Quality Management District to improve air quality in the region and San Ramon to meet State and federal ambient air quality standards.

**IMPLEMENTING POLICIES – REGIONAL COORDINATION**

**12.4-I-1**

Comply with standards set by local and regional agencies to achieve and maintain air quality standards that are consistent with State law.

*Effective governmental coordination and cooperation in on-going government programs requires proactive and sustained effort. The differing responsibilities and constituencies of cities and counties, along with those of state, federal and regional agencies, will require a commitment by all to reduce land use-based sources of air pollution that affect our public health and quality of life. Working together for a common interest can multiply the resources available to accomplish air quality goals.*

**12.4-I-2**

Encourage coordination with the California Air Resources Board (CARB) and the Bay Area Air Quality Management District (BAAQMD) in monitoring the City’s progress in meeting greenhouse gas emissions targets.

*The appointed body will be responsible for overseeing the appropriate City department(s) who are responsible for implementing the City’s Climate Action Plan. To coordinate efforts, a Climate Change Coordinator should be identified who will be a single point of contact to coordinate efforts to reduce the City’s greenhouse gas emissions. These efforts may include expanded recycling programs, water conservation, review of maintenance practices, green building programs, fleet services, etc.*



**12.4-I-3**

Utilize the CEQA process for applicable regulatory guidance, such as the BAAQMD’s CEQA Air Quality Guidelines to disclose potential air quality and climate change impacts from discretionary projects under City review.

*Stationary and mobile TAC and/or PM2.5 emissions should be evaluated in the context of existing and planned sensitive receptors. Figure 12-1 identifies areas within the City, based on roadway traffic volumes may result in potential health concerns sensitive receptors absent project specific mitigation as a result of mobile TAC. New discretionary projects, classified as sensitive receptors, located within the established buffer zones should conduct additional air quality analysis and identify any necessary mitigation measures.*

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#### 12.4-I-4

Use the City’s environmental review process to require mitigation measures, as applicable, consistent with the Climate Action Plan (CAP) for new development to impacts from greenhouse gas emissions and hazardous air pollutants.

*Mitigation measures appropriate for the type of project and its physical location can reduce air quality and greenhouse emissions impacts through reduced energy use and motor vehicle use. The adoption of SB 743 has changed the way traffic impacts are mitigated based on vehicle miles traveled as opposed to a delay and level of service standard.*

#### 12.4-I-5

Comply with the regional Clean Air Plan by locally implementing BAAQMD best management practices and greenhouse gas reductions consistent with the targets identified in the San Ramon CAP.

*The regional Clean Air Plan includes transportation control measures that reduce vehicle emissions by increasing transit use, carpooling, bicycling and walking. Many of these measures are reliant on local government action for implementation. The City works closely with the BAAQMD and the MTC to implement applicable measures in San Ramon.*

#### 12.4-I-6

Educate residents on the linkage between land use, transportation, and their impacts on water, energy use, and air pollution. Efforts should include educational materials through a variety of effective and engaging platforms and venues.

*Without the understanding and support of the general public, local air quality and climate change prevention programs cannot be expected to achieve the desired results. Illustrating the livability and other benefits of land use and transportation measures such as increased density near transit or reduced street widths and traffic calming can increase support for these measures. Educating the public on air quality issues is a vital component of a successful air quality program. For example, the BAAQMD’s Spare the Air Program includes measures that encourage the public to reduce polluting activities on bad air days such as ridesharing, free transit passes, and fireplace use curtailment.*

## 12.5 AIR QUALITY, LAND USE, AND TRANSPORTATION

### GUIDING POLICIES – AIR QUALITY, LAND USE, AND TRANSPORTATION

**12.5-G-1**

Reduce greenhouse gas emissions and improve air quality by encouraging development that integrates land use and transportation planning principles through the creation of compact, mixed-use neighborhoods that are bike and pedestrian-friendly.

**IMPLEMENTING POLICIES – AIR QUALITY, LAND USE, AND TRANSPORTATION**
**12.5-I-1**

Minimize air pollution through project review, CEQA evaluation, and conditions of approval that are consistent with CAP GHG emissions targets and BAAQMD toxic air quality contaminant exposure thresholds

**12.5-I-2**

Support and encourage projects proposing infill, and mixed-use development that create walkable and bicycle friendly neighborhoods and communities that increase access to transit.

*Strategies that reduce air quality impacts, such as mixed-use development, will encourage people to walk between home and business. Local emissions can also be reduced by incorporating such strategies as Complete Streets, trails and bicycle paths into site design, as well as secure bicycle parking at destinations encouraging people to use their cars less frequently. The City encourages the use of best available technologies in terms of energy efficiency and air pollutant emissions that provide cost-effective emission reductions.*

**12.5-I-3**

Implement the Growth Management program to assess new development project impacts on transit plans and facilities to minimize impacts from greenhouse gases and air pollution.

*Projects with higher density housing or employment centers that are close to high-quality transit service contribute to the success of the transit system through increased ridership. Conversely, low-density development near transit stations can reduce the effectiveness of the transit system. The City can identify areas along transit corridors or near existing or proposed transit facilities where new growth areas can be planned to maximize their potential for transit service. The City can coordinate and consult with the regional transit agencies on large projects.*

**12.5-I-4**

Consider the City’s jobs to housing ratio when approving development applications to reduce VMT to below the significance threshold.

## **12.6 HAZARDOUS EMISSIONS AND PUBLIC HEALTH**

### **GUIDING POLICIES – HAZARDOUS EMISSIONS AND PUBLIC HEALTH**

**12.6-G-1**

Utilize CEQA review and conditions of approval at the plan and project level to implement the Bay Area Air Quality Management District toxic air quality contaminant exposure criteria to minimize public exposure to hazardous air pollutants that impact public health.

### **IMPLEMENTING POLICIES – HAZARDOUS EMISSIONS AND PUBLIC HEALTH**

**12.6-I-1**

In accordance with BAAQMD Air Quality Guidelines, locate sources of hazardous emissions at appropriate distances from existing and planned sensitive land uses to minimize or avoid potential health risks to people that might result from hazardous air pollutant emissions.

*Siting decisions for hazardous emission sources and sensitive receptors have the potential to create land use conflicts. Common hazardous emission sources include freeways and high traffic roads, distribution centers, dry cleaners, gasoline stations, diesel engines, and auto body shops. Providing appropriate locations and separation for incompatible land uses for all types of development can minimize conflicts and promote economic growth. The ARB’s Air Quality and Land Use Handbook provides suggestions for appropriate distances between sensitive uses and sources of hazardous emissions. The Handbook recognizes that local conditions should be considered in application of the guidelines. In addition, the City requires health risk assessments for projects with potential for exposure to significant amounts of toxic and hazardous emissions.*

**12.6-I-2**

Evaluate potential handling, storage, and transport of hazardous materials in new commercial and industrial developments to minimize public exposure to hazardous air pollutants.

*Development projects that will handle, store, and transport hazardous materials require special consideration and evaluation to ensure that potential accidental releases will not impact the public.*

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**12.6-I-3**

Require construction and grading activities to include particulate emissions reduction measures in their Grading Manual Standards to limit fugitive dust and particulate pollution related to equipment.

*Particulate emissions are generated during construction activities from diesel engines used for most off-road equipment and from soil disturbance during site grading. This implementing policy supports the Bay Area Air Quality Management District’s Clean Air Plan. Best management practices for construction and grading such as site watering, and use of diesel particulate filters are often required as mitigation measures in environmental documents and as standard conditions for projects requiring a grading plan.*

**12.6-I-4**

Provide public information on the efforts by BAAQMD to reduce wood smoke pollution through informational handouts outlining health concerns related to increased fine particulate pollution, especially during wildfire and Spare the Air events.

*Many homes in San Ramon are equipped with fireplaces, which are an important source of localized air pollution. Wood smoke released from wood burning devices such as fireplaces and wood stoves contains carbon monoxide, nitrogen dioxide, volatile organic compounds, and inhalable particulate matter (PM10). The City enforces the BAAQMD’s Spare the Air Program that prohibits wood burning on days when air quality is unhealthy. The program also requires anyone, selling, renting, or leasing a property in the Bay Area to disclose the potential health impacts from air pollution caused by burning wood. Residents must register EPA-certified devices with the Air District to be exempt from the burn ban alerts or will no longer be exempt and subject to penalty for a violation.*

**12.6-I-5**

Comply with BAAQMD CEQA guidance and thresholds as part of conditions of approval and CEQA review for plans and projects.

## 12.7 TRANSPORTATION ENHANCEMENT

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### GUIDING POLICIES – TRANSPORTATION ENHANCEMENT

**12.7-G-1**

Reduce greenhouse gas emissions by shifting to multi-modal transportation systems, and zero-emission and low-emission vehicles and car-sharing programs by enhancing existing infrastructure and improving multi-modal infrastructure options.

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**IMPLEMENTING POLICIES – TRANSPORTATION ENHANCEMENT**

**12.7-I-1** The City shall encourage participation in feasible, affordable, innovative and flexible employer-based trip reduction programs for employees and encourage employer and resident participation in employer-based trip reduction programs, including, but not limited to the BAAQMD Commuter Benefit Program.

*The City leads by example with early implementation and demonstration of trip reduction programs. Current programs include: Guaranteed Ride Home, Vanpool Subsidies, Carpool Incentives, Transit Incentives, Student Transit Ticket Program, and Spare the Air participation. City departments with regular business hours can consider telecommuting programs and flexible work schedules so long as customer service is not affected.*

**12.7-I-2** City fleet vehicle managers shall develop and maintain a fiscally sound plan to transition to cleaner fleets with a conversion schedule, where feasible, enacted by an adopted Green Vehicle Procurement Policy.

*The City of San Ramon has an active program to upgrade its fleet vehicles and has been adding alternative fuel vehicles to its fleet since 1999. The City is also upgrading facilities to include EV charging stations and additional alternative vehicle infrastructure support.*

**12.7-I-3** Work with telecommunications companies to develop state-of-the-art telecommunications infrastructure within the city, including broadband access and neighborhood work centers for telecommuting to reduce vehicular commute travel and related emissions.

