

General Plan 2040

Public Review - Draft Elements

May 24, 2023

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ECONOMIC DEVELOPMENT

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

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 ~~2014~~2021 EMPLOYMENT

~~Based on information extrapolated from the Association of Bay Area Governments' (ABAG's) Projections 2013, and the U.S. Census Bureau 5-year American Community Survey data for 2012, the City of San Ramon estimates that the San Ramon Planning Area had approximately 45,994 jobs as of January 1 2014, representing a 14.9 percent increase over San Ramon's 2000 job total (40,140 jobs). Among the larger industry groups in the City are financial and professional services (29 percent); health, educational and recreational services (18 percent); and manufacturing, wholesale trade and transportation trades (13 percent).~~

2022 Update Notes¹

Total 2021 employment in San Ramon (in city limits, not planning area) is estimated at 37,301 jobs (data from Emsi). 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

¹ 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.

(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.

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 January 1, 2014, San Ramon has an estimated 16.4 million square feet of non-residential floor area. Major business centers in the City include (1) the Bishop Ranch Business Park; (2) the Crow Canyon Road area, which includes the earliest commercial development in San Ramon; and (3) southern San Ramon. Other areas of the City (Bollinger Canyon, Dougherty Hills, Twin Creeks, the Westside) contain smaller amounts of non-residential floor area.~~

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

<u>Table 2-1: San Ramon Developed Space</u>	
<u>Land Use</u>	<u>Existing Inventory / Vacancy Rate</u>
<u>Retail</u>	<u>2.7 million SF (5.5% vacant)</u>
<u>Office</u>	<u>9.5 million SF (15.8% vacant)</u>
<u>Industrial</u>	<u>801,000 SF (12.7% vacant)</u>
<u>Hotel</u>	<u>1,147 rooms in San Ramon</u>

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 ~~2035–2040~~ would consist of an employment mix that continues the City’s strong “office park” character, ~~while accommodating slightly higher proportions of population-serving jobs in retail, services, and other economic sectors.~~ Total Planning Area employment in San Ramon is projected to increase to an estimated 71,77557,667 jobs by 20402035, a 3325.4% increase from 20202014. Of the projected estimated 17,92511,673 new jobs, the most substantial majority of job growth is expectedestimated 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).² ~~retail and services sectors as well as industries such as health services, information technology and public administration.~~

~~San Ramon’s Planning Area is expected to have 96,174 residents by 2035 which will continue to fuel the expected employment growth by creating demand for additional retail, services (business, professional, medical, educational and other), and public sector uses. Continued diversity in employment sectors will expand job opportunities for local residents and help to stabilize the local economy.~~

² 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.

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 exist, 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 [Fiscal Year 2010-11](#) [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 [2035-2040](#) 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 [\(retail, office industrial\)](#) square footage to increase approximately [2.55](#) 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 [City Center project](#), Dougherty Valley Specific Plan, [Crow Canyon Specific Plan \(CCSP\)](#), [San Ramon Valley Specific Plan \(SRVSP\)](#) and the [North Camino Ramon Specific Plan \(NCRSP\) 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 [CCSP-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 long-term demand/development opportunities, based on optimizing opportunities, in San Ramon.](#)

Table 2-2: Summary of Long-Term Demand/Development Opportunities in San Ramon	
Land Use	Potential Future Demand based on Optimizing Opportunities (Net New Space through 2040)
Retail	1,100,000 square feet to 1,800,000 square feet
Office	For long-term planning purposes, San Ramon might expect to attract 500,000 square feet to 750,000 square feet of new office space by 2040.
Industrial	For long-term planning purposes, San Ramon might expect to attract 250,000 square feet to 500,000 square feet of new industrial space by 2040.

Table 2-2: Summary of Long-Term Demand/Development Opportunities in San Ramon

Land Use

Potential Future Demand based on Optimizing Opportunities (Net New Space through 2040)

Hotel

Development in San Ramon is projected to reach 129 additional rooms by 2040. (This equates to Approx. one midsize 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).³

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.The City Center Project, as approved, was envisioned as pedestrian-oriented lifestyle center consisting of:~~

- ~~●—Retail/Cinema 635,042 square feet~~
- ~~●—Hotel—169 rooms~~
- ~~●—Retail/Office Flex (North of Bollinger Canyon Road)—50,142 square feet~~
- ~~●—Residential—487 units~~
- ~~●—BR1A—(south of Bollinger Canyon Road)—681,769 square feet~~
- ~~●—City Hall/Library 110,490 square feet~~
- ~~●—Parking structures~~

~~The project approvals came at the start of the economic downturn and there has been uncertainty regarding the timing of the project moving forward as envisioned by the Development Agreements. As such, the project remained on hold pending a better economic climate.~~

~~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. On October 8, 2013, the City of San Ramon 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 the proposed City Hall will was moved from the approved location in the City Center Project to a new location at the southwest corner of Central Park. Sunset Development will retained ownership and development rights for the former City Hall site (Parcel 1B) subject to the terms of the MOU and Development Agreements.~~

~~On May 20, 2014, the City approved the plans for the design of the new City Hall and construction began in September 2014. Additionally, on June 10, 2014 Sunset Development presented a revised vision and development concept for phase one of the City Center Plaza District. This first phase is comprised of the retail and theater portion of the previously approved Project. Construction of phase one of the Project began in 2015, and is anticipated to opened in Fall 2018.~~

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

Largely as a result of the opening of the City Center development in 2018, ~~As noted in the 2022 Update to The Retail Sector section below,~~ San Ramon's ~~growth in~~ retail space inventory has grown from 2017 to 2022. ~~is largely attributable to the development of the City Center project in 2018.~~ 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.

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 ~~an affluent~~[a](#) community with a strong job base ~~-- a factors~~ 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 ~~800,000~~ to 1.41.4 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 (~~CCSP, since superseded~~ [renamed by 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. ~~The RDA and tax increment revenue was envisioned as one of the implementation strategies for the Crow Canyon Specific Plan, thereby providing tools for the assemblage of properties and funding for infrastructure and affordable housing.~~

~~In 2011, as part of the California Budget Act, the Legislature approved the dissolution of the state's 400 plus Redevelopment Agencies (RDAs). After a period of litigation, the RDAs were officially dissolved as of February 1, 2012 including San Ramon's RDA. In 2013, the City Zoning Ordinance was amended to remove the Redevelopment Overlay Zones as a reflection of the prior State action and the fact that they were no longer applicable to the properties, including the CCSP area.~~

~~In 2012, the dissolution of Redevelopment Agencies (RDAs) loss of the RDA makes~~ 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. ~~Policy 4.7-1-2 calling for the implementation of the CCSP vision still exists; however, has been expanded to acknowledge the loss of the RDA and recommends that the City consider opportunities to update~~ [evaluate the Specific Plan \(and segue into adoption of the 2020 SRVSP\) in the context of existing and future needs. 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, ~~including:~~

~~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. 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.~~

~~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. Improve Freeway Operations, particularly at the Bollinger Canyon Road Interchange to enhance Connected and Autonomous Vehicle Support and Active Traffic Management infrastructure.~~

~~To facilitate bicycle and pedestrian crossings at two major arterial roadways and improve vehicle travel times, San Ramon has completed an Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan. The Plan calls for the construction of bicycle/pedestrian overcrossings on the Iron Horse Trail at Crow Canyon Road and at Bollinger Canyon Road. In 2014, the City embarked on the Community Outreach/Preliminary Design phase of the Bollinger Canyon Road overcrossing with a Transportation for Livable Communities (TLC) grant in the amount of \$200,700. Further discussions on San Ramon's transportation goals can be found in the Traffic and Circulation Element.~~

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 \(as is already reflected in the City's recently updated Housing Element to meet the City's Regional Housing Needs Allocation\).](#)

GENERAL PLAN-RELATED CAPITAL FACILITIES NEEDS

The City maintains a 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.

~~Existing and planned General Plan capital funding commitments include roadway expansions along arterials and Routes of Regional Significance, construction of a new City Hall within Central Park, and implementation City Center project including a planned Transit Center.~~

2.2 DISCUSSION OF TRENDS AND ECONOMIC OUTLOOK

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 ~~fully~~ recovers and ~~the corresponding~~ revenue growth resumes.

Emerging from the Great Recession ~~Since that time~~, the City ~~has~~ 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). ~~have slowly continued to recover. In 2014, State and local unemployment is at the lowest levels in 5 years, but is still higher than pre-recession levels. The housing and retails sectors are continuing to strengthen and local revenue growth is expected to continue over the next several fiscal 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 economic recession represented a significant challenge ~~over the past 5 years~~, 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 pPandemic Economy and longer-term prospects for new retail development

In early 2020, prior to the COVID-19 pandemic, tThe retail industry was already undergoing dramatic changes – primarily induced by the ongoing growth in ecommerce – prior to the COVID-19 pandemic. In 2020 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 ~~a full~~ 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, ~~t~~ taxable retail sales in San Ramon in 2021 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 in San Ramon in 2021 were actually 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 ~~no longer~~ not a foregone conclusion that prospects for new shopping center development will remain permanently ~~bleak~~ 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~~~~San Ramon’s large daytime population of higher-income workers (as exemplified by Bishop Ranch) is a significant strength from a retail demand perspective. Aggressive economic development efforts by the City (to retain and attract key employment generating industries) can help to maintain this competitive advantage.~~
- ~~San Ramon’s~~ 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 ~~2035~~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 new development.

~~The fiscal implications of the Land Use Plan, referenced in the "General Plan 2020," were originally analyzed in detail by Mundie and Associates in 2001 in a separate technical background report to the General Plan 2020. The General Plan fiscal analysis indicates that the fiscal impact of the Land Use Plan is positive. This finding, of course, relies on the premise that future conditions will bear out the assumptions incorporated into the fiscal analysis. A discussion of this point is presented at the conclusion of the 2001 fiscal report. The 2030 and 2035 General Plan updates rely on this baseline fiscal analysis and require that future project level analysis be conducted depending on the nature of future land use actions. 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 ~~s~~s 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 201~~8~~1 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 Ddevelopment Opportunities analysis were prepared in 2022 as part of the General Plan UpateUpdate. ~~A further update to the EDSP was underway in 2018 to bring the document in line with the key findings of a comprehensive Retail Analysis Report, prepared by BAE Urban Economics in 2017 to provide pertinent data and analysis to address how the City might support, strengthen, and expand its retail offerings.~~

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).

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](#)~~underway~~ 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 ~~North Camino Ramon Specific Plan~~[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.

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 EDSP and City staff and the Economic Development Advisory Committee continue to work on implementation.

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.
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IMPLEMENTING POLICIES – GENERAL 2

2.3-I-10	Continue to refine development standards, <u>and potentially other development-assistance tools</u> , 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).
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<u>2.3-I-11</u>	<u>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.</u>
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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 1	Work toward redevelopment and revitalization in the Crow Canyon area through implementation of the <u>San Ramon Village</u> Crow Canyon -Specific Plan to address the City’s future needs for residential and non-residential development.
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2.3-I-13 2	Promote and encourage public transit, carpool and vanpool opportunities into San Ramon’s business areas including Bishop Ranch, Crow Canyon business area, and the San Ramon Valley Boulevard business area.
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2.3-I-14 3	Encourage and facilitate non-motorized means of transportation to business areas.
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2.3-I-154

Implement the approved ~~City Center district or CityWalk area project~~ 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.

2.3-I-165

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-176

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-187

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

~~With ongoing revitalization efforts focused on varying objectives and in different locations,~~ Establish a system for ongoing coordination of specific plan areas, to maximize the potential for mutually reinforcing development to occur across them, 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-~~2018~~

Evaluate the ability of new development to pay for its infrastructure, its share of public and community facilities, and the incremental operating, maintenance, and upgrade costs~~operating 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-~~2119~~

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 ~~2017~~2020, the City Council adopted an amended General ~~Fund R~~Reserve Policy ~~providing a target for to maintaining maintain a~~ an operating reserve of not less than ~~40-36~~ percent of ~~projected operating estimated General Fund~~ expenses ~~for the following fiscal year~~ to contribute to the City’s fiscal health and discipline.

2.3-I-~~220~~

Through proactive economic development marketing and business attraction efforts, eEncourage 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-231

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-242

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-253

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-264

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-275

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](#). ~~is currently 64,000 square feet with expansion plans for an additional 60,000 square feet and a 30,000 square foot joint-use library.~~

2.3-I-286

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.

2.3-1-29

Participate in regional efforts to generate job growth and economic vitality in the Tri-Valley.

~~[Note that this policy appears to be duplicative of 2.3-I-2, “work with regional economic development organizations to foster the economic health of the city and surrounding region.” If we retain this one, it could be focused on regional cooperative efforts in job training, capital improvements, etc., which would be in keeping with this particular guiding policy #4.]~~

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-~~29~~27

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 ~~set to open~~ in 2018, this corridor is poised to become a major retail corridor, drawing shoppers from San Ramon and the wider region.

2.3-I-~~30~~28

~~Implement the North Camino Ramon Specific Plan (NCRSP) to create a fiscally balanced, transit-oriented mixed-use area that provides for specialty and commodity retail and restaurant opportunities lacking in San Ramon and residential mixed-use development in either a vertical and horizontal format near new and existing jobs.~~

2.3-I-~~31~~29

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

2.3-I-~~31~~0

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.

3

GROWTH MANAGEMENT

San Ramon will face several planning challenges ~~through 2040 over the next 20 years~~, 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 ~~to 2035~~ 2040.

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~~ standards 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 ~~s~~ the previous Measure C requirements for local performance standards and level-of-service standards for non-regional routes, ~~San Ramon has chosen to continue these standards~~ is carry forward these growth standards as performance guidelines in this Element. ~~In fact, San Ramon's GME not only incorporates Measure J requirements, but also augments many of these standards with more stringent~~ growth management performance objectives and guidelines ~~controls based~~ represents on 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 ~~standards~~ 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, ~~polices, and adopted performance standards.~~ Development review procedures are used to document that each of the City's performance ~~standards~~ guidelines will be met and detail how required public facility improvements will be financed. ~~No new development will occur unless these requirements are met.~~

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 only if traffic impacts from that development can be accommodated within acceptable traffic ~~levels of service~~ operations Measures of Effectiveness (MOE's).

New development must mitigate its traffic impacts on unacceptable intersection operations based on the current MOE's. In instances where a development project would cause the traffic operations to cause an intersection degrade from operating at acceptable levels to degrade to unacceptable levels, the applicant shall be required to implement necessary improvements to minimize impacts ~~restore operations~~ 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 ~~spaces~~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.

3.1-I-3 Provide a variety of diverse housing options to accommodate the local employment base, ~~including public service employees.~~

3.1-I-4 ~~Allocate the number of new housing units according to the~~As part of the development review process, ~~consider~~assess the City’s ability to provide public services ~~and housing needs~~ through the use of adopted performance ~~standards~~guidelines.

3.1-I-5 Use growth management policies to encourage the construction of workforce housing necessary to meet local housing needs.

3.1-I-6 Join with and encourage other jurisdictions to participate in regional transportation planning programs.

3.1-I-7 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.