*Encouraging alternative work environments will help reduce travel by automobile, thus reducing air pollution and traffic congestion. Improvements in telecommunications technology have made telecommuting more viable for larger numbers of employees and have lowered the cost.*

**12.7-I-4** Provide information to encourage the use of transportation modes that minimize vehicle miles travelled and the resulting reduction in air pollution and greenhouse gas emissions.

*Reducing the reliance on automobiles will minimize air pollution in the City. The Traffic and Circulation Element includes policies to encourage Complete Streets, public transit and non-motorized modes of travel and coordination of the City’s Transportation Demand Management (TDM) programs with regional plans that are aimed at reducing traffic congestion and improving air quality.*

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**12.7-I-5**

Construct and promote infrastructure and facilities that support and encourages the use of low-emission transportation and alternative modes of travel, including safe and comprehensive bicycle and pedestrian system that connects all parts of the city and development standards that require installation of alternative fuel infrastructure, such as electric vehicle chargers and hydrogen fueling stations.

*The increased use of low-emission vehicles is a cornerstone of implementing the State’s air quality goals and strategy to reduce vehicle emissions that contribute to climate change. Electric vehicle, CNG and fuel cell technology infrastructure development is critical to the expanded use and continued success of these low emission vehicles. The City is in the position to continue to promote the development of this infrastructure as part of the City’s Capital Improvement Program for City facilities and for private property based on new regulations for new development. The City should continue to review and refine its Zoning Ordinance and development standards for residential and commercial properties to ensure that opportunities for low emission vehicle infrastructure are considered as part of the design process and pursued where appropriate. Pre-wiring for single-family development should be assessed based on the nature of the development and installation standards for EV charging stations and similar technologies should be considered for commercial office, retail and multifamily development.*

*Additionally, programs that encourage people to walk, bicycle, carpool, and use public transit are more successful when infrastructure and facilities are in place that increase convenience and safety of using those modes. San Ramon has developed a wide variety of facilities at locations around the City that fulfill this policy. Examples include the San Ramon Transit Center, park and ride lots, and bike racks and lockers at the Transit Center. Complete Streets, bicycling and walking are key elements of San Ramon’s circulation system. The City has an extensive network of bikeways, sidewalks, and trails that enhance neighborhood accessibility and help to reduce reliance on the private automobile. All new development is required to consider the bicycle and pedestrian system in their design.*

**12.7-I-6**

Invest in low-emission or zero-emission transportation infrastructure through Traffic Demand Management programs and incentivizing trip reduction programs to reduce traffic congestion and harmful pollutants generated from increased traffic and traffic congestion.

## 12.8 ENERGY EFFICIENCY AND CONSERVATION

### GUIDING POLICIES – ENERGY EFFICIENCY AND CONSERVATION

#### 12.8-G-1

Minimize emissions and potential climate change impacts related to energy consumption through government operations and the built environment.

### IMPLEMENTING POLICIES – ENERGY EFFICIENCY AND CONSERVATION

#### 12.8-I-1

Work with developers and homeowners to utilize high efficiency all-electric appliances and equipment in new and existing development projects within the city through implementation of on-going State building code standards.

*Natural gas-burning appliances used for space heating, water heating, and cooking are a sizable source of NO<sub>x</sub> and CO<sub>2</sub> emissions. Consumption of electricity also causes pollutant emissions from the operation of power plants fueled by fossil fuels. Reduction in local energy demand will reduce overall energy demand, which decreases the expediency for power plant construction. Local efforts to reduce energy consumption can save consumers money and improve air quality. Simple and cost-effective designs, technologies, and methods are available to achieve energy savings and reduce air pollutant emissions.*

#### 12.8-I-2

Encourage resident and business participation in Marin Clean Energy (MCE), as a regional not-for-profit renewable electricity provider.

#### 12.8-I-3

Work with developers during the design review phase to incorporate features to reduce the heat island effect and energy usage by shading buildings, homes, streets, and pedestrian walkways, such as increasing tree and vegetation cover, installing lighter colored building and roofing materials, and using cool pavements.

*San Ramon's Community Forestry Program was adopted in recognition that trees abate noise and air pollution, favorably modify micro-climates, reduce soil erosion and runoff, protect against flood hazards and risk of landslides, enhance the visual environment, encourage quality development, and provide a source of community pride. San Ramon's Landscape Design Standards require landscaping plans for nearly all development. In parking lots, canopy trees are required to be provided throughout the parking area at the equivalent of one tree for every four spaces, to provide shade. One tree for each 30 linear feet is required adjacent to residential areas. Trees that shade building roofs can reduce the area available for installation of solar panels. The shading potential of trees, accounting for long-term growth potential, should be considered for all projects installing solar panels.*

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**12.8-I-4**

Sustain on-going efforts with utility providers, developers, and local water agencies to promote and encourage voluntary rebate programs that utilize efficient building designs and energy saving equipment in new and existing development projects within the city.

*PG&E and East Bay Municipal Utility District (EBMUD) offer incentives, rebates, and technical assistance to residents and businesses wanting to improve energy efficiency and reduce water use.*

**12.8-I-5**

Encourage responsible development standards that, where reasonably available, use reclaimed water and non-potable water sources for particulate matter control, including landscaping and construction activities such as fugitive dust control. The development standards shall require new development areas that will be foreseeably served with recycled water to be plumbed with a “purple pipe” system to facilitate the future use of recycled water for landscape irrigation.

*Implementation of this standard shall be through the adoption of development regulations and standards such as the Zoning Ordinance and Grading Manual and shall include applicability thresholds based on project size and a waiver process when application of these standards are not practicable in the context of the site conditions, state and federal regulations, water quality regulations, the project size and scope, project impacts or environmental concerns.*

*EBMUD and the Dublin San Ramon Services District (DSRSD) jointly provide and distribute recycled municipal water in San Ramon through the San Ramon Valley Recycled Water Program (DERWA). At least half of the City’s parks are currently using recycled water for irrigation. When completed, the program will supply approximately 2 million gallons per day (mgd) to parts of San Ramon, Danville, and Blackhawk. Future plans identify a network of recycled water lines serving the Bishop Ranch office park. Specific project requirements for the use or future use of “purple pipe” and reclaimed water for construction purposes shall be incorporated into the project’s development conditions and permit requirements.*

**12.8-I-6**

Encourage the use of recycled materials for construction and the efforts of the building industry, water and utility districts, and BAAQMD to promote enhanced energy conservation and sustainable building standards for new construction.

*The City of San Ramon encourages sustainable building practices by providing New Residential Construction Green Building Guidelines that were prepared for Contra Costa County communities. Programs such as LEED certification operated by the U.S. Green Building Council, the Energy Star operated by EPA and the U.S. Department of Energy, and others provide developers with recognition for going above and beyond current standards. City staff participates on the Green Affordable Housing Coalition that provides information and outreach on green building to the affordable housing community.*

**12.8-I-7**

Work with local conservation organizations, local contractors and developers, and the building industry to revise or develop design standards that achieve energy efficiency, weatherization, and carbon neutral buildings relating to solar orientation, using remote sensors that adjust heating, cooling and lighting, cooling building materials, landscaping, use of cool paving surfaces, parking lot shading and other measures oriented towards reducing energy demand in the built environment.

*Measures and practices that have been proven effective over time can be incorporated as City design standards to provide consistent implementation and guidance to developers. Solar orientation can provide benefits from passive design features to solar power generation. Water conserving landscaping and irrigation systems are effective in reducing water demand. Measures such as using cool paving materials with higher reflectivity and shading parking lots can reduce ambient temperatures and cooling loads.*

**12.8-I-8**

Encourage use of materials developed with recycled materials as well as recycling and composting in order to reduce materials being sent to landfills.

*Recycling has been expanded to cover more and more types of materials to meet state recycling and diversion mandates. In addition, to extending the life of the landfill, recycling and diversion results in energy savings related to manufacturing of new items, transport of the waste, and reduced methane production from the decomposition of organic waste. San Ramon has many programs in place, including Composting of Residential Yard Trimmings, Composting of Residential Food Scraps and Soiled Paper, Home Composting Program, Curbside Recycling Program, Multi-Family Dwelling Recycling Program, Commercial Recycling Program, and City Facilities, Events, and Venues Recycling Program. San Ramon Municipal Code, Division B6, Chapters XIII and II, requires projects to divert at least 50 percent of waste from construction/demolition/remodel activities.*

**12.8-I-9** Provide recycling programs to directly accept or connect construction companies with those who accept construction and demolition debris, and provide resources on where recycled materials can be procured for local use.

**12.8-I-10** Engage with residents, businesses, haulers, solid waste facilities and local food banks to educate community members and stakeholders on SB 1383 requirements to reduce methane emissions that would otherwise be generated from disposed organic waste at landfills.

**12.9 CLIMATE CHANGE**

**GUIDING POLICIES – CLIMATE CHANGE**

**12.9-G-1** Reduce the City’s proportionate contribution of greenhouse gas emissions derived from municipal operations.

**IMPLEMENTING POLICIES – CLIMATE CHANGE**

**12.9-I-1** Strive to reduce greenhouse gas emissions from its internal governmental operations and land use activities within its authority 40 percent below 1990 levels by 2030 and reaching carbon neutrality by 2045. The City will also work with MTC to ensure that the City receives its proportionate fair share reduction in greenhouse gas emissions as may be identified under the provisions of SB 375 (2008 Chapter 728) for any projects or activities requiring approval by MTC.

*The California Air Resources Board (ARB) Scoping Plan suggests that cities strive to achieve a 15 percent emission reduction from government operations and the overall community by 2020. As part of SB 375 implementation, the SB 375 Regional Targets Advisory Committee recommended approaches to set greenhouse gas reduction targets to the*



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ARB in September 2009. The ARB adopted final regional targets on September 23, 2010. The City will work with the MTC to determine the City's proportionate fair share reduction of the regional targets. The results of this process could require revision of the City's internal greenhouse gas targets.

**12.9-I-2** Keep current and maintain the City's adopted Climate Action Plan (CAP) as an implementation strategy of the General Plan 2040.

*The CAP shall include an inventory of greenhouse gas emissions within the City. The CAP shall set out specific policies and actions to be undertaken by the City to reduce greenhouse gas emissions under the control of the City. The CAP targets will be updated as necessary during periodic reviews of the CAP based upon the potential of available sources for control, the feasibility of control implementation, and potential for funding to pursue implementation.*



**12.9-I-3** Conduct regular reviews of San Ramon's progress towards meeting greenhouse gas emission reduction targets established in the San Ramon CAP by ~~annually~~ biennially tracking and reporting on communitywide GHG emissions and updating the GHG emissions inventory and CAP every 4 to 8 years, reporting progress and revising the plan as needed to achieve the plan's objectives.

*The Annual Progress Reports required for the General Plan by Government Code Section 65400(a)(2) also provides a suitable forum to address progress on CAP implementation. Under adaptive management, measures would be assessed periodically for effectiveness and revised or replaced as needed to improve the program.*

**12.9-I-4** Meet with other local and regional governments to assess federal and state programs and their impact on greenhouse gas emissions and mitigation efforts and revise the CAP as necessary.

*Federal and state programs to reduce greenhouse gases often affect the same emission sources that will be targeted for reductions by the City. Work with other local and regional governments to ensure that its efforts enhance state and federal programs and are not duplicative.*

**12.9-I-5**

Develop, adopt, and utilize a locally applicable CAP and CEQA significance thresholds consistent with BAAQMD CEQA GHG guidance for the evaluation of plan and project-level greenhouse gas emissions impacts and implementation of identified mitigation.

The 2022 BAAQMD *CEQA Thresholds for Evaluating the Significance of Climate Impacts From Land Use Projects and Plans* requires that a plan or project (1) be consistent with a qualified local GHG reduction strategy (i.e., CAP) or (2) be 100 percent electric; provide EV charging and parking as required by CalGreen Tier 2 standards, and achieve 15 percent below regionwide vehicle miles traveled. The City of San Ramon is in the process of adopting a qualified GHG reduction strategy (i.e., 2023 CAP).



## LIST OF ACRONYMS

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- AB:** Assembly Bill
- ABAG:** Association of Bay Area Governments
- ACS:** American Community Survey
- ADA:** Americans with Disabilities Act
- AMI:** Area Median Income
- APS:** Alternative Planning Strategy
- ARB:** Architectural Review Board
- ARB:** California Air Resources Board
- BAAQMD:** Bay Area Air Quality Management District
- BACT:** Best Available Control Technology
- BART:** Bay Area Rapid Transit
- BAU:** business as usual
- BMP:** Best Management Practice
- BMR:** Below-Market Rate
- CAL FIRE:** California Department of Forestry and Fire Protection
- CALTRANS:** California Department of Transportation
- CAP:** Climate Action Plan
- CAR:** California Association of Realtors
- CASA:** Community Assisted Shared Appreciation Program
- CC&Rs:** Covenants, Conditions, and Restrictions
- CCCTA:** Central Contra Costa Transit Authority
- CCSP:** Crow Canyon Specific Plan
- CCTA:** Contra Costa Transportation Authority
- CDBG:** Community Development Block Grant
- CDFW:** California Department of Fish and Wildlife
- CEPA:** California Environmental Protection Agency
- CEQA:** California Environmental Quality Act
- CERT:** Community Emergency Response Team
- CFD:** Community Facilities District
- CHAS:** Housing and Urban Development Comprehensive Housing Affordability Strategy
- CHFA:** California Housing Finance Agency

**CIP:** Capital Improvement Program

**CIWMB:** California Integrated Waste Management Board

**CMFNH:** California Multifamily New Homes

**CMP:** Congestion Management Plan

**CNEL:** Community Noise Equivalent Level

**CNPS:** California Native Plant Society

**CPTED:** Crime Prevention Through Environmental Design

**CSA:** County Service Area

**dB:** Decibel

**dBA:** Decibel A-Weighted

**DDS:** State Department of Developmental Services

**DERWA:** Dublin San Ramon Services District and East Bay Municipal Utilities District Recycled Water Authority

**DNL:** Day-Night Average Noise Level

**DSRSD:** Dublin San Ramon Services District

**DTSC:** Department of Toxic Substances Control, State of California

**DU:** Dwelling Unit

**EBMUD:** East Bay Municipal Utility District

**EBRPD:** East Bay Regional Parks District

**ECHO:** Eden Council for Hope and Opportunity

**EDAC:** Economic Development Advisory Committee

**EDSP:** Economic Development Strategic Plan

**EIR:** Environmental Impact Report (CEQA)

**EMF:** Electric and Magnetic Field

**EPA:** United States Environmental Protection Agency

**EV:** Electric Vehicle

**FAR:** Floor Area Ratio

**FCWCD:** Flood Control and Water Conservation District, Contra Costa County

**FEMA:** Federal Emergency Management Agency

**FHAA:** Fair Housing Amendment Act

**FMR:** fair market rent

**FY:** Fiscal Year

**GAHC:** Green Affordable Housing Coalition

**GHADs:** Geologic Hazard Abatement Districts

**GHG:** greenhouse gas(es)

**GME:** Growth Management Element

**GMI:** Gross Monthly Income

**GMP:** Growth Management Program

**GPRC:** General Plan Review Commission

**GWP:** global warming potential

**HAC:** Housing Advisory Committee

**HCD:** Housing and Community Development Department of the State of California

**HCP:** Habitat Conservation Plan

**HELP:** Housing Enabled by Local Partnerships

**HFCs:** hydrofluorocarbons

**HHW:** Household Hazardous Waste

**HMDA:** Home Mortgage Disclosure Act

**HOME:** Home Investment Partnership Act

**HOV:** High Occupancy Vehicle

**HUD:** Housing and Urban Development

**I:** Interstate

**JPA:** Joint Powers Agreement

**LAFCo:** Local Agency Formation Commission

**Ldn:** Day-Night Average Sound Level

**LESA:** Land Evaluation and Site Assessment

**LID:** Low Impact Development

**LOS:** Level of Service

**LUP:** Land Use Permit

**MBTA:** Migratory Bird Treaty Act

**mgd:** million gallons per day

**MLS:** Multiple Listing Service

**MMTCO<sub>2</sub>e:** million metric tons of carbon dioxide equivalent

**MOU:** Memorandum of Understanding

**MTC:** Metropolitan Transportation Commission

**MU:** Mixed Use

**MUP:** Minor Use Permit

**MVSD:** Mountain View Sanitary District

**MWELo:** Model Water Efficient Landscape Ordinance

**NCCP:** Natural Communities Conservation Plan

**NCRSP:** North Camino Ramon Specific Plan

**NIMS:** National Incident Management System

**NPDES:** National Pollutant Discharge Elimination System

**NWSP:** North West Specific Plan

**OPR:** Office of Planning and Research

**PCA:** Priority Conservation Area

**PD:** Planned Development

**PDA:** Priority Development Area

**PFCs:** perfluorocarbons

**PG&E:** Pacific Gas and Electric Company

**PM:** particulate matter

**ppb:** parts per billion

**ppm:** parts per million

**ppt:** parts per trillion

**RCEB:** Regional Center of the East Bay

**RCFE:** Residential Care Facilities for the Elderly

**RCOD:** Resource Conservation Overlay District

**RDA:** Redevelopment Agency

**RFQ:** Request for Qualifications

**RHNA:** Regional Housing Needs Allocation

**RMI:** Regional Median Income

**RTC:** Residential Traffic Calming Program

**RTP:** Regional Transportation Plan

**SB:** Senate Bill

**SCS:** Sustainable Communities Strategy

**SDU:** second dwelling unit

**SDU:** secondary dwelling unit

**SEMS:** Standardized Emergency Management System

**SHIA:** Supportive Housing Initiative Act

**SOI:** Sphere of Influence

**SQ. FT.:** Square Feet  
**SRO:** Single Room Occupancy  
**SRVFPD:** San Ramon Valley Fire Protection District  
**SRVUSD:** San Ramon Valley Unified School District  
**SWAT:** Southwest Area Transportation Committee  
**SWP:** State Water Project  
**TAC:** toxic air contaminant  
**TAC:** Transportation Advisory Committee  
**TDM:** Transportation Demand Management  
**TDR:** Transfer of Development Rights  
**TLC:** Transportation for Livable Communities  
**TOD:** Transit-Oriented Development  
**TSM:** Transportation Systems Management  
**TVAHC:** Tri-Valley Affordable Housing Committee  
**TVPOA:** Tassajara Valley Property Owners Association  
**TVTC:** Tri-Valley Transportation Council  
**UBC:** Uniform Building Code  
**UFC:** Uniform Fire Code  
**UGB:** Urban Growth Boundary  
**ULL:** Urban Limit Line  
**USFWS:** United States Fish and Wildlife Service  
**USGS:** United States Geological Survey  
**UST:** Underground Storage Tank  
**V/C:** volume to capacity ratio  
**VCSD:** Valley Community Services District  
**VMT:** vehicle miles traveled  
**VWM:** Valley Waste Management  
**ZA:** Zoning Administrator

## GLOSSARY

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**360-degree design:** An architectural design that relates to all adjacent buildings, including those on the sides and rear as well as those facing the building.

**Acres, Gross:** A measure of total land area of any lot including streets, parks and other land dedications.

**Acres, Net:** The gross area of a site excluding:

1. All public and private streets, and streets.
2. Land which has been determined to be hazardous or unbuildable based on the City's grading ordinance or the Resource Management Division of the Zoning Ordinance.
3. Land within any existing or planned non-exclusive easement.
4. Schools and parks or other facilities dedicated for public use.