~~3.1-8~~

~~Continue to work with Contra Costa County and the developers of the Dougherty Valley Specific Plan area to ensure that the project meets all applicable growth management performance standards, as outlined in the Agreement to Settle Litigation Relating to the Dougherty Valley General Plan Amendment, Specific Plan and Environmental Impact Report (the Settlement Agreement).~~

3.2 PERFORMANCE STANDARDS GUIDELINES

San Ramon has adopted growth performance objectives and ~~standards~~[guidelines](#) for the following services:

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

These ~~standards~~ [guidelines](#) represent the City's ~~goal~~ [commitment](#) 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~~^{three} 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), ~~and the Dougherty Station Community Center (24,000 square feet with a future 10,000 square foot "annex" adjacent to the Dougherty Station Community Center on Bollinger Canyon Road), 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 ~~Standard~~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 5~~^{five} ambulances from ~~10~~^{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 ~~Standard~~Guideline

Prior to project approval, ~~require obtain~~ written verification from the District that ~~a 5-minute~~^{an adequate} response time (travel time) can be maintained for ~~90 percent of~~ emergency calls in urban and suburban areas ~~and/or that there will be a fire station within 1.5 miles of all development.~~

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

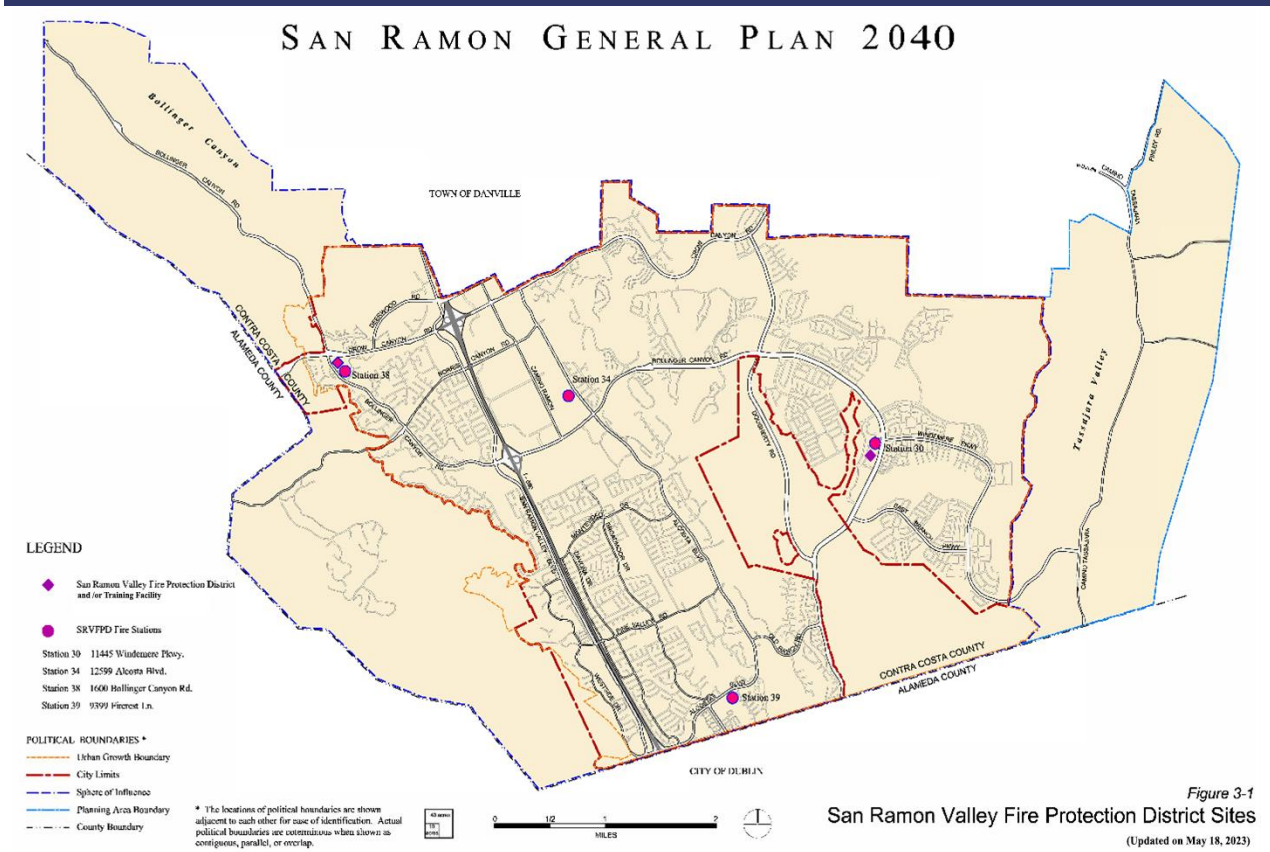


Figure 3-1
San Ramon Valley Fire Protection District Sites
(Updated on May 18, 2023)

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 ~~Standard~~Guideline

Prior to project approval, applicants shall ~~obtain written verification from the San Ramon Engineering Services Department stating~~ 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 ~~three~~ 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~~ 63.9 acres of existing parks, which translates to a ratio of 4.72 acres (existing park acreage/2022 population) ~~5.75 acres~~ of parkland per 1,000 residents.

At General Plan ~~2035-2040~~ buildout, the expected total parkland acreage will be more than 669.03 ~~655.8~~ acres, with a parkland ratio of 6.0 ~~exceeding 7.12~~ 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 ~~Standard~~ 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 ~~62-70~~ officers, the San Ramon Police Department maintains an approximate service ratio of 0.82 officers per 1,000 residents. Dispatch services are provided through a contract with the Contra Costa County Sheriff's 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 ~~accident~~, 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 ~~Standard~~ Guideline

Prior to project approval, require written verification from the San Ramon Police Department that ~~a 3-5 minute~~ adequate response times (travel time) for emergency calls for service can be met and a 20-minute response for all other calls can be maintained 95 percent of the time.

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 ~~Standard~~ 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

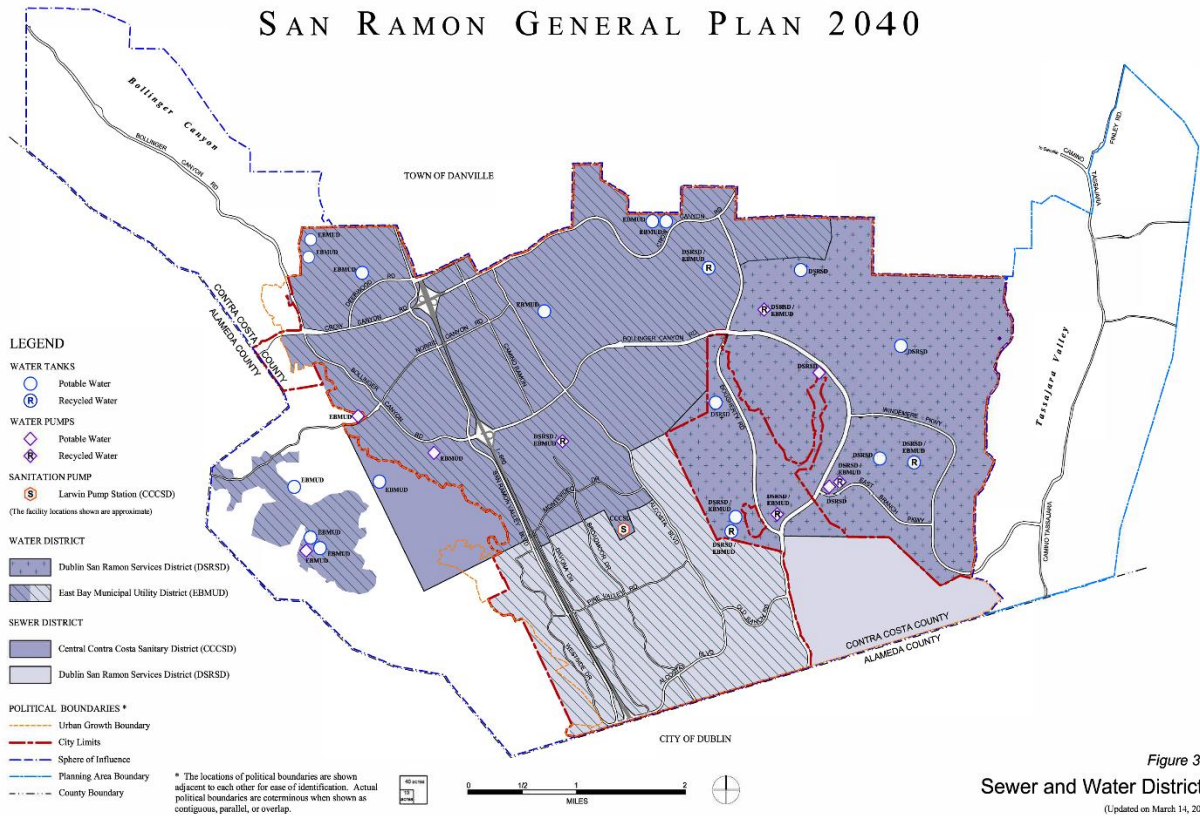


Figure 3-2
Sewer and Water Districts
(Updated on March 14, 2023)

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 ~~eleven~~ 12 elementary schools (grades K-5), four middle schools (grades 6-8), two high schools (grades 9-12), and the VENTURE independent study school (grades K-12) within the City of San Ramon. Currently, approximately ~~14,258~~ 17,630 students attend schools in San Ramon.

Performance ~~Standard~~ 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 ~~existing western~~ San Ramon. ~~City limits.~~ The Dougherty Valley (except Gale Ranch 1) ~~will be serviced~~ 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~~ standards 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 ~~Standard~~ 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 ~~standards~~ guidelines, San Ramon has initiated several actions and programs, which are described in the following policies.

GUIDING POLICY – PERFORMANCE ~~STANDARDS~~ GUIDELINES

3.2-G-1	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 <u>such as special assessment districts</u> to maintain existing facilities, and help fund expansions, and <u>including future retrofits and upgrades, to meet new regulatory requirements.</u>
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IMPLEMENTING POLICIES – PERFORMANCE ~~STANDARDS~~ GUIDELINES

3.2-I-1	Adopt “Findings of Consistency” that ensure new projects will <u>Review and document</u> compliance with the City’s performance standards <u>guidelines</u> through its <u>the</u> development review process.
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~~Compliance with performance guidelines will be reviewed as part of the development review process for new projects. New projects will be approved only after findings are made that: for (a) the Fire Protection Services, Flood Control, Police, Sanitation, Schools, and Waters performance standards will be maintained following project occupancy; (b) project-specific mitigation measures will ensure that the City’s performance standards will be maintained; (c) planned capital projects will ensure that the City’s performance standards will be maintained; and/or (d) the Community Centers, Libraries, and Parks performance standards can be met by General Plan buildout.~~

3.2-I-2	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~~that is deemed necessary~~ 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~~the negative fiscal impact which results when revenue generated by the new development is less than the cost of providing services to the project~~. 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, ~~libraries~~, traffic circulation improvements, transit service, creek studies and drainage mitigation improvements, noise attenuation, child care, 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 ~~may be used~~ for any eligible transportation purpose, ~~however~~, 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 ~~STANDARDS~~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 ~~service operations, or Measures of Effectiveness (MOE's)~~, through its General Plan and other policies and programs.

Traffic Levels of Service (LOS), expressed as letter grades A-F, measure ~~volume to capacity ratios to estimate the~~ delay experienced by drivers at intersections. Differences in ~~Levels of Service~~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.~~ ~~Levels of Service~~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 ~~standards~~guidelines, expressed as acceptable ~~Levels of Service~~LOS for all City street intersections, ~~as the primary guidelines.~~ These ~~standards~~guidelines form the basis for the City's circulation and land use policies.

GUIDING POLICY – TRAFFIC ~~STANDARDS~~GUIDELINES

3.3-G-1

Maintain acceptable traffic ~~Level of Service~~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 ~~STANDARDS~~GUIDELINES

3.3-I-1

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.

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 <= 80 seconds/vehicle) (~~Volume/Capacity < 0.90~~), ~~only on arterial routes bordered by non-residential development~~ 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 ~~standards~~guidelines, and as identified in traffic impact studies.

3.3-I-3

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. ~~or as requested by the City Traffic Engineer.~~

3.3-I-4

Proposed development expected to generate 50 or more peak hour vehicle trips ~~will not can~~ be approved, if unless it can be shown that its impact can be mitigated and the City's traffic and circulation guidelines~~standards~~ can be maintained. ~~The City also will not approve any proposed development expected to generate over 100 peak hour vehicle trips, if unless "Findings of Consistency" can be made.~~

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.

3.3-I-5

Identify and implement circulation improvements on the basis of detailed traffic studies.

Such improvements may include, but are not limited to, intersection approach lane expansion, related channelization improvements, and traffic signal installations.

3.3-I-6

Support regional and local neighborhood transit options to reduce the use of the automobile, reduce VMT, and maintain acceptable traffic levels of service.

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.

3.3-I-7

~~Develop and implement Findings of Special Circumstances for any intersection on Non-Regional Routes that does not meet the City's traffic and circulation standards.~~

~~San Ramon shall adopt Findings of Special Circumstances for any Non-Regional Route intersection that exceeds the City's level of service standards. There is currently no intersection that exceeds the adopted standards. If this situation changes, such Findings will permit San Ramon to establish alternative standards and programs to reduce congestion.~~

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

3.4-G-1

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 ~~vehicle~~ GHG emissions that promote regional air quality improvements.

IMPLEMENTING POLICIES – TRANSPORTATION DEMAND MANAGEMENT

3.4-I-1

Continue to implement the City's TDM Program to reduce ~~trip generation~~ [VMT](#).

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.

3.4-I-2

Work with 511 Contra Costa, other jurisdictions and agencies to coordinate the City's TDM Program with regional TDM programs and activities.

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](#) ~~by providing~~ TDM ~~promotional~~ information at locally sponsored events, such as [511 Contra Costa marketing brochures and promotional giveaways](#) ~~handbooks~~ and [offering either in person or virtual transportation educational webinars and/or](#) ~~training~~ classes. In addition, annual regional and statewide events such as Bike to Work Day ~~and the~~ Spare the Air [Programs \(Summer/Winter\)](#), ~~and Don't Light Tonight~~ 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

~~Locate~~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 I-680 Carpool Lane Gap Closure/Transit Corridor Improvements including ~~proposed HOV on/off ramps at Norris Canyon Road,~~ auxiliary lanes, and increased express bus service for the San Ramon Valley.

3.4-I-7

Improve and expand the bicycle route network~~routing system~~ in San Ramon.

Currently, almost a quarter of the residents who work in San Ramon live within five miles of their offices. A comprehensive bicycle route network~~lane system~~ 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, ~~and the San Ramon Transportation Demand Management 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~~s~~ 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

3.5-G-1

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).

IMPLEMENTING POLICIES – REGIONAL COOPERATION

3.5-I-1

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).

3.5-I-2

Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).

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. 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 ~~traveling to local businesses~~ 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 ~~2035~~2040, the jobs/housing ratio is estimated to be ~~1.22~~1.89. 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

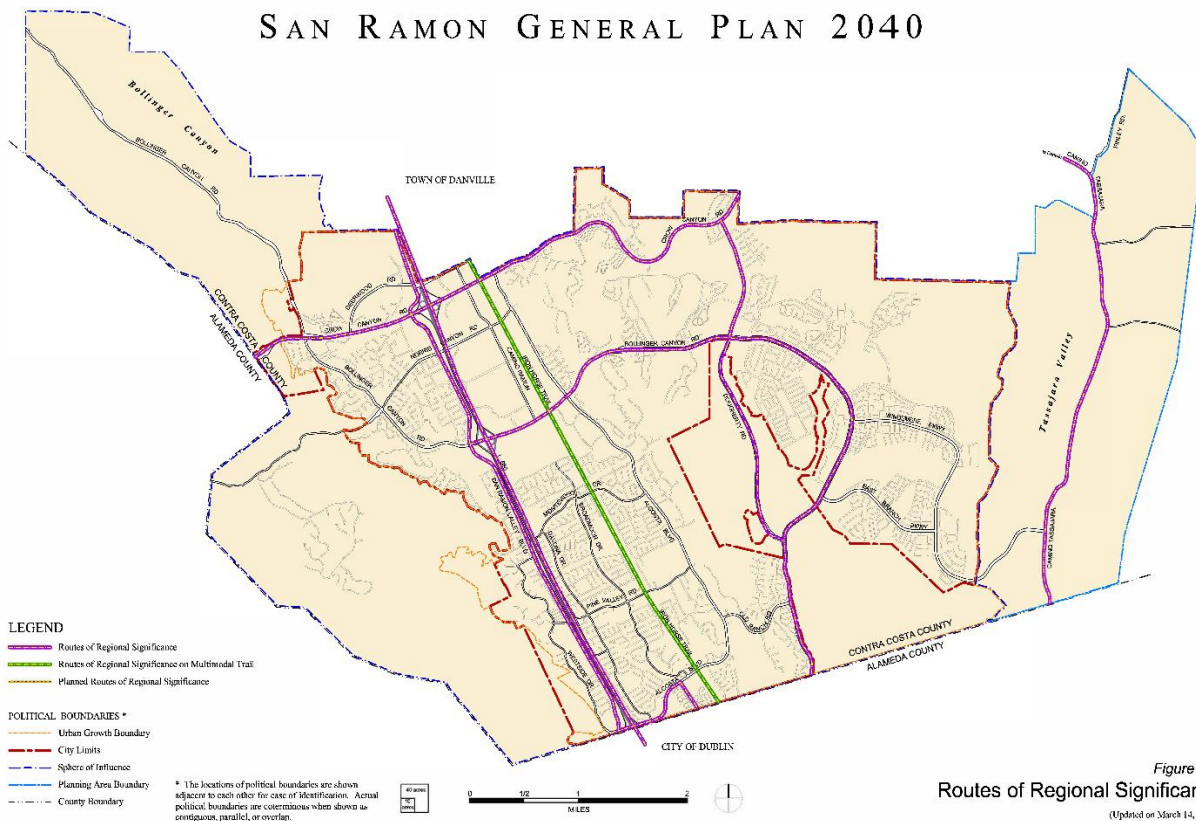


Figure 3-3
Routes of Regional Significance
(Updated on March 14, 2023)

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. ~~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.~~

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 Ranch¹ with an additional 17.8 million square located in the Tri-Valley area². 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 portions of Gale Ranch in Dougherty Valley. Today San Ramon offers a full complement of jobs, housing, transit options and community services and facilities.