**Affordable Housing:** Housing that can be purchased or rented by a household with very low, low, or moderate income and based on a household's ability to make monthly payments necessary to obtain housing. ~~Housing is considered affordable when a household pays less than 30% of its gross monthly income (GMI) for housing, including utilities.~~

**Agency:** The governmental entity, department, office, or administrative unit responsible for carrying out regulations.

**Agricultural Preserve:** Land designated for agriculture or conservation (see "Williamson Act").

**Agricultural Land:** Land as identified by the California Department of Conservation Farmland Mapping and Monitoring Program.

**Air Pollution:** Concentrations of substances found in the atmosphere that exceed naturally occurring quantities and are undesirable or harmful in some way.

**Alquist-Priolo Earthquake Fault Zoning Act, Earthquake Fault Zone:** A seismic hazard zone designated by the State of California within which specialized geologic investigations must be prepared prior to approval of certain new development.

**Ambient:** Surrounding on all sides; used to describe measurements of existing conditions with respect to traffic, noise, air, and other environments.

**Aquifer:** An underground, water-bearing layer of earth, porous rock, sand, or gravel, through which water can seep or be held in natural storage. ~~Aquifers generally hold sufficient water to be used as a water supply.~~

**Archaeological:** Relating to the material remains of past human life, culture, or activities.

**Architectural Review:** Regulations and procedures requiring the placement and exterior design of structures to be suitable, harmonious, and in keeping with the general appearance, historical character, and/or style of surrounding areas.

**Arterial:** A major street carrying volumes of relatively high speed traffic from local and collector streets to and from freeways and other major streets. These streets have controlled intersections and generally provide limited direct access to abutting properties.

**Assessment District; Benefit Assessment District:** An area within a public agency's boundaries that receives a special benefit from the construction of one or more public facilities. ~~A Benefit Assessment District has no legal life of its own and cannot act by itself. It is strictly by providing a financing mechanism for providing public infrastructure as allowed under the Streets and Highways Code. Bonds may be issued to finance the improvements, subject to repayment by assessments charged against the benefiting properties. Creation of a Benefit Assessment District enables property owners in a specific area to cause the construction of public facilities or to maintain them (for example, a downtown, or the grounds and landscaping of a specific area) by contributing their fair share of the construction and/or installation and operating costs.~~

**Basic Routes:** All local roads not designated as Routes of Regional Significance.

**Below-Market-Rate (BMR) Housing Unit:** Any housing unit specifically priced to be sold or rented to very-low, low- or moderate-income households for an amount less than the fair-market value of the unit. The U.S. Department of Housing and Urban Development sets standards for determining which households qualify as “low income” or “moderate income.”

**Best Available Control Technology (BACT):** The most stringent emission limit or control technique that has been achieved in practice that is applicable to a particular emission source.

**Best Management Practices (BMP):** ~~The combination of conservation measures, structure, or management practices that reduces or avoids adverse impacts of development on adjoining site’s land, water, or waterways, and waterbodies.~~ Management practices and structural controls used to prevent or reduce the discharge of pollutants from runoff, spillage or leaks, sludge or waste disposal, or drainage from raw material storage to waters of the United States. BMPs include scheduling of activities, prohibitions of practices, operation and maintenance procedures, treatment, and vegetated infiltration basins amongst other practices.

**Bicycle Lane (Class II facility):** A corridor expressly reserved for bicycles, existing on a street or roadway in addition to any lanes for use by motorized vehicles.

**Bicycle Path (Class I facility):** A paved route not on a street or roadway and expressly reserved for bicycles traversing an otherwise unpaved area. Bicycle paths may parallel roads but typically are separated from them by landscaping.

**Bicycle Route (Class III facility):** A facility shared with pedestrians and motorists, identified only by signs, and having no pavement markings or lane stripes.

**Bikeways:** A term that encompasses bicycle lanes, bicycle paths and bicycle routes.

**Buffer Zone:** An area of land separating two distinct land uses which acts to soften or mitigate the effects of one land use on the other.

**Business Services:** A subcategory of commercial land use which permits establishments primarily engaged in rendering services to other business establishments on a fee or contract basis such as: namely, advertising and mailing, building maintenance, personnel and employment services, management and consulting services, protective services, equipment rental and leasing, photo finishing, copying and printing, and travel, ~~and similar services.~~

**California Housing Finance Agency (CHFA):** A State agency, established by the Housing and Home Finance Act of 1975, which is authorized to sell revenue bonds and generate funds for the development, rehabilitation, and conservation of low- and moderate-income housing.

**Capital Costs:** The cost of public improvements or facilities and major pieces of equipment (e.g. utility systems, major roads, communication facilities, and public buildings) that have a useful life of more than three years.

**Capital Improvement Program (CIP):** A program, administered by the City that schedules permanent improvements, usually for a minimum of five years into the future, to fit the projected fiscal capability of the City. ~~The program generally is reviewed annually for conformance to and consistency with the General Plan.~~

**Carbon Dioxide (CO<sub>2</sub>):** A colorless, odorless, non-poison gas that is a normal part of the atmosphere.

**Carbon Monoxide (CO):** ~~A colorless, odorless, highly poisonous gas produced by automobiles and other machines with internal combustion engines that imperfectly burn fossil fuels such as oil and gas.~~ colorless, odorless, poisonous gas formed by incomplete combustion of carbon.



**Channelization:** (1) The straightening and/or deepening of a watercourse for purposes of storm-runoff control or ease of navigation. Channelization often includes lining of stream banks with a retaining material such as concrete. (2) At the intersection of roadways, the directional separation of traffic lanes through the use of curbs or raised islands that limit the paths that vehicles may take through the intersection.

**Circulation Element:** One of seven State-mandated elements of a local general plan, it contains adopted goals, policies, and implementation programs for the planning and management of existing and proposed thoroughfares and transportation routes correlated with the Land Use Element of the General Plan.

**City:** City, with a capital “C,” refers to the City of San Ramon; when used with a lower case “c” it means any city.

**City Center:** ~~A central gathering place including civic, cultural, commercial, and social activities.~~

**Climate Action Plan (CAP):** It identifies programs and actions to reduce greenhouse gas emissions to meet the greenhouse gas reduction goal. Specifically, the CAP identifies the sources of greenhouse gas emissions and the sectors such as transportation, energy, and waste to be targeted for emissions reductions, and it provides emission reduction goals and strategies.

**Clustered Development:** Development in which a number of dwelling units are placed in closer proximity than typically permitted, or are attached, with the purpose of minimizing grading and retaining open space areas.

**Collector Street:** A street serving traffic movements between arterial and local streets, generally providing direct access to abutting properties.

**Colluvium:** Loose and incoherent deposits, usually at the foot of a slope or cliff and brought there chiefly by gravity.

**Combined Sewer/Combination Sewer:** A sewer system that carries both sanitary sewage and storm water runoff.

**Commercial:** A land use classification that permits facilities for the buying and selling of commodities and services.

**Commercial Services:** A classification of land uses intended to provide a broad range of services to the general public. Commercial services may include automobile sales and services, building materials, contractors’ yards, warehousing, storage and similar uses as ~~defined by local zoning regulations.~~

**Community Care Facility:** Senior housing licensed by the State Health and Welfare Agency, Department of Social Services, typically for residents who are frail and need supervision. Services normally include three meals daily, housekeeping, security and emergency response, a full activities program, supervision in the dispensing of medicine, personal services such as assistance in grooming and bathing, but no nursing care. Sometimes referred to as residential care or personal care. (See “Congregate Care.”)

**Community Development Block Grant (CDBG):** A grant program administered by the U.S. Department of Housing and Urban Development on a formula basis for entitlement communities, and by the State Department of Housing and Community Development for non-entitled jurisdictions.

**Community Facilities District:** Under the Mello-Roos Community Facilities Act of 1982 (Government Code Section 53311, et. seq.), a legislative body may create within its jurisdiction a special district that can issue tax-exempt bonds for the planning, design, acquisition, construction, and/or operation of public facilities, as well as provide public services to district residents. Special tax assessments levied by the district are used to repay the bonds.

**Community Noise Equivalent Level (CNEL):** A 24-hour energy equivalent level derived from a variety of single-noise events with weighing factors of 5 and 10 dBA applied to the evening (7:00 p.m. to 10:00 p.m.) and nighttime (10:00 p.m. to 7:00 a.m.) periods, respectively, to allow for the greater sensitivity to noise during these hours (see “L<sub>dn</sub>”).

~~**Community Redevelopment Agency:** A local agency created under California Redevelopment Law, or a local legislative body which has elected to exercise the powers granted to such an agency, for the purpose of planning, developing, re-planning, redesigning, clearing, reconstructing, and/or rehabilitating all or part of a specified area with residential, commercial, industrial, and/or public (including recreational) structures and facilities. The redevelopment agency’s plans must be compatible with adopted community general plans.~~

**Complete Streets:** Complete streets are designed and operated to enable safe and comfortable access for all users, particularly non-motorized modes. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.

**Congregate Care:** Apartment housing, usually for seniors, in a group setting that includes independent living and sleeping accommodations in conjunction with shared dining and recreational facilities. (See “Community Care Facility.”)

**Conservation:** The management of natural resources to prevent waste, destruction or neglect.

**Consistent:** Free from ~~variation or~~ contradiction. Programs in the General Plan are to be consistent, not contradictory ~~or preferential~~. State law requires consistency between a General Plan and implementation measures such as the Zoning Ordinance.

**Covenants, Conditions, and Restrictions (CC&Rs):** A term used to describe restrictive limitations which may be placed on a property and its use and which usually are made a condition of holding title or lease.

**Creek:** A natural stream of water normally smaller than and often tributary to a river, which may be shown on the Resource Management Map (Figure 8-3).

**Cul-de-sac:** A short street or alley with only a single means of ingress and egress at one end and with a large turnaround at its other end.

**Cumulative Impact:** As used in CEQA, the total impact resulting from the accumulated impacts of individual projects or programs over time.

**dB:** Decibel; a unit used to express the relative intensity of a sound as it is heard by the human ear.

**dBA:** The “A-weighted” scale for measuring sound in decibels; weighs or reduces the effects of low and high frequencies in order to simulate human hearing.

**Dedication:** The turning over by an owner or developer of private land for public use, and the acceptance of land for such use by the governmental agency having jurisdiction over the public function for which it will be used.

**Dedication, In lieu of:** Cash payments which may be required of an owner or developer as a substitute for a dedication of land, usually calculated in dollars per lot, and referred to as in lieu fees or in lieu contributions.

**Density:** Residential developments are regulated by an allowed density range (minimum and maximum) measured in “dwelling units per net acre.” Residential density is calculated by dividing the number of housing units on the site (excluding accessory dwelling units) by the net acreage of the site.

**Density Bonus:** The allocation of development rights that allow a parcel to accommodate additional square footage or additional residential units beyond the maximum for which the parcel is zoned, ~~usually in exchange for the provision or preservation of an amenity at the same site or at another location.~~

**Design Review:** The comprehensive evaluation of a development and its impact on neighboring properties and the community as a whole, from the standpoint of site and landscape design, architecture, materials, colors, lighting, and signs, in accordance with a set of adopted criteria and standards.

**Detention Dam/Basin/Pond:** Facilities classified according to the broad function they serve, such as storage, diversion, or detention. Detention dams are constructed to retard flood runoff and minimize the effect of sudden floods.

**Developer:** An individual who, or business which, prepares raw land for the construction of buildings or builds or causes to be built physical building space for use primarily by others, and in which the preparation of the land or the creation of the building space is in itself a business and is not incidental to another business or activity.

**Development:** The physical extension and/or construction of urban land uses. Development activities include but are not limited to: subdivision of land; construction or alteration of structures, roads, utilities, and other facilities; installation of septic systems; grading; deposit of refuse, debris, or fill materials; and clearing of natural vegetation cover (with the exception of agricultural activities). Routine repair and maintenance activities are not considered as “development.”

**Development Fee:** See “Impact Fee.”

**Development Rights:** The right to develop land by a landowner who maintains fee-simple ownership over the land or by a party other than the owner who has obtained the rights to develop. Such rights usually are expressed in terms of density allowed under existing zoning. For example, one development right may equal one unit of housing or may equal a specific number of square feet of gross floor area in one or more specified zone districts.

**Dwelling Unit:** One or more rooms with a single kitchen, designed for occupancy by one family for living and sleeping purposes.

**Easement:** The right to use property owned by another for specific purposes ~~or to gain access to another property.~~

**Easement, Conservation:** ~~A tool for acquiring open space with less than full fee purchase, whereby a public agency buys only certain specific rights from the landowner. These may be positive rights (providing the public with the opportunity to hunt, fish, hike, or ride over the land) or they may be restrictive rights (limiting the uses to which the landowner may devote the land in the future). A conservation easement is voluntary agreement between a landowner and a land trust or government agency that limits the uses of lands to achieve conservation values.~~

**Easement, Scenic:** A tool that allows a public agency to use land for scenic enhancement, such as roadside landscaping or vista preservation.

**Emission Standard:** The maximum amount of pollutant legally permitted to be discharged from a single source, either mobile or stationary.

**Endangered Species:** ~~A species of animal or plant whose prospects for survival and reproduction are in immediate jeopardy from one or more causes. A species of animal or plant which is in danger of extinction throughout all or a significant portion of its range.~~

**Environmental Impact Report (EIR):** ~~A report that assesses all the environmental characteristics of an area and determines what effects or impacts will result if the area is altered or disturbed by a proposed action.~~ A report to inform the public and public agency decision-makers of significant environmental effects of proposed projects, identify possible ways to minimize those effects, and describe reasonable alternatives to those projects.

**Erosion:** The loosening and transportation of rock and soil debris by wind, rain, or running water.

**Exaction:** A contribution or payment required as an authorized precondition for receiving a development permit; usually refers to mandatory dedication (or fee in lieu of dedication) ~~requirements found in many subdivision regulations.~~

**Expansive Soils:** Soils that swell when they absorb water and shrink as they dry.

**Family:** An individual or a group of persons living together who constitute a housekeeping unit in a dwelling unit, not including a fraternity, sorority, club, or other group of persons occupying a hotel, lodging house or institution of any kind.

**Fault:** A fracture in the earth's crust forming a boundary between rock masses that have shifted. An "active" fault is one that has had surface displacement within Holocene time (about the last 11,000 years). A "potentially active" fault is one that shows evidence of surface displacement during Quaternary time (the last 2 million years).

**Federal Emergency Management Agency (FEMA):** A federal agency that provides disaster relief ~~when cities, counties, or the State cannot respond.~~

**Finding(s):** The result(s) of an investigation and the basis upon which decisions are made. Findings are used by government agencies and bodies to justify action taken by the entity.

**Fire-resistive:** Able to withstand specified temperatures for a certain period of time, such as a one-hour firewall; not fireproof.

**Fiscal Year (FY):** A twelve-month period used for accounting purposes by public and private entities. A fiscal year may have different beginning and ending dates than the calendar year. San Ramon uses a fiscal year that begins July 1 in one calendar year and ends June 30 of the following calendar year. ~~Therefore, San Ramon's fiscal year is designated by a name that includes two calendar years; for example, FY 2000-2001 would be the fiscal year beginning July 1, 2000 and ending June 30, 2001.~~

**Flood, 100-Year:** The magnitude of a flood expected to occur on the average every 100 years, based on historical data. The 100-year flood has a 1/100, or 1%, chance of occurring in any given year.

**Flood, Base:** A 100-year flood that has a 1% likelihood of occurring in any given year.

**Flood Insurance Rate Map (FIRM):** For each community, the official map on which the Federal Insurance Administration has delineated areas of special flood hazard and the premium risk zones applicable to that community.

**Flood Plain:** The relatively level land area on either side of the banks of a stream regularly subject to flooding. That part of the flood plain subject to a 1% chance of flooding in any given year, is designated as an area of special flood hazard by the Federal Insurance Administration.

**Floor Area Ratio (FAR):** Total building size is regulated by a maximum FAR standard. FAR means the net floor area of a building(s) on a parcel divided by the total gross area of that parcel.

**Floor Area, Gross:** The sum of the areas of all floors of a building, measured from the exterior faces of exterior walls or from the center lines of walls separating two buildings. Gross floor area shall not include:

- Interior parking spaces,

- Loading space for motor vehicles,
- Porches,
- Exterior balconies/decks

**Floor Area, Net (Residential):** The sum of the areas of all floors of a [residential](#) building, measured from the exterior faces of exterior walls or from the center lines of walls separating two buildings. Net [residential](#) floor area shall not include:

- Interior parking spaces,
- Loading space for motor vehicles,
- Porches,
- Exterior balconies/decks,
- Areas for vertical circulation,
- Elevator shafts,
- Stairwells,
- ~~Halls,~~
- Lobbies,
- Mechanical, electrical, and technical equipment rooms,
- Janitorial rooms,
- ~~Restrooms,~~
- Storage areas (adjoining loading docks),
- Loading and garbage areas,
- [Residential and Non-residential](#) penthouses

**Floor Area, Net (Non-Residential):** The sum of the areas of all floors of a non-residential building, measured from the exterior faces of exterior walls or from the center lines of walls separating two buildings. Net non-residential floor area shall not include:

- [Interior parking spaces,](#)
- [Loading space for motor vehicles,](#)
- [Porches,](#)
- [Exterior balconies/decks,](#)
- [Areas for vertical circulation,](#)
- [Elevator shafts,](#)
- [Stairwells,](#)
- [Halls,](#)
- [Lobbies,](#)
- [Mechanical, electrical, and technical equipment rooms,](#)
- [Janitorial rooms,](#)
- [Restrooms,](#)
- [Storage areas \(adjoining loading docks\),](#)
- [Loading and garbage areas,](#)
- [Residential and Non-residential penthouses](#)

**Gateway:** A point along a roadway at which a motorist gains a sense of having left one destination and of having arrived at a new and distinct destination.

**Geologic Review:** The analysis of geologic hazards, including all potential seismic hazards, surface ruptures, liquefaction, landsliding, mudsliding, and the potential for erosion and sedimentation.

**Grasslands:** Land reserved for pasturing or mowing, in which grasses are the predominant vegetation.

**Groundwater:** Water under the earth's surface, ~~often confined to aquifers capable of supplying wells and springs.~~

**Groundwater Recharge:** The natural process of infiltration and percolation of rainwater from land areas or streams through permeable soils into water-holding rocks, ~~which provide underground storage ("aquifers").~~

**Group Quarters:** A residential living arrangement, other than the usual house, apartment, or mobile home, in which two or more unrelated persons share living quarters and cooking facilities.

**Growth Management:** The use by a community of a wide range of techniques that direct the amount, type, rate, and location of development desired by the community. Growth management policies can be implemented through growth rates, zoning, capital improvement programs, public facilities ordinances, urban limit lines, standards for levels of service, and other programs.

**Guidelines:** General statements of policy direction for which specific details may be later established.

**Habitat:** The physical location or type of environment in which an organism or biological population lives or occurs.

**Habitat Conservation Plan (HCP):** A Federal program that is designed to extend protection provided for endangered or threatened species to all sensitive habitat in a Planning-planning Areaarea.

**Handicapped:** A person determined to have a mobility impairment or mental disorder expected to be of long or indefinite duration. ~~Many such impairments or disorders are of such a nature that a person's ability to live independently can be improved by appropriate housing conditions.~~

**Hazardous Material:** Any material that, because of its quantity, concentration, or physical or chemical characteristics, poses a significant present or potential hazard to human health and safety or to the environment if released into the workplace or the environment. The term includes, but is not limited to, hazardous substances and hazardous wastes.

**High Occupancy Vehicle (HOV):** Any vehicle other than a driver-only automobile (e.g., a vanpool, a bus, or two or more persons to a car).