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

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

Since ~~2000~~2010, San Ramon has grown at a healthy pace. The population for the City San Ramon jurisdictional boundary has increased by ~~1772.8~~ percent ~~since 2000~~between 2010 and 2020, which is well above the countywide averages of ~~1114.6~~ 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. The corresponding job growth in the Planning Area has gone from 40,030 jobs in 2000 to 45,994 jobs in 2014 or an increase of 14.9% since 2000. During that same period, Contra Costa's employed population increased by approximately 18 percent (482,898 in 2010, and 570,386 in 2021). The estimated job growth percentage is approximately 20% that of the estimated population growth for the same period. These trends reflect the past City growth that has been heavily weighted toward housing (population) as a result of because of Dougherty Valley development and the subsequent annexations. Eventually, when the remaining unincorporated portions of Dougherty Valley are developed, they too will be annexed and added to the list of new areas within the city.~~

With little vacant land remaining for new development within the City Limits, San Ramon's ~~has two basic philosophies to accommodate future growth. The first is through the continued annexation of adjacent unincorporated areas within the Urban Growth Boundary (UGB) into the city to accommodate any future housing needs, support the regional employment base, and meet the demand for municipal services. These areas include the balance of the Dougherty Valley Specific Plan, and several undeveloped parcels in the Westside and Northwest Specific Plans currently identified as housing opportunity sites. The second 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 North Camino Ramon Specific Plan, San Ramon Village Specific Plan, Crow Canyon Specific Plan and City Center Project. The previous General Plan 20202035 embraced this 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 and provide natural open space areas by working to direct existing and future incentives to Priority Development Areas and while preserving natural open space areas in Priority Conservation AreasAreas. In San Ramon, two Priority Development Areas (PDAs) have been established in the core of the City in for both the City Center project area, and the formerly North Camino Ramon Specific Plan area (2013). San Ramon has one Priority Conservation Area in the Westside for the Big Canyon Preserve.~~

¹ Bishop Ranch Website: http://www.bishopranch.com/bishop_ranch/history.shtml.

² NCRSP Focused Market Study, KMA 2009.

4.2 PLANNING SUBAREAS IN SAN RAMON

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

SAN RAMON GENERAL PLAN 2035

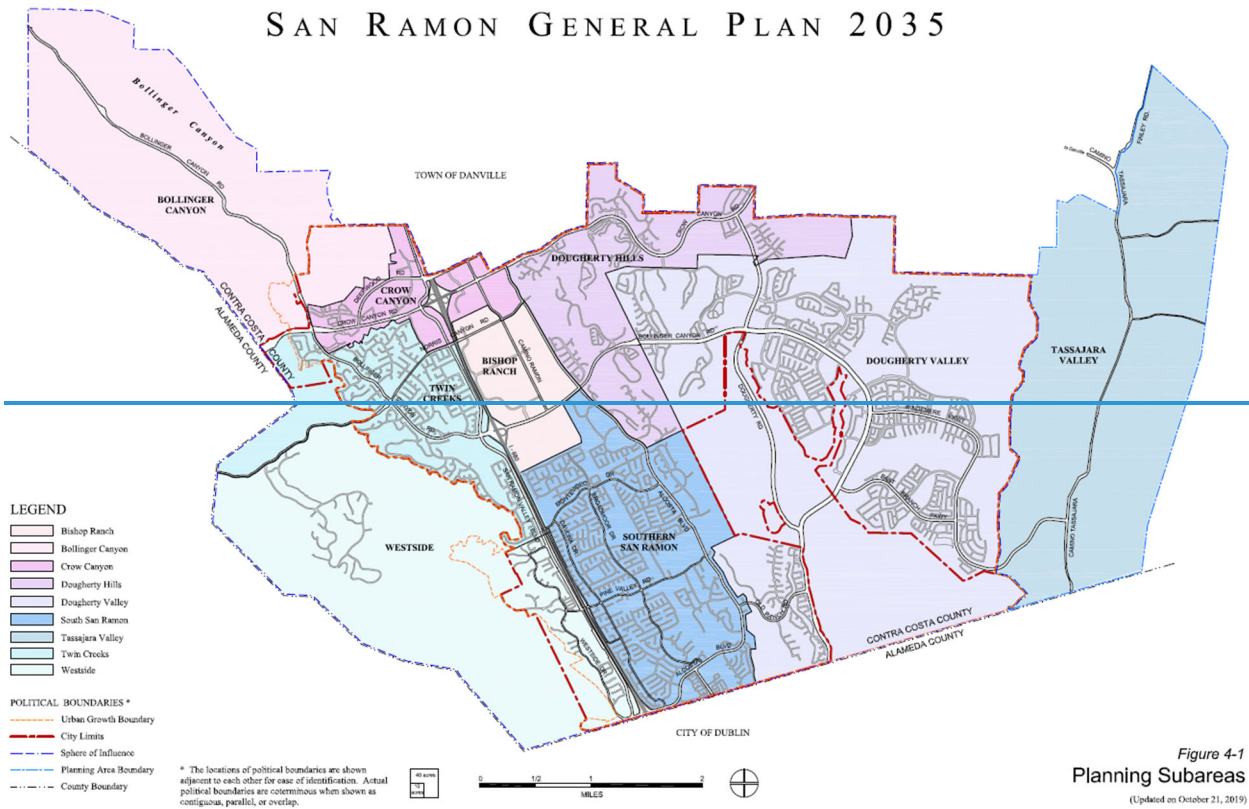
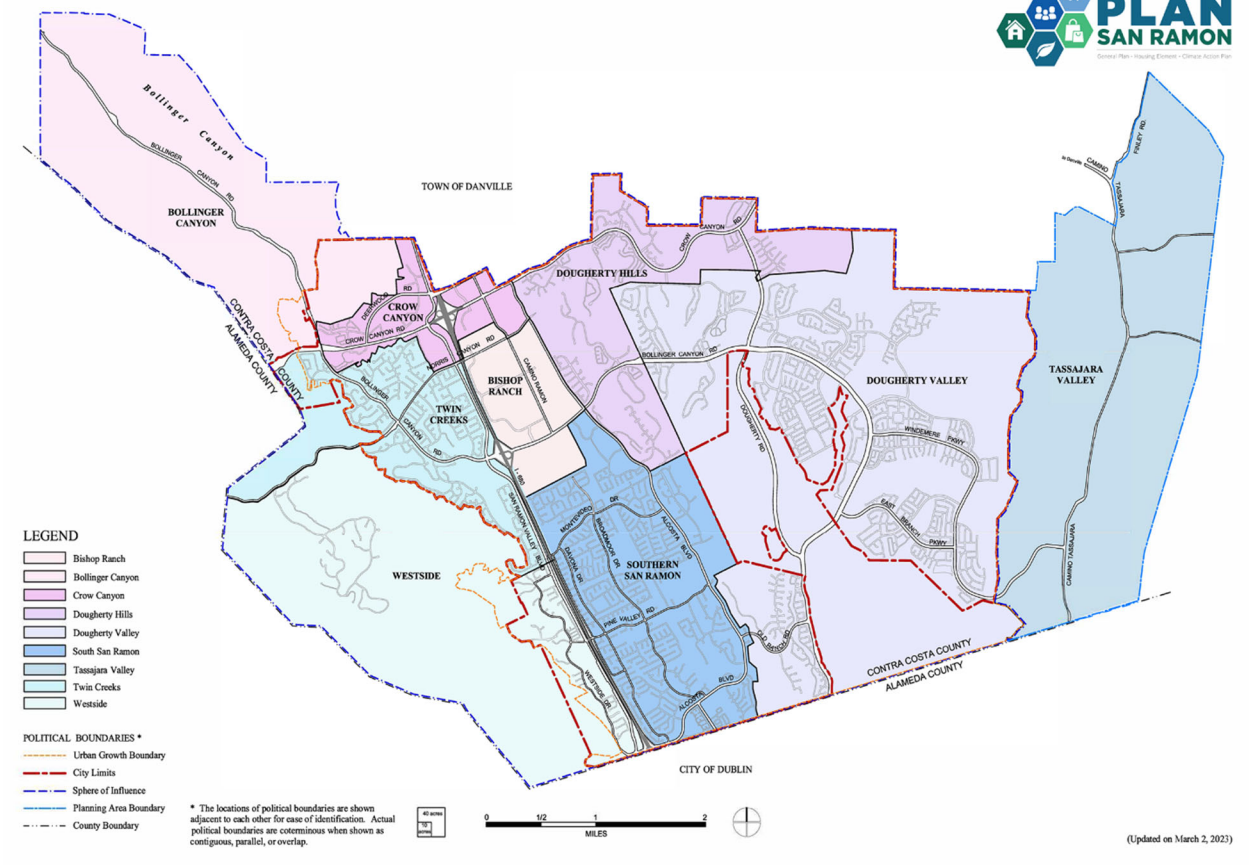


Figure 4-1
Planning Subareas
(Updated on October 21, 2019)

PLANNING SUBAREAS



(Updated on March 2, 2023)

Table 4-2: Planning Subareas by Size

<i>Planning Subarea¹</i>	<i>Acres</i>	<i>Square Miles</i>	<i>Proportion of Planning Area²</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%
Total	23,323	36.44	100.0%

Notes:

¹ 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.

² Due to independent rounding, detail may not sum to total.

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 jobs³. Since 1995, more than 2.8 million square feet of space has been added in the Bishop Ranch subarea including Bishop Ranch 1, ~~(728,000 square feet)~~ Bishop Ranch 3, ~~(965,808 square feet)~~ Bishop Ranch 15, ~~(750,400 square feet)~~ and the Shops at Bishop Ranch ~~(346,000 square feet)~~.

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.

~~The City Center project reflects the City's desire for a downtown and was supported under the previous General Plan 2020, Zoning Ordinance, and Economic Development Strategic Plan. The approved project consists of 2,076,884 square feet of pedestrian/bicycle friendly, mixed-use, transit-oriented development. The major components include residential (487 units); a lifestyle retail center with an arts cinema; restaurants (635,042 square feet); a premium hotel (169 rooms); three Bishop Ranch office buildings⁴ (590,665 square feet); and a new city hall with council chamber, library, with a regional transit center (110,500 square feet).~~

~~The project approvals came at the start of the economic downturn and there was uncertainty regarding the timing of the project moving forward as envisioned by the development agreements. As such, the project remained on hold pending a better economic climate.~~

~~On October 8, 2013, the City of San Ramon 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 the proposed City Hall will was moved from the approved location in the City Center Project to a new location at the southwest corner of Central Park. Sunset Development will retain ownership and development rights for the former City Hall site (Parcel 1B) subject to the terms of the MOU and Development Agreements.~~

~~On May 20, 2014, the City approved the plans for the design of the new City Hall and 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. Additionally, on June 10, 2014 Sunset Development presented a revised vision and development concept for phase one of the City Center Plaza District. This first phase is comprised of the retail and theater portion of the previously approved Project. Construction of phase one of the Project began in 2015 and is anticipated to open in the Fall of 2018. 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 consists of approximately 295 acres located in both the Bishop Ranch and Crow Canyon Subareas (see Figure 4-1). The vision of this Mixed-Use Plan is the NCRSP was for a blend of retail, commercial services, and housing that can provide stimulus for economic development to address the community's unmet commercial and retail needs while balancing quality of life for San Ramon residents. The Specific Plan would will encourage redevelopment of the Plan Area toward a coordinated vision over time. through individual land use changes based on property owner goals and market forces 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.~~

~~The NCRSP is a long range plan that embodies the smart growth principles for a live work, transit-oriented, pedestrian and bicycle-friendly neighborhood with a sense of identity, and that will meet the future needs of San Ramon residents and complement the City Center Project.~~

~~The vision of this Mixed-Use Plan is for a blend of retail, commercial services, and housing that can provide stimulus for economic development to address the community's unmet commercial and retail needs while balancing quality of life for San Ramon residents. The Specific Plan will encourage redevelopment of the Plan Area toward a coordinated vision over time through individual land use changes based on property owner goals and market forces. The Specific Plan does not dislocate any existing businesses; rather, the Plan responds to future property redevelopment opportunities through market-driven forces and other development incentives. The Specific Plan allows property owners to determine when is the right time to consider changes or a redevelopment proposal. The Specific Plan will support these future changes by providing land use flexibility, encouraging innovative design, and providing certainty about the future planning process and vision for this area. The NCRSP was adopted by the City Council on July 24, 2012. In late 2008, as part of the Association of Bay Area Governments' regional planning initiative called "FOCUS," the project area received a "Potential Priority Development Area" designation in advance of the Specific Plan development. In 2013, following completion of the Specific Plan, the Priority Development Area was updated from "Potential" to "Planned" thereby making projects within the plan area eligible for capital infrastructure funds, in addition to planning, and technical assistance grants.~~

~~The first residential units in the Specific Plan area began construction in 2013. The Park Central project, consisting of 115 residential units, is located in the Multifamily Mixed Use District of the NCRSP and is anticipated to be occupied in 2014/2015. The addition of residential units in proximity to existing and future office and retail development is expected to provide vitality to the area and support the smart growth and pedestrian-oriented development concepts of the General Plan and NCRSP.~~

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 ~~114~~ 481 residential units in this subarea. ~~The Emeritus senior living facility (Merrill Gardens), located within the City limits, accounts for 81 units (99 beds total). There are approximately 33 units located on parcels of mostly one acre or more. The remaining areas of Bollinger Canyon Subarea outside the in unincorporated Contra Costa County, but within the City's Planning Area. The area is~~ are rural in character and subject to the Rural Conservation designation. ~~There are approximately 33 additional units, almost all of which are on parcels of an acre or more and many of which have equestrian facilities. These properties are located in unincorporated County, but within the City's Planning Area.~~

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 ~~786~~ 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.

~~In October 2012, a vesting tentative map, development plan amendment, architectural review and environmental review applications were submitted for development of a revised 786-unit subdivision Faria Preserve Project. Through the development review process the unit count was reduced to 740 units with 213 (28.8%) of the total units identified as affordable. The Planning Commission approved the revised Faria Preserve project on May 6, 2014, and that approval was subsequently upheld by the City Council on September 23, 2014.~~

~~In 2016, the voter sponsored "Faria Preserve Development Reduction, Open Space Protection, and Workforce Housing Endowment Initiative" ("Initiative") was adopted to allow a reduction in the overall density and maximum number of dwelling units in the Faria Preserve from 740 to 618 by reducing the maximum number of dwelling units within Neighborhood V of the NWSP from 302 to a maximum of 180 (with a maximum density of 18 units per acre). This reduction in residential development density would be accomplished by changing the housing type within Neighborhood V from higher density rental apartment units to lower density, market-rate, age-targeted, for-sale units. The option for that reduction in density is available at the developer's election so long as the developer contributes into a fund established by the City for the purpose of facilitating affordable housing in San Ramon.~~

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 4.95 million square feet of nonresidential uses in this area, ~~1.37 million square feet of which has been added since 1995, including Home Depot (1995), Safe Keep Storage (1999), Extended Stay Hotel (2000), Fostoria Self Storage (2001) Sierra Suites Hotel (2002) and several smaller commercial buildings.~~

Portions of this subarea are characterized by a variety of commercial uses and diverse architectural styles. Many of the buildings ~~are in need of~~ 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 ~~the majority 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 The Crow Canyon Specific Plan~~ vision ~~leveraged the existing redevelopment area designation as a tool~~ to create a ~~new~~ 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.