**Hillside:** Land that is part of a hill between the summit and the foot with slopes of 10% or more.

**Hillslope:** Hillside.

**Hilltop:** Land that is the highest elevation at the crest of a hill.

**Home Occupation:** A commercial activity conducted solely by the occupants of a particular dwelling unit in a manner incidental to residential occupancy.

**Household:** All those persons, related or unrelated, who occupy a single housing unit. (See "Family.")

**Housing Element:** One of the seven State-mandated elements of a local general plan, it assesses the existing and projected housing needs of all economic segments of the community, identifies potential sites adequate to provide the amount and kind of housing needed, and contains adopted goals, policies, and implementation programs for the preservation, improvement, and development of housing. Under State law, Housing Elements must be updated every five-eight years.

**Housing Unit:** The place of permanent or customary abode of a person or family. A housing unit may be a single-family dwelling, a multi-family dwelling, a condominium, a modular home, a mobile home, a cooperative, or any other residential unit considered real property under State law.

**Impact:** The effect of any man-made actions or indirect repercussions of man-made actions on existing physical, social, or economic conditions.



**Impact Fee:** A fee, also called a development fee, levied on the developer of a project by a city, county, or other public agency as compensation for otherwise-unmitigated impacts the project will produce. ~~California Government Code § 54990 specifies that development fees shall not exceed the estimated reasonable cost of providing the service for which the fee is charged. To lawfully impose a development fee, the public agency must verify its method of calculation and document proper restrictions on use of the fund.~~

**Impervious Surface:** Surface through which water cannot penetrate, such as roof, road, sidewalk, and paved parking lot. ~~The amount of impervious surface increases with development and establishes the need for drainage facilities to carry the increased runoff.~~

**Implementation:** Actions, procedures, programs, or techniques that carry out policies.

**Improvement:** The addition of one or more structures or utilities on a ~~vacant~~ parcel of land.

**Income Categories:** The income limits for each income group are as follows:

1. Extremely Low: A household with an annual income usually no greater than 30% of the area median family adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.
2. Very Low: A household with an annual income usually no greater than 50% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.
3. Low: A household with an annual income usually no greater than 80% of the area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.
4. Moderate: A household with an annual income between the lower income eligibility limits and 120% of the area median family income adjusted by household size, usually as established by the U.S. Department of Housing and Urban Development.
5. Above-Moderate: A household with an annual income above 120% of the County's area median family income adjusted by household size, as determined by a survey of incomes conducted by a city or a county, or in the absence of such a survey, based on the latest available eligibility limits established by the U.S. Department of Housing and Urban Development for the Section 8 housing program.

**Industrial:** The manufacture, production, and processing of consumer goods. Industrial is often divided into "heavy industrial" uses, such as construction yards, quarrying, and factories and "light industrial" uses, such as research and development and less intensive warehousing and manufacturing.

**Infill Development:** Development of underutilized or ~~vacant land (usually individual lots or leftover properties)~~ within areas that are already largely developed.

**Infrastructure:** Public services and facilities, such as sewage-disposal systems, water-supply systems, other utility systems, and roads.

**In Lieu Fee:** (See "Dedication, In lieu of.")



**Institutional Use:** (1) Privately owned and operated activities that are institutional in nature, such as hospitals, museums, and schools; (2) churches and other religious institutions; and (3) other nonprofit activities of an education, youth, welfare, or philanthropic nature that cannot be considered a residential, commercial, or industrial activity. These uses in San Ramon are often referred to as “Public/Semipublic.”

**Intermittent Stream:** A stream that normally flows for at least 30 days after the last major rain of the season and is dry a large part of the year.

**Landmark:** (1) A building, site, object, structure, or significant tree, having historical, architectural, social, or cultural significance and marked for preservation by the local, State, or federal government. (2) A visually prominent or outstanding structure or natural feature that functions as a point of orientation or identification.

**Landscaping:** Planting, including trees, shrubs, and ground covers, suitably designed, selected, installed, and maintained permanently to enhance a site or roadway.

**Landslide:** A general term for a falling mass of soil or rocks.

**Land Use:** The occupation or utilization of land or water area for any human activity or any purpose defined in the General Plan.

**L<sub>dn</sub>:** Day-Night Average Sound Level. The A-weighted average sound level for a given area (measured in decibels) during a 24-hour period with a 10 dB weighing applied to night-time sound levels. The L<sub>dn</sub> is approximately numerically equal to the CNEL for most environmental settings.

**Lease:** A contractual agreement by which an owner of real property (the lessor) gives the right of possession to another (a lessee) for a specified period of time (term) and for a specified consideration (rent).

**L<sub>eq</sub>:** The energy equivalent level, defined as the average sound level on the basis of sound energy (or sound pressure squared). The L<sub>eq</sub> is a “dosage” type measure and is the basis for the descriptions used in current standards, such as the 24-hour CNEL used by the State of California.

**Linkage Fee:** A program designed to offset the impact of employment on housing needs within a community, whereby project approval is conditioned on the provision of housing units or the payment of an equivalent in-lieu fee is a condition of project approval. ~~The linkage program must establish the cause-and-effect relationship between a new commercial or industrial development and the increased demand for housing.~~

**Liquefaction:** The transformation of loose, water-saturated, granular materials (such as sand or silt) from a solid into a liquid state. A type of ground failure that can occur during an earthquake.

**Local Agency Formation Commission (LAFCo):** A commission within each county that reviews and evaluates all proposals for formation of special districts, incorporation of cities, annexation to special districts or cities, consolidation of districts, and the merger of districts with cities. Each county’s LAFCo is empowered to approve, disapprove, or conditionally approve such proposals. ~~LAFCo members generally include two county supervisors, two city council members, and one member representing the general public.~~

**Local Street:** A street that primarily serves as access to abutting properties characterized by traffic with low speeds, low volumes and relatively short trip lengths.

**Manufactured Housing:** Houses that are constructed entirely in the factory, and which, since 1976, have been regulated by the federal Manufactured Home Construction and Safety Standards under the administration of the U.S. Department of Housing and Urban Development. (See “Mobile Home” and “Modular Unit.”)

**Median Income; Area Median Income:** As used in State of California housing law with respect to income eligibility limits established by the U.S. Department of Housing and Urban Development. "Area" means metropolitan area or non-metropolitan county.

**Median Strip:** The dividing area, either paved or landscaped, between opposing lanes of traffic on a roadway.

**Mitigation:** A specific action taken to reduce environmental impacts. Mitigation measures are required as a component of an environmental impact report (EIR) if significant [measures-impacts](#) are identified.

**Mitigation Measures:** Action taken to avoid, minimize, or eliminate environmental impacts. Mitigation includes: avoiding the impact altogether by not taking a certain action or parts of an action; minimizing impacts by limiting the degree or magnitude of the action and its implementation; rectifying the impact by repairing, rehabilitating, or restoring the affected environment; reducing or eliminating the impact over time by preservation and maintenance during the life of the action; and compensating for the impact by repairing or providing substitute resources or environments.

**Mixed-use:** A development consisting of one or more parcels developed and designed with a blend of various compatible uses (e.g., commercial retail, retail service, office, residential, civic, and institutional). The uses may be located vertically in the same structure (see "Mixed-Use, Vertical" or horizontally (see "Mixed-Use, Horizontal) in separate structures. Mixed-use may include a proposed mix of uses on one or more parcel, or the addition of a compatible use(s) on a parcel(s) with an existing use(s).

**Mixed-Use, Horizontal:** Any mixed-use development that incorporates two or more different use categories alongside one another, either in one mixed-use structure or as two or more separate structures on one parcel or adjoining parcels under single ownership or single control.

**Mixed-Use, Vertical:** Any mixed-use development that incorporates two or more different use categories stacked in a multi-story mixed-use structure(s).

**Mobile Home:** A structure, transportable in one or more sections, built on a permanent chassis and designed for use as a single-family dwelling unit and which (1) has a minimum of 400 square feet of living space; (2) has a minimum width in excess of 102 inches; (3) is connected to all available permanent utilities; and (4) is tied down (a) to a permanent foundation on a lot either owned or leased by the homeowner or (b) is set on piers, with wheels removed and skirted, in a mobile home park under a lease with a minimum period of one year. (See "Manufactured Housing" and "Modular Unit.")

**Modular Unit:** A factory-fabricated, transportable building or major component designed for use by itself or for incorporation with similar units on-site into a structure for residential, commercial, educational, or industrial use. A modular unit does not have any chassis for future movement. (See "Mobile Home" and "Manufactured Housing.")

**Motel:** A structure in which there are five or more guest rooms or suites where lodging with or without meals is provided for compensation. [Quite often provision is made for cooking in individual guest rooms or suites. \(See "Hotel."\)](#)

**National Ambient Air Quality Standards:** The prescribed level of pollutants in the outside air that cannot be exceeded legally during a specified time in a specified geographical area.

**National Flood Insurance Program:** A federal program that authorizes the sale of federally subsidized flood insurance in communities where such flood insurance is not available privately.

**National Historic Preservation Act:** A 1966 federal law that established a National Register of Historic Places and the Advisory Council on Historic Preservation, and which authorized grants-in-aid for preserving historic properties.

**National Register of Historic Places:** The official list, established by the National Historic Preservation Act, of sites, districts, buildings, structures, and objects significant in the nation’s history or whose artistic or architectural value is unique.

**Natural Communities Conservation Plan (NCCP):** A plan that identifies sensitive habitats within a ~~rural development~~planning area and directs the preparation of a program to mitigate the impacts of ~~rural~~ development on the habitats.

**Net Present Value (NPV):** A future dollar amount discounted to a dollar amount of the value current in Fiscal Year ~~2010-2011~~2021-2022. (See definition of fiscal year.) Discounting reflects the fact that a dollar in hand is worth more than a dollar anticipated at some future time.

**Nitrogen Oxide(s):** A reddish brown gas that is often a byproduct of combustion and ozone formation processes. Often referred to as NO<sub>x</sub>, this gas gives smog its “dirty air” appearance.

**Noise:** Sounds or a series of sounds that are undesirable, intrusive, irritating, and/or disruptive to daily life. (From Noise Element Pg. 10-1)

**Noise Attenuation:** Reduction of the level of a noise source using a substance, material, or surface, such as earth berms and/or solid concrete walls.

**Noise Contour:** A line connecting points of equal noise level as measured on the same scale. Noise levels greater than the 60 L<sub>dn</sub> contour (measured in dBA) require noise attenuation in residential development.

**Non-attainment:** The condition of not achieving a desired or required level of performance; ~~and~~ frequently used in reference to air quality.

**Office:** General business offices, medical and professional offices, administrative offices or headquarters for large wholesaling or manufacturing operations, and research and development. Examples of office use include architectural, computer software consulting, data management, engineering, interior design, graphic design, real estate, insurance, investment, and legal services.

**Open Space:** Any parcel or area of land or water that is essentially unimproved and devoted to an open space use for the purposes of (1) the preservation of natural resources, (2) the managed production of resources, (3) outdoor recreation, or (4) public health and safety.

**Overlay:** A land use designation on the Land Use Map or a zoning designation on a zoning map, which modifies the basic underlying designation in some specific manner.

**Ozone:** A tri-atomic form of oxygen (O<sub>3</sub>) created naturally in the upper atmosphere by a photochemical reaction with solar ultraviolet radiation. In the lower atmosphere, ozone is a recognized air pollutant that is not emitted directly into the environment, but is formed by complex chemical reactions between oxides of nitrogen and reactive organic compounds in the presence of sunlight, and becomes a major agent in the formation of smog.

**Paratransit:** Refers to transportation services that operate vehicles, such as buses, jitneys, taxis, and vans, for senior citizens and/or mobility-impaired persons.

**Parcel:** A lot, or contiguous group of lots, in single ownership or under single control, usually considered a unit for purposes of development.

**Parking Area, Shared:** A public or private parking area used jointly by two or more uses.

**Parking Area, Public:** An open area, excluding a street or other public way, used for the parking of automobiles and available to the public, whether for free or for compensation.

**Parking Ratio:** The number of parking spaces provided per gross floor area, gross square feet, or the number of beds or bedrooms in a residence.

**Parks:** Land facilities whose primary purpose is recreation.

**Peak Hour/Peak Period:** For any given roadway, a daily period during which traffic volume is highest, usually occurring in the morning and evening commute periods. Where “F” Levels of Service are encountered, the “peak hour” may stretch into a “peak period” of several hours duration.

**Penthouse:** Not an apartment, but an enclosed structure and/or area located on the roof of the building that may include mechanical equipment such as generators, cooling towers, chillers, electrical equipment, and elevator shafts

**Performance Standards:** Regulations that manage development within San Ramon by identifying growth standards that all new developments must meet.

**Planning Area:** The area which, in a planning agency’s judgment, bears relation to a city or county’s planning needs. This area may extend outside the city or county’s boundaries. The planning area is established as part of the preparation of a general plan or amendment for a city or county.

**Policy:** A specific statement of principle or of guiding or implementing actions which implies clear commitment.

**Pollutant:** Any introduced gas, liquid, or solid that makes a resource unfit for its normal or usual purpose.

**Pollution:** The presence of matter or energy whose nature, location, or quantity produces undesired environmental effects.

**Preserve:** An area in which beneficial uses in their present condition are protected, such as, a nature preserve or an agricultural preserve.

**Professional Offices:** Buildings providing offices for professional or consulting services in the fields of law, medicine, architecture, design, engineering, accounting, and similar professions, but not including financial institutions or real estate or insurance offices.

**Public and Semi-public Facilities:** Institutional, academic, governmental and community service uses, either publicly owned or operated by non-profit organizations.

**Special Status Species:** A species of animal or plant that, in the judgment of the resource agencies, trustee agencies, and certain non-governmental organizations, warrant special consideration in the CEQA process.

**Reclamation:** The reuse of resources, usually those present in solid wastes or sewage.

**Recreation, Active:** A type of recreation or activity which requires the use of organized play areas including, but not limited to, softball, baseball, football, and soccer fields, tennis and basketball courts and various forms of children’s play equipment.

**Recreation, Passive:** Type of recreation or activity which does not require the use of organized play areas.

**Recycle:** The process of extraction and reuse of materials from waste products.

**Redevelopment (public):** New or replacement development undertaken to reduce or eliminate blighted conditions and to encourage private investment in designated “redevelopment project areas.” In California, public redevelopment is funded largely through the sale of bonds, with the retirement of the bonded debt paid for by the increases in real property taxes on project area lands resulting from improvements prompted by the combination of public and private reinvestment in the area. Redevelopment can be financed completely independently of a city’s General Fund operating revenues, but cities may allocate some operating revenues to assist redevelopment and/or target operating revenues to focus on redevelopment areas. Redevelopment may also be spurred by grants from Federal and State governments and sometimes private sources.

**Regional:** Pertaining to activities or economies at a scale greater than that of a single jurisdiction and affecting a broad homogeneous area.

**Residential:** Land designated in the General Plan and Zoning Ordinance for buildings consisting of dwelling units. ~~May be vacant or unimproved.~~ (See “Dwelling Unit.”)

**Residential, Multiple-Family:** Usually three or more dwelling units on a single site, which may be in the same or separate buildings.

**Residential, Single-Family:** A single dwelling unit on a building site.

**Resource Management Area:** An area established to protect and preserve hillsides, creeks, and ridgelines (see Figure 8-3).

**Richter Scale:** A measure of the size or energy release of an earthquake at its source. The scale is logarithmic, meaning that the wave amplitude of each number on the scale is 10 times greater than that of the previous whole number.

**Rideshare:** A travel mode other than driving alone, such as buses, rail transit, carpools, and vanpools.

**Ridge:** An elongated crest or series of crests of a hill.

**Ridgeline:** A ground line located at the highest elevation of and running parallel to the long axis of the ridge.

**Ridge Centerline:** Ridgelines shown on the Resource Management Map (Figure 8-3), unless the San Ramon Planning Commission approves a more precise delineation, based on topographic maps with contours of land shown at intervals of not more than ten feet.

**Right-of-way:** The strip of land over which certain transportation and public use facilities are built, such as roadways, railroads, and utility lines.

**Riparian Lands:** Lands which are comprised of the vegetative and wildlife areas adjacent to perennial and intermittent streams. Riparian areas are delineated by the existence of plant species normally found near fresh water.

**Riparian Vegetation:** Vegetation associated with any water-course which requires or tolerates moisture in excess of that available in adjacent uplands.

**Routes of Regional Significance:** Roadways which generally serve as a means of travel across Contra Costa County, or between Contra Costa County and adjacent counties.

**Runoff:** That portion of rain or snow which does not percolate into the ground and is discharged into streams instead.

**Sanitary Sewer:** A system of subterranean conduits which carries refuse liquids or waste matter to a plant where the sewage is treated, as contrasted with storm drainage systems (which carry surface water) and septic tanks or leech fields (which hold refuse liquids and waste matter on-site). (See “Combined Sewer” and “Septic System”.)

**Scenic Highway Corridor:** The visible area outside of a highway’s right-of-way, generally described as “the view from the road.”

**Scenic Highway/Scenic Route:** A highway, road, or street which, in addition to its transportation function, provides opportunities for the enjoyment of natural and man-made scenic resources and access or direct views to areas or scenes of exceptional beauty or historic or cultural interest. The aesthetic values of scenic routes often are protected and enhanced by regulations governing the development of property or the placement of outdoor advertising. ~~Until the mid 1980s, general plans in California were required to include a Scenic Highways Element.~~

**School District Lands:** Properties owned by public school districts and used for educational, recreational, and administrative purposes.

**Second Unit:** A self-contained living unit, either attached to or detached from, and in addition to, the primary residential unit on a single lot.

**Section 8 Rental Assistance Program:** A federal (HUD) rent-subsidy program which is the main source of federal housing assistance for low-income households. The program operates by providing “housing assistance payments” to owners, developers, and public housing agencies to make up the difference between the “Fair Market Rent” of a unit (set by HUD) and the household’s contribution toward the rent, which is calculated at 30% of the household’s adjusted gross monthly income. ~~“Section 8” includes programs for new construction, existing housing, and substantial or moderate housing rehabilitation.~~

**Seismic:** Caused by or subject to earthquakes or earth vibrations.

**Senior Housing:** Typically ~~one and two bedroom~~ apartments designed to meet the needs of persons 62 years of age and older or, if more than 150 units, persons 55 years of age and older, and restricted to occupancy by them. (See “Congregate Care.”)

**Seniors:** ~~Persons age 60 and older.~~ Persons age 62 and older, or as defined by State or Federal Program.

**Septic System:** A sewage-treatment system that includes a settling tank through which liquid sewage flows and in which solid sewage settles and is decomposed by bacteria in the absence of oxygen. Septic systems are often used for individual-home waste disposal where an urban sewer system is not available. (See “Sanitary Sewer.”)

**Setback Line:** A line within a lot parallel to a corresponding lot line, which is the boundary of any specified front, side, corner side or rear yard, or the boundary of any public right-of-way whether acquired in fee, easement or otherwise, or a line otherwise established to govern the location of buildings, structures or uses. Where no minimum front, side, corner side, or rear yards are specified, the setback line shall be coterminous with the corresponding lot line. The line is a horizontal distance measured from the respective property line.

**Shared Living:** The occupancy of a dwelling unit by persons of more than one family in order to reduce housing expenses and provide social contact, mutual support, and assistance.

**Shopping Center:** A group of commercial establishments, planned, developed, owned, or managed as a unit, with off-street parking provided on the site.



**Sign:** Any representation (written or pictorial) used to identify, announce, or otherwise direct attention to a business, profession, commodity, service, or entertainment, and placed on, suspended from, or in any way attached to, any structure, vehicle, or feature of the natural or manmade landscape.