~~The Crow Canyon Specific Plan relied on the RDA as an implementation tool to assemble land and provide tax increment funding necessary to the successful implementation of the Specific Plan. In 2011, as part of the California Budget Act, the Legislature approved the dissolution of the state's 400 plus Redevelopment Agencies (RDAs). After a period of litigation, the RDAs were officially dissolved as of February 1, 2012, including San Ramon's RDA. The elimination of the RDA as a tool for implementation results in additional challenges for implementation of the plan and financing of infrastructure. As such, Policy 4.7 I 2 continues to call for the implementation of the Specific Plan, but now suggests that the City and stakeholders in the area should consider opportunities in the evaluate the components and applicability of the Specific Plan based on current conditions and needs.~~

~~In 2013, the Planning Commission and City Council approved the construction of the~~At present, ~~Acre Project on Ryan Industrial Court. The project is an infill mixed use concept consisting of 42 townhomes and 6 live work units on the site of 2 aging commercial office buildings. Construction began in late 2014 and will continue through 2015. Elsewhere in the Crow Canyon Subarea~~ there are approximately 1,847 ~~889~~ existing residential units and ~~six live-work units with~~ approximately ~~1,904~~1,262 additional units programmed and identified housing opportunity sites within the Housing Element. Total Crow Canyon Subarea buildout is anticipated to be approximately ~~3,751~~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, ~~w~~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).⁵ 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 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 [ands well as to the proposed City Center and North Camino Ramon Specific Plan areas.](#)

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.

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 [Citycity](#).

In 1989, the [Citycity](#) 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, ~~1,348-096~~ units are anticipated in the Westside. Approximately ~~962-1,075~~ units have been constructed in the Westside, including ~~approximately 258 of the~~ 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 ~~386-21~~ residential units are programmed in associated with the ~~Geldermann, Gateway Center, and Laborer's properties~~ [in addition to buildout of Norris Canyon Estates](#). 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. ~~The majority of~~ [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.⁶ 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 in an effort 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 ~~2014~~2021, Contra Costa County is ~~considering two significant development~~approved the Tassajara Parks residential development applications within the Tassajara Valley Planning Subarea. ~~The Creekside Memorial Park Cemetery project (originally proposed in 2005) as well as Tassajara Parks (a housing project) at the northern end of the valley. The proposed cemetery would occupy 58.7 acres of a 221.66-acre site, while~~ The Tassajara Parks is ~~proposed as~~consists of 152-125 single-family homes on 30 acres. ~~Both projects are outside and -an adjustment to~~ the Contra Costa County Urban Limit Line (ULL); ~~however, the Tassajara Parks project will require an adjustment to the County ULL.~~

³ Bishop Ranch Website: http://www.bishopranch.com/bishop_ranch/history.shtml.

⁴ Square footages adjusted based on the City Center Settlement Agreement.

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

⁶ Contra Costa County. Draft Environmental Impact Report for the Tassajara Project. March 1997.

4.3 DISTRIBUTION OF EXISTING USES

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 203520 policies, ~~many of the~~ [number of](#) existing commercial ~~centers~~ [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 [20202035](#), the land use profile of the City has continued to evolve and be refined. ~~Since 2003, the City has annexed 3,786 acres of land.~~ 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.](#) ~~Of the approximately 11,917 acres within the existing City Limits, Residential designations accounts for approximately 46% of the land area, while commercial services mixed use, and public semipublic combine for approximately 13% of the land area. Parks and Recreation and Open Space account for approximately 41% of the total land area within the City.~~

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.](#)

<i>Land Use Designation</i>	<i>Total Acreage ¹</i>	<i>Percent Land Area</i>
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%
Total All Classifications¹	11,121.70	100.00%

Notes:

¹ 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](#)

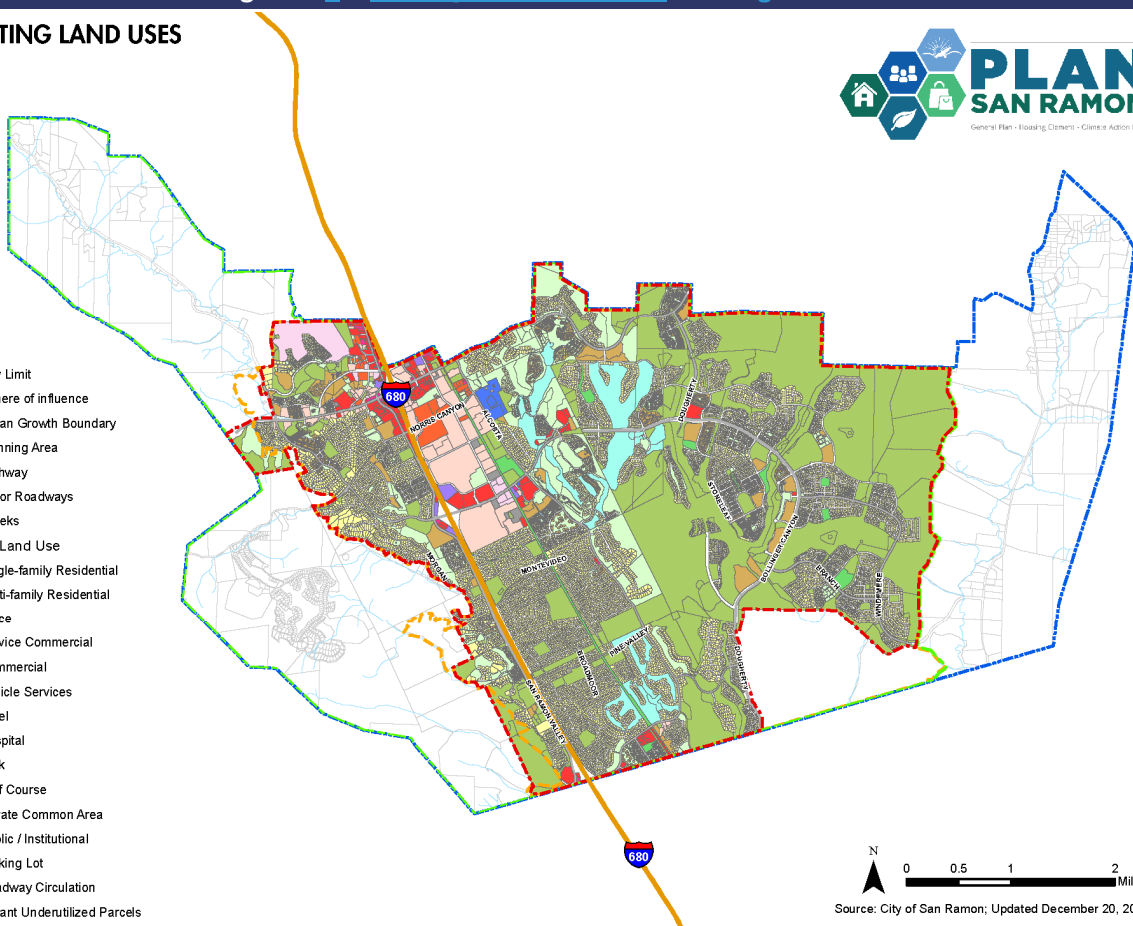
~~Employment centers such as Bishop Ranch Business Park and other commercial district in the City account for about 10%, while Parks and open space (41%) and residential classifications (47%) account for the vast majority total land area in the City. This dense commercial office core coupled with the residential and open space densities has been the determining factors in the development of the historic land use pattern and defining San Ramon’s urban form to date.~~

Figure 4-24: Existing Land Uses, 2021 Planning Subareas

EXISTING LAND USES



- Legend
- City Limit
 - Sphere of influence
 - Urban Growth Boundary
 - Planning Area
 - Highway
 - Major Roadways
 - Creeks
- Existing Land Use
- Single-family Residential
 - Multi-family Residential
 - Office
 - Service Commercial
 - Commercial
 - Vehicle Services
 - Hotel
 - Hospital
 - Park
 - Golf Course
 - Private Common Area
 - Public / Institutional
 - Parking Lot
 - Roadway Circulation
 - Vacant Underutilized Parcels



Source: City of San Ramon; Updated December 20, 2021

4.4 GENERAL PLAN LAND USE DIAGRAM AND CLASSIFICATIONS

GENERAL PLAN LAND USE FRAMEWORK

General Plan Diagram

The General Plan [2035-2040](#) land use framework is illustrated in the General Plan Diagram (Figure 4-32) and is a graphic representation of the City’s future vision and policies. The General Plan Land Use Diagram ([Diagram](#)) designates, in general terms, the proposed location, distribution, and extent of land uses through anticipated General Plan buildout in the year [2035-2040](#). 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 [reflect the environmental 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 [represent is](#) an adopted part of the General Plan.

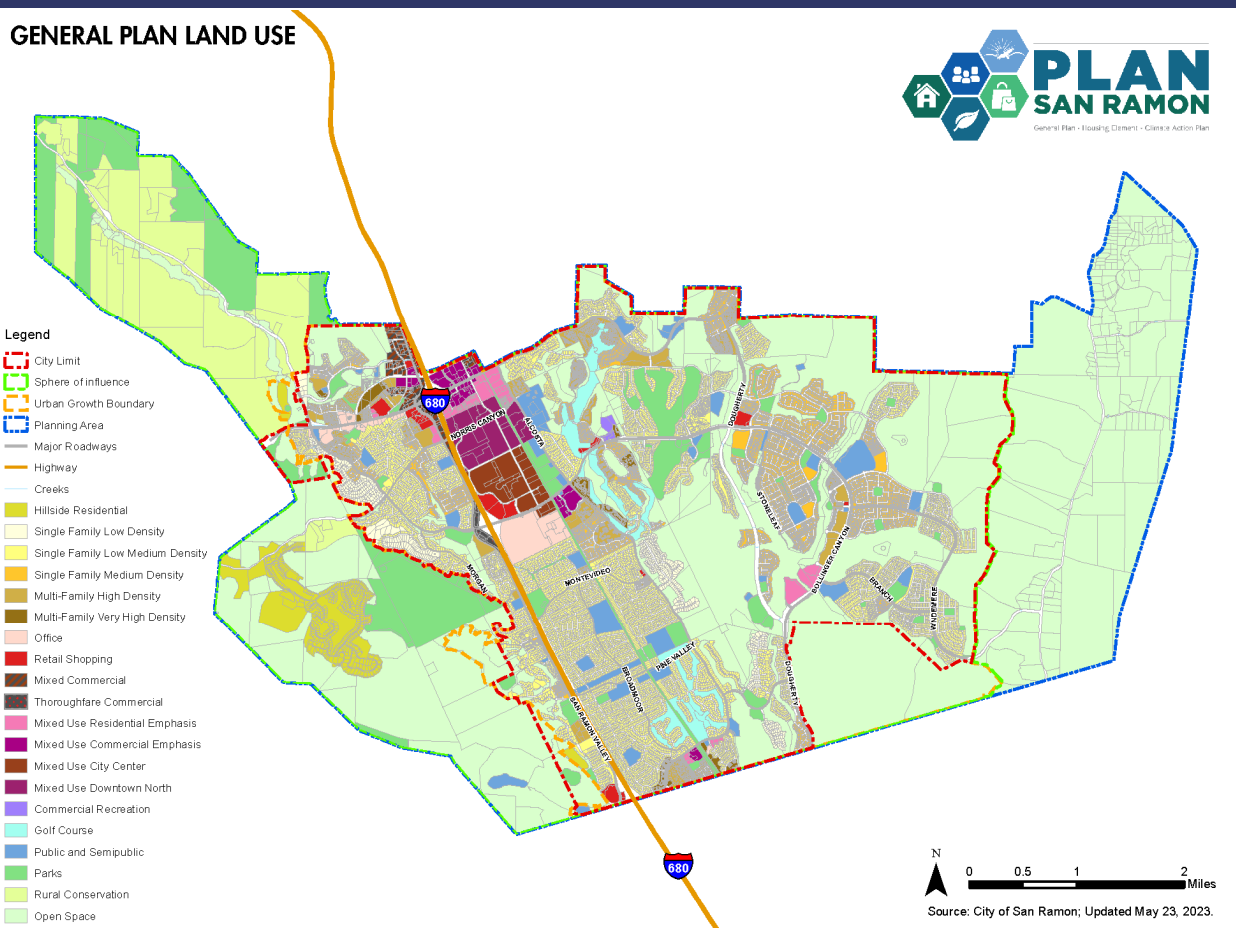
The General Plan is not parcel-specific and uses on sites less than one acre in size are generally not depicted on the Diagram. The interpretation of consistency with the General Plan on sites less than one acre in size will be done through the General Plan/Zoning Ordinance consistency matrix (see Table 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 [again in 2022](#) 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 [2035/2040](#), 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 Specific Plan Potential PDA area and North Camino Ramon PDA areas](#).

Figure 4-32: 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 preserve 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 ~~smaller, more~~ affordable units.
- *Specific Plan Areas.* Given the progressive policies and long-range vision for smart growth expressed by Measure G (1999) and contained in ~~the previous~~ General Plan 203520, there is an increased emphasis on the specific plan process as a land use planning tool. The General Plan 2035–2040 acknowledges existing specific plans (Figure 4-43) 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 2035–2040 policies provide specific direction 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 203520 ~~adopted in 2002 and is a~~establishes guiding principles that ~~has been~~are carried forward in the General Plan 2030 and 20352040. 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 time as the UGB is reevaluated to assess the City’s future needs for housing and employment. ~~The A~~ previous voter approved General Plan 2020 included policies that requires periodic UGB assessment and any future expansion of the UGB larger than 25 acres is subject to voter review. General Plan 2035–2040 Policy 4.6-I-1 continues to allow minor adjustment of the UGB up to 25 acres with a 4/5th 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, exclusive of public streets, other rights-of-way, drainage easements other non-exclusive easements, and other unbuildable lands.

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 those 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 Density¹</i>	<i>Maximum Density¹</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 ²)
50 to 59.9 percent	0.25 units per net acre ²	1 unit per 2.5 net acre ²
60 to 69.9 percent	0.3 units per net acre ²	1 unit per 1.25 net acre ²
70 to 79.9 percent	0.35 units per net acre ²	1 unit per net 0.5 acre ²
80 percent or more	0.4 units per net acre ²	(Above 70 percent)

Notes:

¹ Density may be lower, based on the hillside, creek, and ridgeline development restrictions

² 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. ~~No averaging of FAR is permitted such that the maximum FAR would be exceeded for a project as a whole. The Zoning Ordinance provides specific exceptions to the FAR limitations for uses with low employment densities, and provides for bonuses in FAR in return for the provision of amenities for public benefit, such as workforce housing units or public amenities. In addition to density/intensity standards, some land use classifications also stipulate allowable building types, such as single family residential.~~

~~The density/intensity standards do not imply that development projects will be approved at the maximum density or intensity specified for each use.~~ 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~~¹ unit per ~~five~~⁵ 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~~¹ unit per ~~two and a half~~^{2.5} acres of buildable land may be ~~permitted~~^{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-~~43~~ 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~~¹ unit per ~~five~~⁵ acres of buildable land for single-family residential development in serviced areas. Developments of four or more units must ~~utilize~~^{use} clustered development techniques on suitable development sites with slopes of less than 20 percent. Density increases of up to ~~two~~² 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-~~43~~ 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.* Single-family residential development at densities of between 0.2 ~~to three~~³ 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.* Single-family residential development at densities of between ~~three to six~~³⁻⁶ 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.* Single-family residential development at densities of between ~~six to 6-14-15~~⁶⁻¹⁴⁻¹⁵ 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. New residential development in *Country Faire* is typical of this designation.
- *Multiple Family-High Density.* Multiple-family residential development at densities of between ~~15-4-30~~¹⁵⁻⁴⁻³⁰ 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-Very High Density.* 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.

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.* Integrated mix of residential and non-residential uses—retail, service, office—at intensities of up to 0.70 FAR with residential densities in the range of 14-30 dwelling 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 may be necessary. Additional FAR may be allowed for projects that provide more than the 25 percent of~~

total units as workforce housing. Types of mixed-use development should consider both vertical and horizontal opportunities to provide a compatible mix of land uses consistent with the policies of the General Plan. Vertical mixed use is characterized as multi-story buildings with uses such as residential or office uses over more active ground floor pedestrian-oriented commercial, service or retail uses. Horizontal mixed use includes the same diversity of uses, but may not be constructed in a vertical configuration. Under a horizontal mixed use configuration, a project may have a commercial street frontage with other residential or office uses set to the back of the project site while still maintaining the overall mix of compatible uses. The use of either vertical or horizontal mixed use concepts should be based on the site context and surrounding land uses as well as the physical site conditions and limitations such as lot size, slope, easements, access, height, available parking, etc. Live-work units, as a mixed-use option, should also be considered based on the site conditions, location, and viability of the site for more traditional retail and commercial options.

- Mixed-Use, Commercial Emphasis. The purpose of the Mixed-Use, Commercial Emphasis (MUX) zone 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 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, nonresidential FAR minimums are established to maintain retail square footage.
- Mixed-Use, Residential Emphasis. The purpose of the Mixed-Use, Residential Emphasis (MUR) zone 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 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, residential FAR minimums are established to maintain and encourage residential development within this zone.
- Downtown Mixed-Use, North. The purpose of the Downtown Mixed-Use, North (DMU-N) zone 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 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.
- 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, bikable 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 close 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 Use—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.