**Significant Effect:** A beneficial or detrimental impact on the environment as defined by CEQA. May include, but is not limited to, significant changes in an area's air, water, and land resources.

**Siltation:** (1) The accumulating deposition of eroded material, or (2) the gradual filling in of streams and other bodies of water with sand, silt, and clay.

~~**Single family Dwelling, Attached:** A building containing two dwelling units with each unit having its own foundation on grade.~~

~~**Single family Dwelling, Detached:** A building containing one dwelling unit on one lot.~~

**Site:** A parcel or group of parcels of land used or intended for one use or a group of uses.

**Slope:** Land gradient described as the vertical rise divided by the horizontal run, and expressed in percent.

**Soil:** The unconsolidated material on the immediate surface of the earth created by natural forces that serves as the natural medium for growing land plants.

**Solid Waste:** Any unwanted or discarded material that is not a liquid or gas. Includes organic wastes, paper products, metals, glass, plastics, cloth, brick, rock, soil, leather, rubber, yard wastes, and wood. Organic wastes and paper products comprise about 75% of typical urban solid waste.

**Special Needs Groups:** As per State law, the needs of six groups need to be addressed in the housing element. These include homeless persons, single parent households, migrant farm workers, senior citizens, disabled persons, and large households (five or more people). These six groups have been identified as having needs that would not normally be met.

**Specific Plan:** A plan that provides detailed design and implementation tools for a specific portion of the area covered by a general plan. A specific plan may include all regulations, conditions, programs, and/or proposed legislation which may be necessary or convenient for the systematic implementation of any general plan element(s).

**Sphere of Influence:** The probable ultimate physical boundary and service area of a local agency (city or district) as determined by the Local Agency Formation Commission (LAFCo) of the County.

**Storm Runoff:** Surplus surface water generated by rainfall that does not seep into the earth but flows overland to flowing or stagnant bodies of water. Also referred to as "urban runoff."

**Subdivision:** The division of a tract of land into defined lots, either improved or unimproved, which can be separately conveyed by sale or lease, and which can be altered or developed. Subdivision includes a condominium project as defined in Section 1350 of the California Civil Code.

**Subsidence:** The gradual sinking of land as a result of natural or artificial causes. (See "Settlement.")

**Substandard Housing:** Residential dwellings which, because of their physical condition, do not provide safe and sanitary housing.

**Tax Increment:** Additional tax revenues that result from increases in property values within a redevelopment area. State law permits the tax increment to be earmarked for redevelopment purposes but requires at least 20% to be used to increase the supply of very low- and low-income housing.



**Traffic Demand Forecasting Model:** A mathematical representation of traffic movement within an area or region based on observed relationships between the kind and intensity of development in specific areas. Many traffic models operate on the theory that trips are produced by persons living in residential areas and are attracted by various non-residential land uses. (See “Trip.”)

**Transit:** The conveyance of persons or goods from one place to another by means of a local, public transportation system. (See “Transit, Public.”)

**Transit-dependent:** Refers to persons unable to operate automobiles or other motorized vehicles, or those who do not have access to or own motorized vehicles. Transit-dependent citizens must rely on transit, Para-transit, or owners of private vehicles for transportation. Transit-dependent citizens may include the young, the elderly, and the poor.

**Transit, Public:** A system of regularly-scheduled buses and/or trains available to the public on a fee-per-ride basis. Also called “Mass Transit.”

**Transportation Demand Management (TDM):** A strategy for reducing demand on the road system by reducing the number of vehicles using the roadways and/or increasing the number of persons per vehicle. TDM attempts to: (1) reduce the number of persons per vehicle; (2) reduce the number of persons who drive alone on the roadway during the commute period; and (3) increase the use of carpools, vanpools, buses and trains, and walking and biking. TDM can be an element of TSM (see below).

**Transportation Systems Management (TSM):** A comprehensive strategy developed to address the problems caused by additional development, increasing trips, and a shortfall in transportation capacity. Transportation Systems Management focuses on utilizing existing highway and transit systems more efficiently rather than expanding them. TSM measures are characterized by their low cost and quick implementation time frame, such as computerized traffic signals, metered freeway ramps, and one-way streets.

**Trip:** A one-way journey that proceeds from an origin to a destination via a single mode of transportation; the smallest unit of movement considered in transportation studies. Each trip has one “production end” (origin, often from home, but not always), and one “attraction end” (destination). (See “Traffic Demand Forecasting Model.”)

**Trip Generation:** The dynamics that account for people making trips in automobiles or by means of public transportation. Trip generation is the basis for estimating the level of use of a transportation system and the impact of additional development or transportation facilities on an existing, local transportation system. Trip generations of households are correlated with destinations that attract household members for specific purposes.

**Uniform Building Code:** A national, standard building code which sets forth minimum standards for construction.

**Uniform Housing Code:** State housing regulations governing the condition of habitable structures with regard to health and safety standards and which provide for the conservation and rehabilitation of housing in accordance with the Uniform Building Code (UBC).

**Urban Growth Boundary (UGB):** The line within which all urban development is to be contained.

**Urban Land:** An urban land is an area with an increased density of human-created structures in comparison to the areas surrounding it. An urban area is more frequently called a city or town.

**Urban Limit Line (ULL):** A boundary, sometimes parcel-specific, located to mark the outer limit beyond which urban development will not be allowed. It has the aim of discouraging sprawl by containing development during a specific period. Its location may be modified over time.

**Urban Services:** Utilities (such as water, gas, electricity, and sewer) and public services (such as police, fire, schools, parks, and recreation) provided to an urban area.

**Use:** The purpose for which a lot or structure is or may be leased, occupied, maintained, arranged, designed, intended, constructed, erected, moved, altered, and/or enlarged as per the City's Zoning Ordinance and General Plan land use designation.

**Use Permit:** The discretionary and conditional review of an activity or function or operation on a site or in a building or facility.

**Utility Corridors:** Right-of-way or easements for utility lines on either publicly or privately owned property. (See "Right-of-way" or "Easement.")

**Vacant:** Lands or buildings which are not actively used for any purpose.

**Variance:** A departure from any provision of the zoning requirements for a specific parcel, except use, without changing the Zoning Ordinance or the underlying zoning of the parcel. ~~A variance that~~ usually is granted only upon demonstration of hardship based on the peculiarity of the property in relation to other properties in the same zoning district.

**Vehicle Miles Traveled (VMT):** A unit to measure vehicle travel made by a private vehicle, such as an automobile, van, pickup truck, or motorcycle. Each mile traveled is counted as one vehicle mile regardless of the number of persons in the vehicle.

**View Corridor:** The line of sight (identified as to height, width, and distance) of an observer looking toward an object that is significant to the community (e.g., ridgeline, river, historic building, etc.); the route that directs the viewer's attention.

**Viewshed:** The area within view from a defined observation point.

**Volume-to-Capacity Ratio:** A measure of the operating capacity of a roadway or intersection, in terms of the number of vehicles that theoretically could pass through when the roadway or intersection is operating at its designed capacity. Abbreviated as v/c. At a v/c ratio of 1.0, the roadway or intersection is operating at capacity. If the ratio is less than 1.0, the traffic facility has additional capacity. Although ratios slightly greater than 1.0 are possible, it is more likely that the peak hour will elongate into a "peak period." (See "Peak Hour" and "Level of Service.")

**Warehousing Use:** A use engaged in storage, wholesale, and distribution of manufactured products, supplies, and equipment, excluding bulk storage of materials which are inflammable or explosive or which present hazards or conditions commonly recognized as offensive.

**Wastewater Irrigation:** The process by which wastewater that has undergone appropriate treatment is used to irrigate land.

**Watercourse:** Natural or once natural flowing (perennially or intermittently) water including rivers, streams, and creeks. Includes natural waterways that have been canalized, but does not include manmade channels, ditches, and underground drainage and sewer systems.

**Watershed:** The total area above a given point on a watercourse that contributes water to its flow; the entire region drained by a waterway or watercourse which drains into a lake, reservoir, bay or ocean.

**Wetlands:** Either transitional areas between terrestrial and aquatic systems where the water table is usually at or near the surface, or land that is covered by shallow water.

**Williamson Act:** Known formally as the California Land Conservation Act of 1965, it was designed as an incentive to retain prime agricultural land and open space in agricultural use, thereby slowing its conversion to urban and suburban development. The program entails a ten-year contract between an owner of land and (usually) a county whereby the land is taxed on the basis of its agricultural use rather than the market value. The land becomes subject to certain enforceable restrictions, and certain conditions need to be met prior to approval of an agreement.

**Workforce Housing:** See “Affordable Housing” above.

**Zero Lot Line:** A detached single-family unit distinguished by the location of one exterior wall on a side property line.

**Zone, Interim:** A zoning designation that temporarily reduces or freezes allowable development in an area until a permanent classification can be fixed; generally assigned during general plan preparation to provide a basis for permanent zoning.

**Zone, Traffic:** In a traffic model, land areas are divided into zones, with each zone treated as producing and attracting trips. The production of trips by a zone is based on the number of trips to or from work or shopping, or other trips produced per dwelling unit.

**Zoning:** The division of a city by legislative regulations into areas, or zones, which specify allowable uses for real property and size restrictions for buildings within these areas; a program that implements policies of the General Plan.

**Zoning District:** A designated section of the City for which prescribed land use requirements and building and development standards are uniform.

**Zoning, Incentive:** The awarding of bonus credits to a development in the form of allowing more intensive use of land if public benefits, such as preservation of greater-than-the-minimum required open space, provision for low- and moderate-income housing, or plans for public plazas and courts at ground level, are included in the project.

**Zoning, Inclusionary:** Regulations which increase housing choice by providing the opportunity to construct more diverse and economical housing to meet the needs of low- and moderate-income families. Often such regulations require a minimum percentage of housing for low- and moderate-income households in new housing developments and in conversions of apartments to condominiums.

## ACKNOWLEDGMENTS

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