Table 4-5: Consistency Between the General Plan and the Zoning Ordinance	
General Plan Land Use Designations	Consistent Base Zoning Districts
<i>Residential</i>	
Rural Conservation	RC
Hillside Residential	HR
Single Family-Low Density	RE-A, RE-B, RS-12, RS-10
Single Family-Low Medium Density	RS-10, RS-7, RS-6
Single Family-Medium Density	RS-6, RS-D
Multiple Family-High Density	RM, RMH
Multiple Family-Very High Density	RH, RVH
<i>Office, Commercial, Industrial</i>	
Office	OL, OA, M-1, M-2
Mixed Commercial	MC
Retail Shopping	CC

Table 4-5: Consistency Between the General Plan and the Zoning Ordinance	
General Plan Land Use Designations	Consistent Base Zoning Districts
Thoroughfare Commercial	CT
Mixed Use	
Mixed-Use	CC,
Mixed-Use, Commercial Emphasis	MU-X
Mixed-Use, Residential Emphasis	MU-R
Mixed-Use—Commercial Downtown Mixed Use, North	CC, MU-CDMU-N
City Center Mixed Use	CCMU
Community Facilities/Open Space	
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
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 2035-2040 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 2035-2040 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 27,993,460 residential units exist within the San Ramon Planning Area, which includes an estimated 501 units outside the City limits, but still within the Planning Area. The General Plan will result in a projected 10,155,198 additional residential units, based on identified housing opportunity sites, for an estimated General Plan 2040 buildout total of 35,385,615 residential units for the Planning Area. 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) majority of these units are associated with the potential development within the 2040 buildout horizon. of the Dougherty Valley Specific Plan, Northwest Specific Plan, North Camino Ramon Specific Plan, City Center Project, and Crow Canyon Specific Plan. Table 4-6 shows the estimated current and projected residential units for the San Ramon City Limits and Planning Area. Table 4-7 shows the projected household characteristics at 2040 General Plan buildout.

Table 4-6: San Ramon Planning Area Residential Units			
Estimated Current Residential Units, 2022-2014	Additional Residential Units Under General Plan Buildout		Estimated Buildout of Residential Units 2040
	2023-2031 Housing Element	Proposed Potential Development*	
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.

Table 4-6: San Ramon Planning Area Residential Units			
<u>Estimated Current Residential Units, 2022-2031</u>	<u>Additional Residential Units Under General Plan Buildout</u>		<u>Estimated Buildout of Residential Units 2040</u>
	<u>2023-2031 Housing Element</u>	<u>Proposed Potential Development*</u>	

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

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~~ approximately 16.4 million square feet of non-residential 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 ~~to increase~~ 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. ~~currently exist in the San Ramon Planning Area, which includes retail, commercial, office, light industrial, and public space.~~ Approximately another 5 million square feet of space is approved, underway, or programmed with City Center project, buildout of the approved Specific Plans and the additional square footage contemplated as part of the North Camino Ramon Specific Plan. In total, ~~General Plan buildout in 2035-2040 is estimated to result in approximately 21.6 million square feet of non-residential floor area in the San Ramon Planning Area.~~ Table 4-87 shows the estimated current and projected potential non-residential retail, office, and industrial square footage for the San Ramon Planning Area.

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

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

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

BUILDOUT POPULATION AND EMPLOYMENT

Approximately 90 percent of the buildout population and employment either already exists or will occur with approved or programmed developments.

Population

At the General Plan 2035-2040 buildout, the San Ramon Planning Area is estimated to accommodate a population of approximately ~~96,174~~ 110,089 people, an increase of about ~~2418~~ percent over the ~~current-2022~~ population estimate of approximately ~~78,820~~ 83,820 people for the Planning Area (~~77,270 City~~). ~~The majority of~~ 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 ~~1820~~ years, which is considerably less than the projected 2.77 percent annual growth rate experienced by the ~~City~~ 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

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

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

Employment

San Ramon Plan Area will accommodate approximately ~~71,999~~^{57,667} jobs at buildout, for an increase of about ~~3325~~ percent over the ~~current~~²⁰²² estimated employment of ~~54,046~~^{45,994}. The additional employment accommodated by this General Plan is about ~~17,953~~^{11,673} jobs. This reflects an overall annual job growth rate of about ~~21.08~~ percent over the next ~~1821~~ years. This projected job growth is anticipated to be steady, but more active than that ~~experienced in the 2000's culminating in the economic downturn in 2007-2008, projected in General Plan 2035 (1.08 percent)~~. A significant part of this ~~new~~ employment growth is ~~anticipated by a result of~~ the completion of the City Center project ~~and new development within the City core, and implementation of the North Camino Ramon Specific Plan~~. The General Plan ~~2040~~²⁰³⁵ Economic Element provides additional information of existing and future employment trends specific to the ~~City~~^{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 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). ~~As shown in Table 4-11, the estimated current~~ jobs/employed resident ratio in San Ramon ~~in 2020 was~~^{is} ~~1.206~~, which means that the number of jobs in the City exceeds the number of employed residents by about ~~206~~ percent. ~~While the City anticipates the addition of significantly more residential units (and by implication employed residents), and ABAG projected estimated jobs to rise as compared to the relatively flat growth rate in jobs has resulted in a reduction~~^{an increase} in the jobs-/employed resident ratio ~~from to 1.50 by the estimated 2040 buildout to 1.26 since 2000~~. ~~If~~^{As} the pace of future residential development decreases with buildout of General Plan ~~2040~~²⁰³⁵, 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~~^{city} approaches buildout in ~~2040~~²⁰³⁵. 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.

Table 4-11: San Ramon Planning Area Jobs – Employed Resident Ratio				
	<i>Estimated Jobs/Employment</i>	<i>Estimated Employed Residents[±]</i>	<i>Estimated Jobs/Employed Residents Ratio</i>	
2000	40,030	26,561	1.51	
2010	47,950	36,240	1.325	
2015 ⁴	53,635	43,895	1.226	
	2020	53,850	44,780	1.20
	2025	58,387	45,745	1.27
	2030	62,925	45,920	1.37
2035	67,462	57,667	1.4422	
2040	71,999	46,940	1.5	

Table 4-11: San Ramon Planning Area Jobs – Employed Resident Ratio

<i>Estimated Jobs/Employment</i>	<i>Estimated Employed Residents¹</i>	<i>Estimated Jobs/Employed Residents Ratio</i>
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Note:

Estimate of Planning Area employment and employed residents extrapolated from ABAG Jurisdictional Projections (P204013) and 5 yr. ACS data (202212). City of San Ramon.

Source:

¹Association of Bay Area Governments, Metropolitan Transportation Commission P2040 Projections, 2023

~~Buildout under the General Plan is expected to add proportionately more population than jobs. As a result, the jobs/housing balance is expected to fall to 1.22 resulting in only a 22 percent differential from a 1:1 balanced ratio. 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

4.6-G-1	Foster a pattern of development <u>and encourage a compatible mix of land uses</u> that enhances the existing character of the City, and <u>encourages land use concepts that contribute to the design of</u> the community.
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IMPLEMENTING POLICIES – LAND USE

Urban Growth Boundaries

4.6-I-1	Establish an Urban Growth Boundary (UGB) to the year 2035 <u>Continue to maintain an Urban Growth Boundary (UGB)</u> , 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.
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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, p](#)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. ~~in the year 2022.~~

The review of the UGB ~~in 2022~~ 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 The 2022 assessment dates should be intended to~~ 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.

4.6-I-5 ~~Encourage the a~~Amendment of the Sphere of Influence and/or annexation of land to the City is recommended prior to filing a development application.

To be coordinated with Policy 3.1-I-7 in the Growth Management Element.

Rural Conservation Development

4.6-I-6

~~Ensure that any r~~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.

4.6-I-7

As part of the development review process, ~~create a habitat protection plan to~~ conditionally approve projects to mitigate ~~any~~ 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.

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 up to 180 days or until environmental review is completed, whichever occurs later, 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 creative site objective design standards and to maintain architectural quality that blends with the characteristics of each specific location and its surroundings, 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 ~~an adequate level of architectural design development~~ and detail is applied to all building elevations of a proposed project to achieve a high quality outcome. The City’s Architectural Review will develop Objective Design Guidelines to provide the baseline principles for new development. These Guidelines will be and are reviewed periodically to ensure that they continue to encourage allow creative design while maintaining and consistency with the City city vision.

The City 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. The Zoning Ordinance development standards may consider a tiered density standard within the established General Plan density range for specific zones. This concept could encourage public amenities and creative and superior design concepts by developers in order to to obtain approvals at the higher end of the density range.

4.6-I-10

Provide a ~~wide~~ 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 ~~contributions from~~ residential developers to provide for community facilities and programs relating to recreation, education, ~~child care~~ 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 ~~adequate~~ required parking ~~without the use of on-street parking~~ to meet residential parking ~~requirements~~ standards.

4.6-I-13

~~Consider~~ Evaluate shared parking or other alternative parking proposals for residential development based on project-specific parking studies that analyze project need ~~in light of~~ 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 on 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.

4.6-I-17

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

Hillside Residential Development

4.6-I-184

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-195

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-2016

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-2117

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.

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

4.6-I-2218

~~Recognize the value that non-retail uses such as tutoring centers or hobby/recreational businesses provide to local residents but c~~Continue to limit non-retail ~~these~~ 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.

4.6-I-2319

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 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-2420

~~Provide sufficient sites in optimal locations to meet the need for~~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-2521

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

4.6-I-22

~~Amend the Zoning Ordinance, to establish a Temporary Flexible Use Zone (zoning overlay) where events can be held or pop-up retail located without the need for a conditional use permit. The overlay shall set parameters and conditions for live entertainment, amplified music, and food/beverages at events.~~

~~The Temporary Flexible Use Zone is a tool intended to facilitate regularly occurring intermittent events such as farmers markets, pop-up retail, or festivals, streamlining the permitting process for uses that contribute to the vitality of the local retail sector. The overlay can be applied in appropriate locations throughout the city, such as in shopping centers to enhance the retail experience and help strengthen these venues as focal points of the community.~~

Mixed Use Development

4.6-I-263

Promote redevelopment with a mix of high-density residential, retail and other compatible non-retail uses in ~~existing retail shopping centers identified as the~~ Mixed Use ~~on the~~ General Plan ~~Land Use~~ Diagram 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 ~~must be a master plan of how the proposal will further the goals of the mixed use district and the parcels or site must be contiguous and integrated to allow circulation between the land use components which may include public right of wayway.~~

4.6-I-274

Continue to develop and refine objective design standards for mixed use development that will result in a high-quality pedestrian-scaled environment, with one to four story buildings, integrated parking, streetfront 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. Additionally, a tiered density/FAR standard within the established General Plan density and FAR ranges for the specific zones may be considered. This concept could encourage public amenities and creative and superior design concepts by developers in order to obtain approvals at the higher end of the density range.

4.6-I-25

Promote incentives that will provide for density and FAR bonuses for mixed-use development that includes amenities for public benefit, such as workforce housing, pedestrian-oriented facilities (outdoor seating, plazas, weather protection, transit waiting areas), historic preservation, cultural facilities, public art and water features, and open space preservation. Inclusionary housing requirements would apply.

4.6-I-286

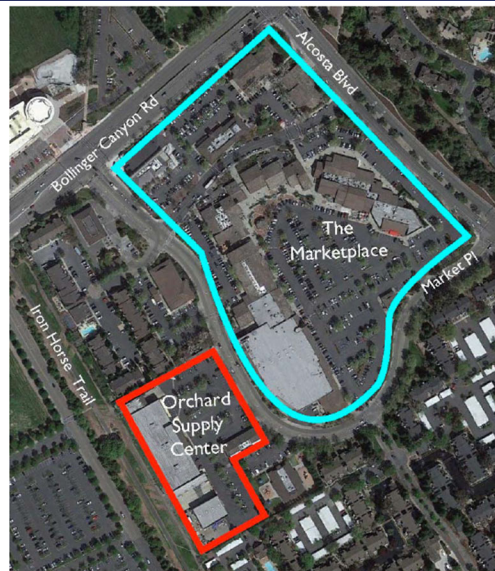
Encourage the integration joint redevelopment of the Marketplace and former Orchard Supply Center sites through connectivity with the Walking District resources, Iron Horse Trail, City Hall, San Ramon Library, and Central Park by focusing on improved ~~via the applicant's preparation of a master plan (a "Master Plan") where made feasible by common or separate ownerships. Any such Master Plan should focus on facilitating improved circulation, access, and visibility, as well as encouraging a broader mix of uses, including residential. Additionally, in the event of any redevelopment or reconfiguration of either site that involves the net addition of 10,000 square feet or more of rentable space and/or the introduction of any residential use, a Master Plan would be required that would contain an analysis of additional features intended to improve circulation, access, and visibility, encourage a broader mix of uses, and/or convert existing uses to residential.~~

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.

~~The Marketplace was built at a time when having a large amount of smaller in-line shop space was a standard practice, and as a result, this center has significantly more shop space than would likely be built today. The adjacent Orchard Supply Center site effectively functions as an extension of the Marketplace Shopping Center. The center has good access and adequate parking, although visibility is poor due to its location and distance from the major roadway and, as such, tenants for this project are limited to those like Sports Basement, a destination retailer.~~

~~As both sites are currently operated, however, there is currently little incentive for either property owner to redevelop in the short term; however, in the future if key tenants decide to leave and there is an opportunity for substantial redevelopment or reconfiguration, the intent of this policy is to require preparation of a coordinated Master Plan for the area to facilitate improved circulation, access, and visibility and to broaden the mix of uses on one or both sites in a way that better supports successful retail at one or both sites.~~

The Marketplace and former Orchard Supply Center



~~This policy also recognizes that as of the date of its adoption, the two sites are not under common ownership, which would make a Master Plan difficult. This policy would thus not apply in the case of tenant improvements or other minor modifications (including, but not limited to, façade modifications), or any relocation or replacement of existing rentable square footage for substantially the same retail purposes, which relocation or replacement does not add 10,000 square feet or more of rentable space or residential use to either site.~~

4.6-I-297

Require a ~~peak~~ parking ~~demand~~ study to substantiate a request for reduced parking requirement in new mixed use development.

Office Development

4.6-I-3028

Allow for the revitalization and intensification of infill sites within the Bishop Ranch Business Park, consistent with citywide objective design standards~~FAR limitations~~.

4.6-I-3129

Allow~~Permit~~ 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 adversely affect on the traffic-carrying capacity of adjacent streets.

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.

4.6-I-30

~~Promote office uses, including co-working and small multi-tenant spaces east of San Ramon Valley Boulevard in the Mixed Use Commercial District.~~

Camp Parks

4.6-I-31

~~Ensure that development and land use activities in the Dougherty Valley and Tassajara Valley are compatible with Camp Parks.~~

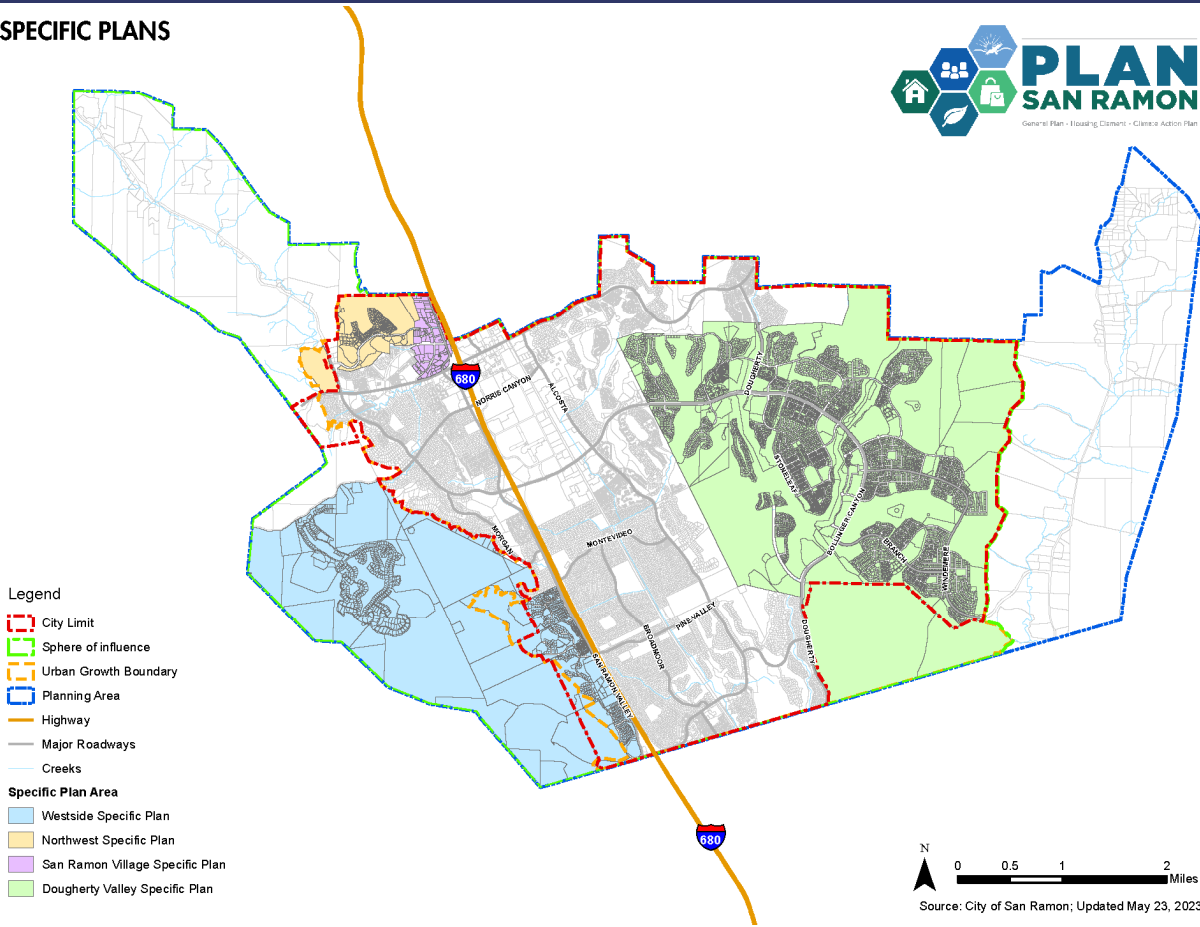
4.7 SPECIFIC PLAN AREA POLICIES

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 ~~is able to can~~ provide focused guidance and achieve a coordinated vision as individual properties propose changes over time.

Figure 4-~~43~~ illustrates the specific plan areas in San Ramon. ~~In addition to the existing specific plans established under the previous General Plan 2020, the North Camino Ramon Plan Area is the newest planning area in the City and has been included in the General Plan 2035-2040 planning horizon.~~ 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 4-43: Specific Plan Areas

SPECIFIC PLANS



SAN RAMON GENERAL PLAN 2035

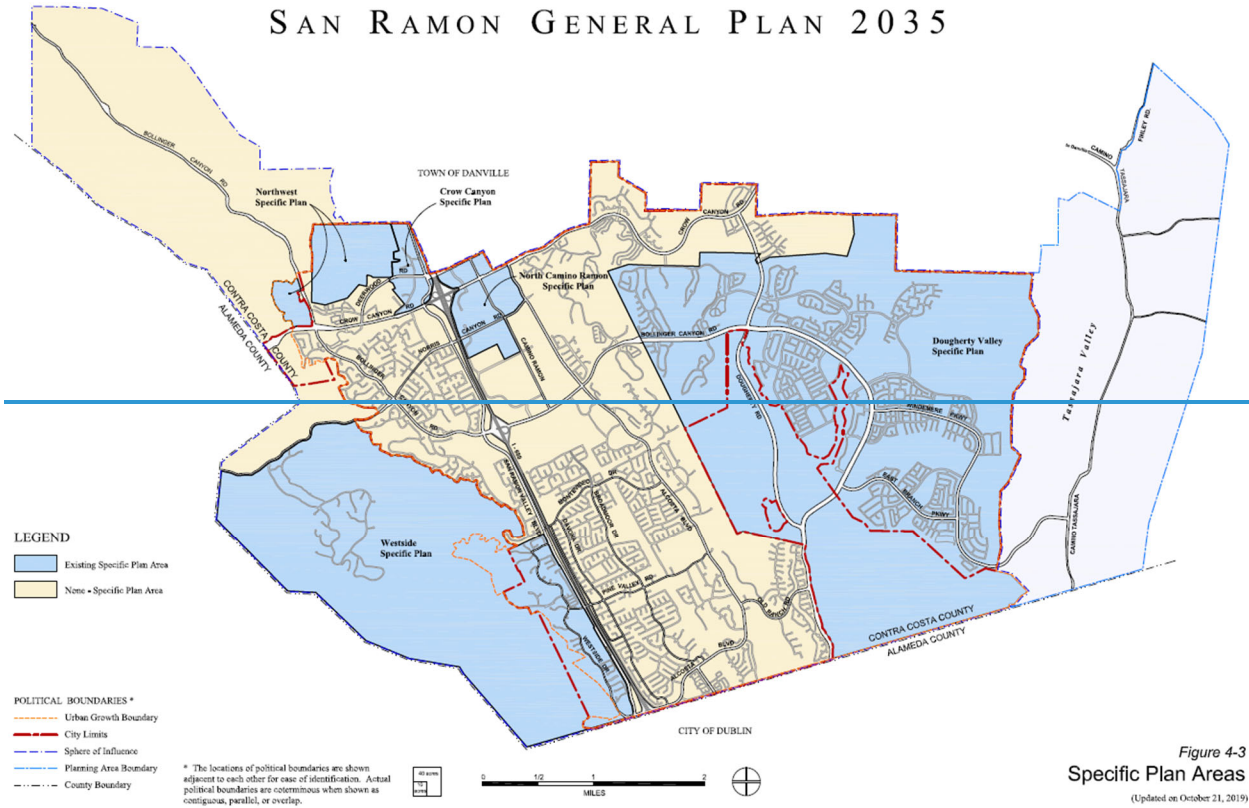


Figure 4-3
Specific Plan Areas
(Updated on October 21, 2019)

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.

~~4.7-I-1A~~

~~Ensure new development within Neighborhood V of the Plan Area is developed in accordance with the Faria Preserve Development Reduction, Open Space Protection, and Workforce Housing Endowment Initiative.~~

~~San Ramon Village Specific Plan~~ ~~Grow Canyon Specific Plan Area~~

4.7-I-2

Ensure new development within the Plan Area is consistent with the adopted ~~San Ramon Village Specific Plan~~ ~~Grow Canyon Specific Plan~~ and pursue future opportunities to update the Plan as needed to address the changing market opportunities and land use, infrastructure, and finance needs based on post RDA conditions.

~~The elimination of the RDA as a tool for implementation has resulted in additional challenges for implementation of the Specific Plan and financing of infrastructure. While the core vision for the Plan Area remains largely intact, the city and/or development community should consider opportunities in the future to evaluate the components of the Specific Plan. Any future study of the Plan Area should assess market conditions and development capacity; identify contemporary needs of the City (housing opportunity sites, retail and commercial service needs, economic development, etc.), include input from property owners/stakeholders as well as the assess the scope of infrastructure investment needed to accomplish the goals and objectives of the Specific Plan. This effort could include public-private partnerships and consist of targeted revisions to the existing Specific Plan based on supplemental studies or a comprehensive reworking of the Plan through an extended Specific Plan visioning process.~~

~~North Camino Ramon Specific Plan Area~~

4.7-1-3

~~Prior to approving projects involving more than 10,000 square feet of new construction in the North Camino Ramon Specific Plan (NCRSP) Area, amend the NCRSP to focus specialty and commercial retail along major arterial corridors with good freeway access and raise the base FAR to 0.9 for sites at the interior of the TCMU zone in order to improve the feasibility of redevelopment within the established density range for sites that can support it. The base FAR is not intended as a minimum requirement but rather as an incentive for development consistent with the General Plan and NCRSP vision for the area where site characteristics allow. Additionally, amend the NCRSP to allow for shared parking in appropriate locations and establish minimum daily parking requirements, based on the mix of uses and time periods when they would be needed. The update shall establish parameters for shared parking to be implemented either through shared parking agreements among adjacent properties or on a district scale in order to provide clarity for property owners and developers. Outreach to business owners shall be an integral part of the update.~~

The original concept in the North Camino Ramon Specific Plan (NCRSP) of The Commons as a destination retail center. Retail market analysis completed by BAE Urban Economics in 2017 indicates there would be little market support for a second 'city center' and little developer interest in an interior site with no exposure to high traffic arterials. Instead, The Commons area represents an opportunity to support the success of retail at City Center and San Ramon's other existing shopping centers by promoting residential mixed use development at the interior of the NCRSP area, with access from Norris Canyon Road.

Title D3-30 of the San Ramon Zoning Code allows for shared collective parking agreements among two or more adjacent property owners when adjacent uses have distinct and differing peak parking usage periods. As buildout of the core area of the city proceeds, there may be opportunities to implement shared parking among uses on a district scale in order to provide property owners and developers with more flexibility to provide onsite amenities and space for pop up retail and other events that contribute to the experience in San Ramon's retail shopping centers.

Westside Specific Plan Area

4.7-1-34

Prior to new development consistent with the General Plan, amend the Westside Specific Plan as necessary to ensure consistency with the General Plan ~~by establishing a 1,348-unit limit on housing.~~

All new development 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-45

~~Continue to pursue the development and implementation of the City Center Project as a cohesive mix of civic, office compatible retail, and public space with an arts, entertainment, and lifestyle focus. 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.~~

~~On October 8, 2013, the City of San Ramon 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 on the southwest corner of Central Park. On June 10, 2014, Sunset Development presented a revised vision and development concept for phase one of the City Center Plaza District. The Plaza District retail phase of development is primarily comprised of the retail, restaurant, and theater portion of the previously approved Project. Construction of Plaza District retail phase began in 2015 and is anticipated to opened in the Fall of 2018.~~

4.7-I-6

~~Implement the City Center project to comply with the CCMU zoning designation and the intent of the City Center Settlement Agreement. The project and any future revisions will continue to be required to meet the sun access plane requirements adjacent to City parks.~~

Tassajara Valley Area

4.7-I-57

Continue to monitor development activities in the Tassajara Valley Area.

The Tassajara Valley is not within the City's Sphere of Influence 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

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 [Citycity](#) 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 [Citycity](#) and enhances the community image.

In a larger context the hillsides on both the east and west, silhouette the [Citycity](#) 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

4.8-G-1	Maintain and enhance San Ramon’s identity.
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IMPLEMENTING POLICIES – COMMUNITY IMAGE

4.8-I-1	Continue to develop and refine community design documents such as the San Ramon Beautification Plan, the Creek Corridor Plan, Street Beautification Plan, Street Beautification Guidelines, Architectural Review guidelines and other guidance 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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4.8-I-2	Ensure that the d Design, location, and size of new development should considerblends with 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.

4.8-I-3

Continue to refine citywide lighting standards to [ensure/implement](#) appropriate illumination levels for residential, commercial, and industrial land uses, ~~and that lighting is of a consistent character and quality~~ while reducing light pollution.

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, ~~and~~ 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, ~~and~~ incentives for dedication, [overhead trail crossings](#) and improvement of land for trailhead parks and walkways.

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 ~~ensure that new development~~ minimizes new development's impacts and preserves and/or enhances ~~significant~~ 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 ~~development of an in-lieu fee program~~ 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

[Encourage attractive, 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~~ [reduction](#) in water use for new development, the application of the State Model efficient Landscape Ordinance (MWELO) as well as the development and use of dual water systems utilizing reclaimed water for irrigation purposes.

CAP

4.8-I-13

Require [appropriate](#) 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 [Citycity](#).

Specially designed signs identifying all streets in San Ramon will provide a unifying and visually appealing element throughout the [Citycity](#). 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 [office](#) 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 [Citycity](#) 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 [Citycity](#).

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 an 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.](#)

4.9 ADMINISTRATION OF LAND USE REGULATIONS

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

4.9-I-1	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.
<u>4.9-I-2</u>	<u>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.</u>
<u>4.9-I-3</u>	<u>Evaluate and implement environmental protection measures within the City’s authority that support equitable treatment of all neighborhoods.</u>
<u>4.9-I-4</u>	<u>Ensure transparent public decision-making processes through effective public outreach, engagement, and participation that is inclusive of socially disadvantaged individuals and groups.</u>

TRAFFIC AND CIRCULATION

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

The circulation network provides the linkages between different land uses and facilitates access to home, shopping, jobs, schools and recreation. ~~With an efficient transportation system, people in San Ramon can enjoy the advantages of living in a smaller community and have access to neighboring metropolitan areas.~~ Figure 5-1 shows the circulation network.

While this [circulation](#) network is planned to ~~provide sufficient capacity 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, 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 ~~vehicle miles traveled (VMT), and allows development to occur only if it meets~~ [meet](#) the City's infrastructure requirements, and [define](#) acceptable traffic Level-of-Service (LOS) ~~standards~~ [guidelines](#).

Traffic LOS is an objective measure of operating conditions at roadway intersections. 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 by comparing projected traffic volumes to intersection capacities. 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

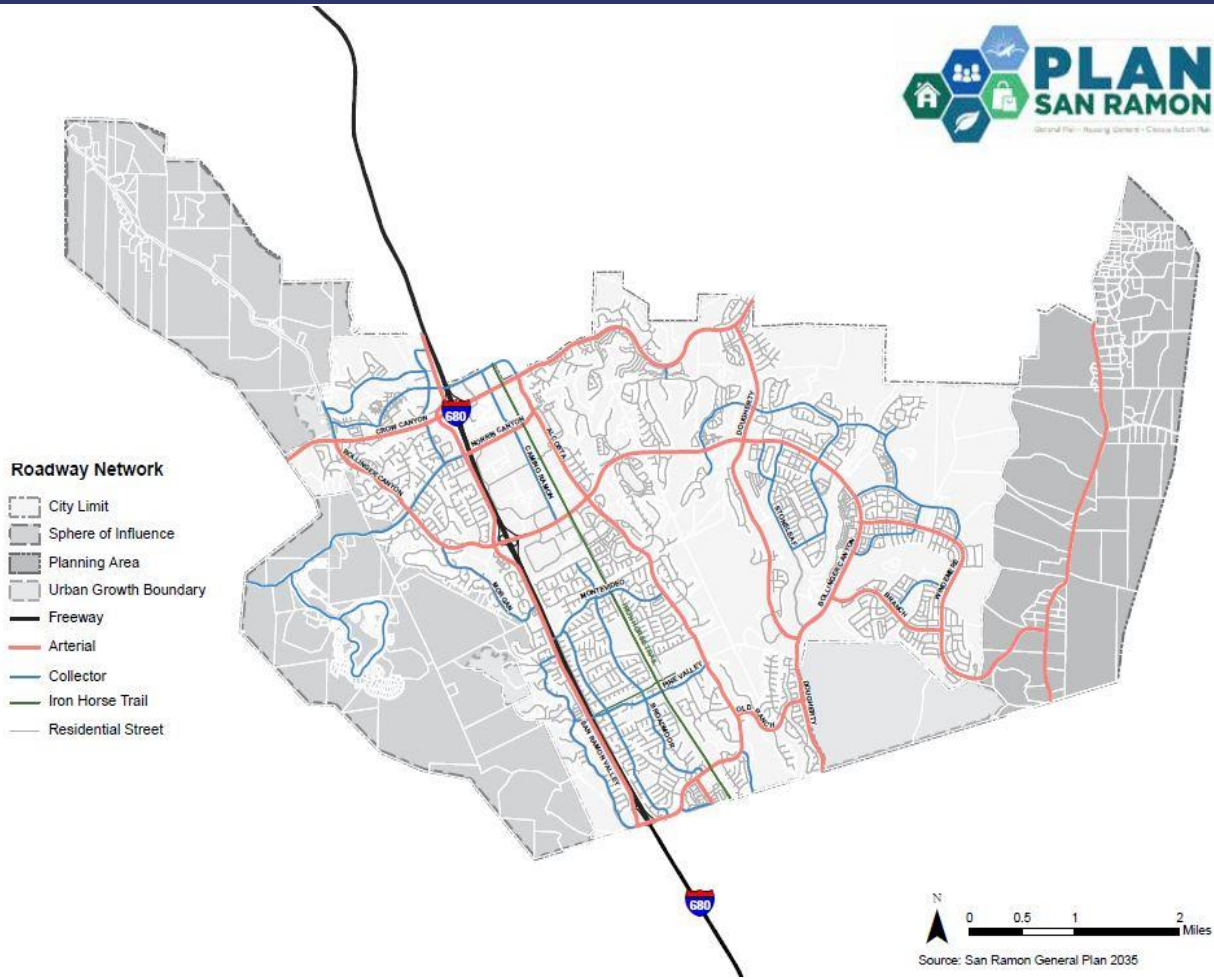


Table 5-1: Level of Service Standards Guidelines

Level of Service (LOS)	Volume/Capacity	
	Ratios (V/C)	Description
A	< 0.60	Traffic is typically free flowing; very little delay.
B	0.61-0.70	Only slight delays; the majority of vehicles do not stop.
C	0.71-0.80	Acceptable delays; if an intersection is signalized, a few drivers may have to wait through one signal cycle.
D	0.81-0.90	Delays are substantial during short periods, but excessive backups do not occur.
E	0.91-1.0	Delays can exceed one or more signal cycles.
F	> 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 impacts to the City's circulation system, the developer is required to include mitigation measures which will maintain acceptable levels of service.

Source: CCTA Technical Procedures Manual.

SENATE BILL 743:

~~Senate Bill 743 (Steinberg, 2013) made several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (i.e., transit-oriented development or TOD). Those changes direct the Governor's Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA. SB 743 also creates a new exemption for certain projects that are consistent with a Specific Plan and eliminates the need to evaluate aesthetic and parking impacts of a project, in some circumstances. The exemption applies if a project meets all of the following criteria:~~

- ~~1. It is a residential, employment center, or mixed use project;~~
- ~~2. It is located within a transit priority area;~~
- ~~3. The project is consistent with a specific plan for which an environmental impact report was certified; and~~
- ~~4. It is consistent with an adopted sustainable communities strategy or alternative planning strategy.~~

~~The exemption cannot be applied if the project would cause new or worse significant impacts compared to what was analyzed in the environmental impact report for the specific plan. In addition to the new exemption for projects that are consistent with specific plans, SB 743 also changes the way that transportation impacts are analyzed under CEQA. Once the CEQA Guidelines are amended to address the new transportation methodologies, auto delay and LOS will no longer trigger an impact finding under CEQA. While LOS and delay based standards are being revised for CEQA analysis, local jurisdictions still have the ability to utilize LOS standards to assess local goals and objectives for roadway operations and quality of life measures. Until the new transportation methodologies are adopted by the State, the impact to locally adopted LOS standards based on Congestion Management Plans will be unclear. Additionally, depending on the nature of these future methodologies and standards, local transportation policy revisions may also be required in the future.~~

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 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 **may still be used** 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 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 developed 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

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

5.1-I-1	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.

<u>5.1-I-2</u>	<u>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 standard would be prohibitively costly or disruptive.</u>
5.1-I-3	

5.1-I-3 Require new development provide traffic impact studies if the Project would ~~and a VMT assessment 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. ~~50 or more net new peak hour vehicle trips or as requested by the City Traffic Engineer.~~ Preparation of traffic impact studies and/or VMT assessments may also be determined or waived by the City Traffic Engineer.

5.1-I-43 Identify and implement ~~circulation improvements~~mitigations based on ~~required~~-traffic studies and VMT assessments.

5.1-I-54 Implement uniform design standards for City arterials, collectors, ~~and~~ local streets, and private roadways.

5.1-I-65 Monitor key intersection LOS on an ~~annual~~regular -basis and document the results.

5.1-I-76 Implement the following transportation programs: Transportation Demand Management Program (TDM) Program, Street Smarts Traffic Safety Program, Residential Traffic Calming Program, ~~Safe Routes to School Program, and~~ TRAFFIX Program, ~~and the Radar Speed Display Sign (RSDS) Program~~Engineering Services Department's Traffic Engineering component.

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 ~~standards~~guidelines.

5.1-I-87 Implement a Safe Routes to School ~~Traffic Calming~~ Program to address access and safety issues on streets adjacent to elementary schools in San Ramon.

5.2 REGIONAL TRANSPORTATION PLANNING

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

5.2-G-1

Actively participate in local and regional transportation planning.

IMPLEMENTING POLICIES – REGIONAL TRANSPORT PLANNING

5.2-I-1

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).

5.2-I-2

Continue to implement the Tri-Valley Transportation Action Plan through participation in the Tri-Valley Transportation Council (TVTC).

5.2-I-3

Participate in programs to mitigate regional traffic congestion. ~~including the following project when necessary based on monitoring and program goals:~~

~~Alcosta Boulevard/I-680 Northbound Off-Ramp: Widen the off-ramp to provide one left turn lane, one shared left/through/right turn lane, and one right turn lane.~~

5.2-I-4

~~Support~~ Ensure local jurisdiction consistency with the goals and policies of the Contra Costa Congestion Management Plan (CMP).

5.2-I-5

Emphasize regional transportation demand management and trip reduction strategies as alternatives to improvements to existing ~~public~~ public transportation facilities and the construction of new ~~public~~ public transportation facilities.

5.2-I-6

Identify and consider the impacts of land use decisions on regional as well as local ~~public~~ transportation facilities.

5.2-I-7

~~Support~~ 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.

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 ~~vehicle-miles-traveled~~ **VMT** and greenhouse gas reduction strategy.

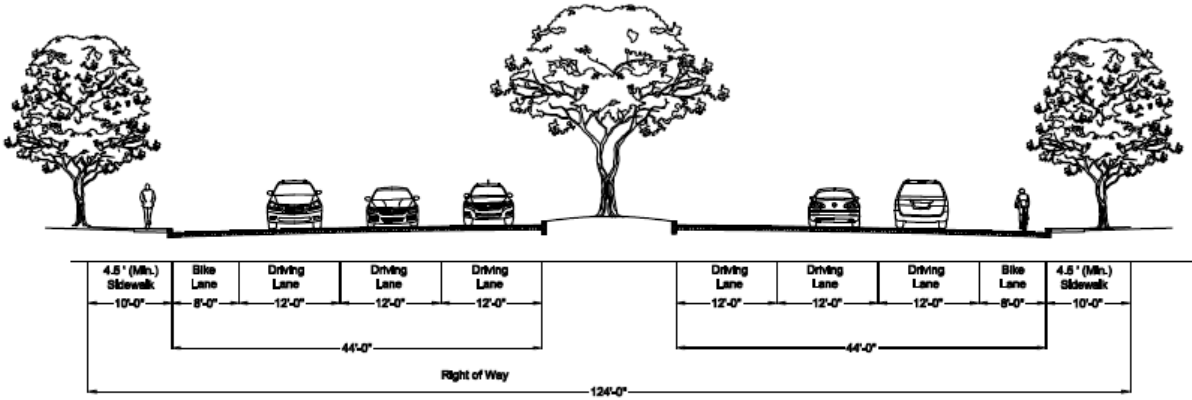
5.3-I-5 Consider the access and mobility needs of special needs groups such as seniors and persons with disabilities in the implementation of all Complete Streets projects.

5.4 ARTERIAL ROADWAYS

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 204035, 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.

~~Crow Canyon Road: Widen to six lanes from Alcosta Boulevard to Danville Town limits. Preserve right-of-way for widening to four lanes from Bollinger Canyon Road to Alameda County line.~~

~~Dougherty Road: Support construction to six lanes from Crow Canyon Road to Alameda County line. (Completed 2018)~~

~~Bollinger Canyon Road: Widen to eight lanes from I-680 to Alcosta Boulevard. (Completed in 2018)~~

~~Camino Tassajara: Support widening to four lanes from Danville Town limits to Windemere Parkway. Support widening to six lanes from Windemere Parkway to Alameda County line.~~

~~While outside the City's Jurisdiction, future Camino Tassajara improvements are specified in the Dougherty Valley Settlement Agreement (May 11, 1994) and Tri-Valley Transportation Plan and Action Plan.~~

~~Alcosta Boulevard: Install signals and associated lane improvements at the Old Ranch Road and Vera Cruz Drive intersections.~~

5.4-I-4

Maximize the carrying capacity of arterial roadways by controlling the number of intersections, ~~and~~ [minimize](#) residential and commercial driveway access, on-street parking, ~~and~~ requiring ~~sufficient~~ off-street parking [strategies](#) to meet the needs of each proposed project.

The intent of this policy is to minimize conflicts from intersections, driveways, and parking along arterial roadways.

5.4-I-5	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.
5.4-I-6	Make optimal use of federal, state, and other funding sources to complete circulation system improvements.
5.4-I-7	Minimize congestion on arterials by fully implementing the policies in the Complete Streets, Transportation Demand Management and Public Transit sections of the Circulation Element.
5.4-I-8	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.
5.4-I-9	Specify <u>hauling</u> routes for transporting hazardous materials that minimize the risk to people and property <u>property</u> .

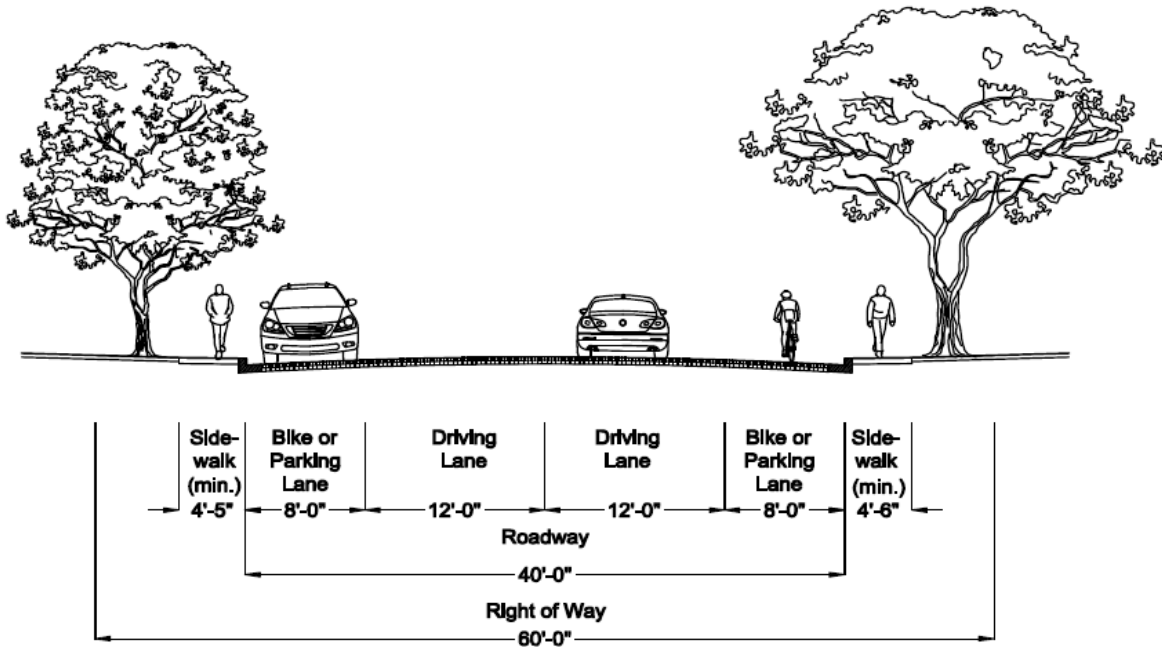
These routes should not pass through residential areas or other sensitive areas. Specific time periods for transport should be established to reduce the impact and accident risk during peak travel periods.

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 ~~2035~~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. ~~attainment of the City’s goal of less than 3,000 vehicles per day on 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 ~~attainment of the City’s goals~~ for ~~of less than 500 vehicles per day on~~ local roadways.

The City’s goal is to limit traffic volumes on local roadways ~~to less than 500 vehicles per day. Because many local streets connect to several other streets serving a variety of uses, the goal may not be achievable in some cases.~~ 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. ~~improvements to collector roadways as follows:~~

- ~~1. Twin Creeks Drive: Extend and construct as a four-lane street from Crow Canyon Road to Old Crow Canyon Road.~~
- ~~1. Fostoria Way: Widen Fostoria Way from Camino Ramon easterly to the City Limits past the Iron Horse Trail to include curb, gutter, sidewalk, and streetlights.~~
- ~~2. Camino Ramon: Reconfigure the westbound and eastbound approaches at the Bishop Drive intersection and alter signal phasing.~~
- ~~3. Hooper Drive: Widen Hooper Drive from SRVB to 320 feet west to include curb, gutter, sidewalk, and streetlights.~~

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 ~~appropriately~~ traffic ~~that~~ 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 ~~adjacent to schools and other high-use sites as California High School. Permit-only parking restrictions shall not apply to other residential areas or areas adjacent to public parks within the City of San Ramon except as specifically~~ 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 commute 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~~ 11:30 am and then from 3:00 p.m. to 7:~~30~~ 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

~~Cooperate~~ [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 complexes](#) 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. ~~Bus service or other public transportation services should be included under the Initial Level of Development as part of the Dougherty Valley area.~~ The City shall ~~consistently~~ strive to improve the transit service to and from [all neighborhoods and commercial districts in San Ramon.](#) ~~including the annexed areas of Dougherty Valley.~~

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.

5.6-I-5 ~~Support~~ Encourage future transit uses within the I-680 corridor right-of-way and within the City of San Ramon.

5.6-I-6 ~~Work~~ 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.

5.6-I-7 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 ~~vehicle-miles-traveled~~ VMT.

5.6-I-8 ~~Support~~ Encourage alternative public transportation programs and obtain funding for new TDM projects or programs.

5.6-I-9 Encourage employers and commercial complexes to emphasize public transit services or private alternatives to the single-occupant vehicle.

5.6-I-10 Work with transit providers to situate amenity rich transit stops and shelters at convenient and safe locations.

5.6-I-11 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.

5.6-I-12

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, ~~North Camino Ramon Specific Plan~~, 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](#) ~~to North Camino Ramon Specific Plan Area~~ [and 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 ~~vehicle miles traveled~~ [VMT](#), improve air quality, and reduce greenhouse gas emissions.

|

5.6-I-17

Encourage “Park Once” concepts as a ~~vehicle-miles-traveled~~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. ~~Vehicle-miles-traveled~~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 ~~vehicle-miles-traveled~~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, ~~and~~ Transit-Oriented Development (TOD) and first and last mile transit access connections, ~~concepts~~ as a ~~vehicle-miles-traveled~~VMT reduction strategies ~~y~~ 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~~2017, the City ~~undertook a year-long process to develop~~approved its first Bicycle Master Plan with the objective of creating connected, accessible routes that are comfortable for people of all ages and abilities. ~~Adopted in 2018, t~~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.

- Class III bike routes share the road with vehicle traffic or pedestrians and are marked ~~only~~ 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. ~~The City, as part of its ongoing efforts to annex Dougherty Valley, has accepted over 9 miles of new roadways throughout the Dougherty Valley, most of which include Class II bikeways.~~ 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:

- Improve pedestrian and bicyclist safety
- Improve pedestrian and bicyclist access and circulation
- Facilitate alternative means of transportation
- Increase recreational opportunities
- Facilitate healthier lifestyles
- Cultivate appreciation of the natural world

The Corridor Concept Plan established the basic scope and feasibility and ~~is~~ was the first step in the process of evaluating and implementing pedestrian overcrossings at the proposed San Ramon locations. ~~To move these projects forward it will be necessary to secure additional funding for development of improvement plans and ultimately construction of the projects.~~ 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. completed environmental studies for the Bollinger Canyon and Crow Canyon Road overcrossings, has completed design for the Bollinger Canyon Road overcrossing and obtained funding for its construction, and has secured funding for the design of the Crow Canyon Road overcrossing.

GUIDING POLICY – BICYCLE AND PEDESTRIAN ROUTES

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

5.7-I-1	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 <u>and between San Ramon and neighboring cities</u> jurisdictions.
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5.7-I-2

Develop bicycle routes that provide access to regional employment centers, shopping centers, public facilities, transit centers, schools, and parks.

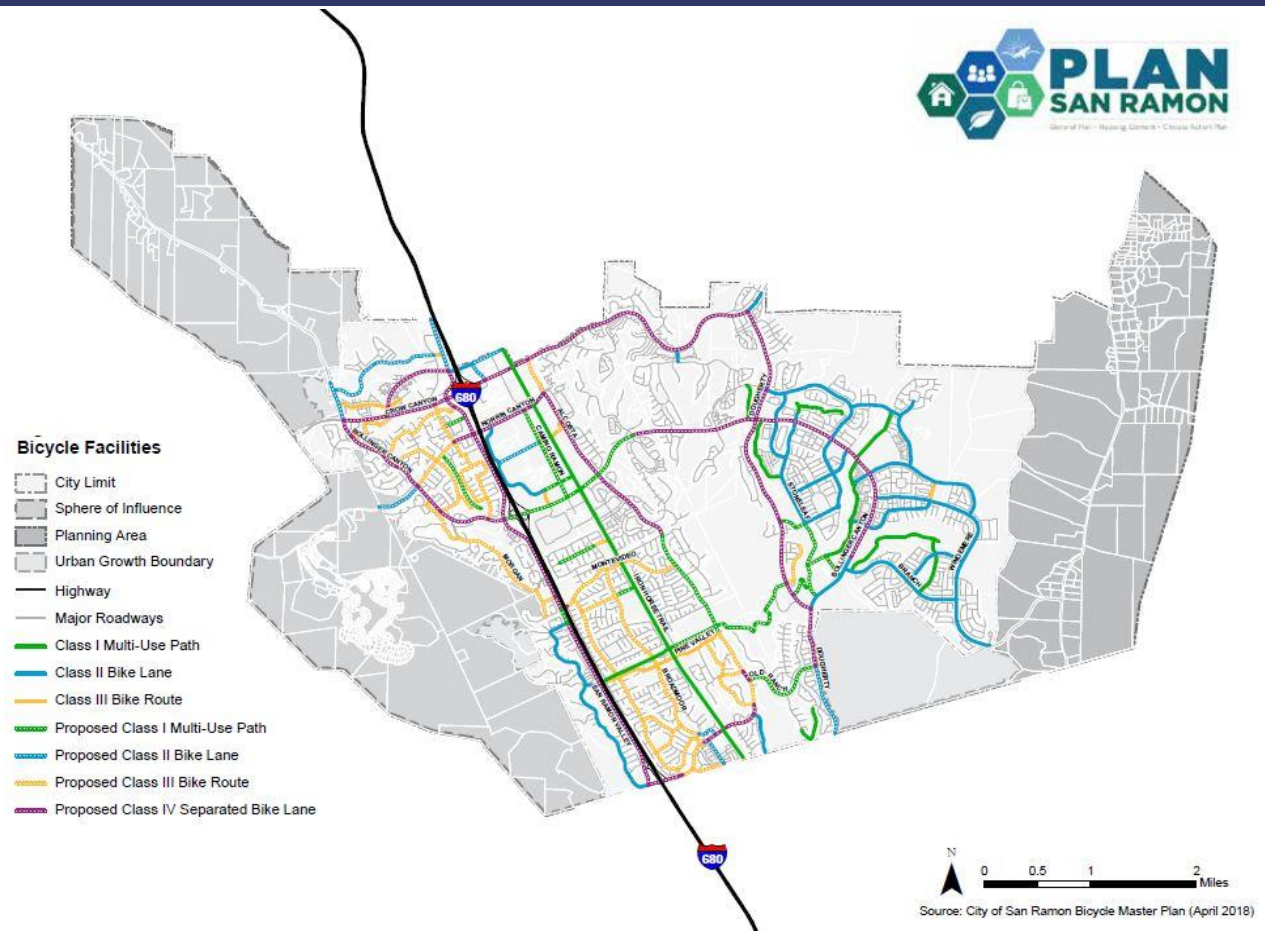
5.7-I-3

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 ~~will be~~ linked to ~~the City Center project~~ 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](#) ~~RRS~~, 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](#) ~~RRS~~ 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 ~~any~~ new office, ~~and~~ retail, ~~and~~ [housing developments](#) 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 ~~Bishop Ranch Business Park~~, 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 the San Ramon Valley Iron Horse Trail Corridor Concept Plan by refining the design alternatives and pursue funding through grants, public/private partnerships and other funding sources as appropriate.~~

~~The Concept Plan contemplates improvements such as grade separations at Bollinger Canyon Road and Crow Canyon Road.~~

5.7-I-10 ~~Require~~ [Implement](#) roadway improvement projects to minimize both temporary and permanent reductions in bicycle and pedestrian mobility and/or accessibility.

5.7-I-10 ~~11~~ 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 ~~12~~ Work with Caltrans and other appropriate agencies to improve bicycle and pedestrian mobility at freeway crossings.

5.7-I-12 ~~13~~ 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-13414

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 ~~(2018)~~, 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

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 ~~PARKS AND COMMUNITY SERVICES MASTER PLAN~~

The primary guiding tool of parks and community facilities is ~~the San Ramon Parks, Trails, Open Space, and Recreational Master Plan, the Parks and Community Services Master Plan approved by the San Ramon City Council developed by the Parks and Community Service Commission.~~ It is a blueprint that guides park, ~~and~~ community service, [and recreation](#) development through [2017-2030](#) 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~~[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 ~~2035~~ 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

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 Crow Canyon Gardens](#), [Sports Park tennis court facilities](#), [Del Mar 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, ~~or~~ [basketball, bocce, or tennis courts](#), and ~~it~~ 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](#).
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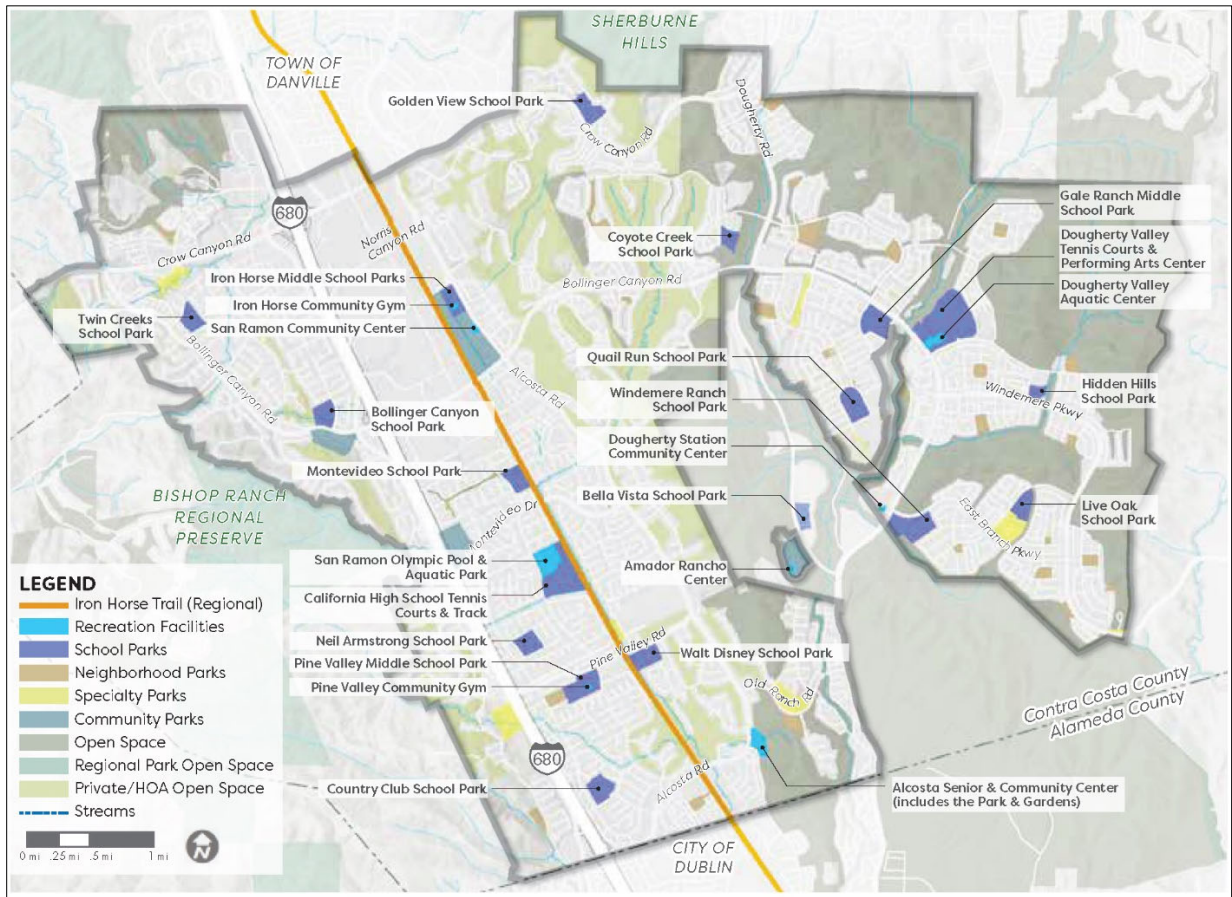
6.3 OTHER RECREATION AREAS AND FACILITIES

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 [2035](#) Land Use Map in the Land Use Element.

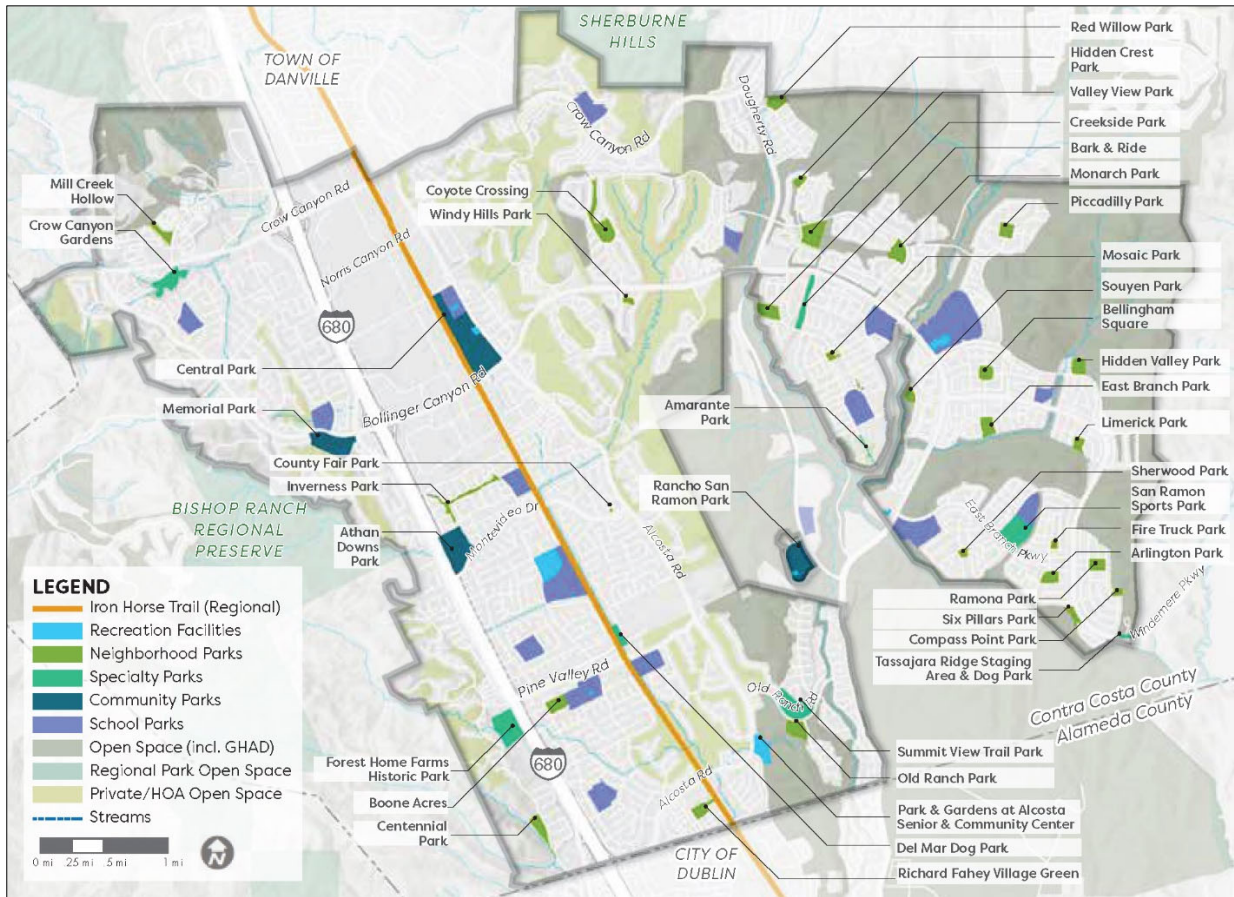
Other areas, such as The Bridges Golf Club at 9000 S. Gale Ridge Road and Homeowner's Association owned and maintained facilities, provide additional recreational facilities to the community but are not included in the City parkland standards.

Figure 6-1: Existing School Parks and Recreation Facilities



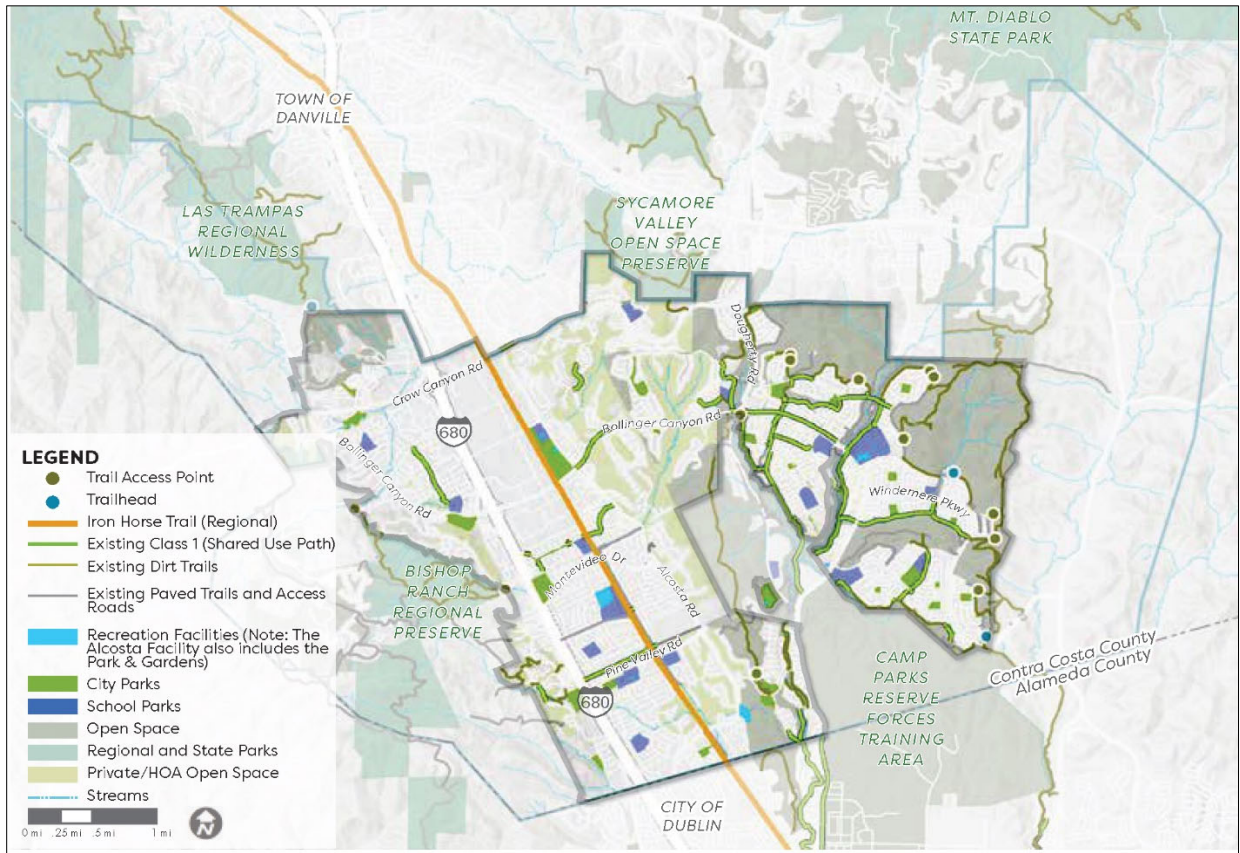
Source: City of San Ramon, San Ramon Parks, Trails, Open Space, and Recreation Master Plan, 2023

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 [83,820,777](#) 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. [Figure 6-1 illustrates existing parkland in San Ramon.](#) A detailed inventory of park acreage is provided in Appendix 6-A.

Table 6-1: Existing Parkland and Parkland Under Construction		
Park Type	Acres	Total
Community Parks		
Existing (4)	100.44	
Under Construction (1)	8.21	
Rancho San Ramon Phase 2		8.21
Community Parks Subtotal		108.65
Neighborhood Parks¹		
Existing (298)	116.30	
Under Construction (43)	2.32	
Bishop Ranch 6 Park		2.0
Sunrise Ridge (Formerly Faria Preserve Park)		13.60
Crittter Crossroads		8.44
Neighborhood Parks Subtotal		140.34

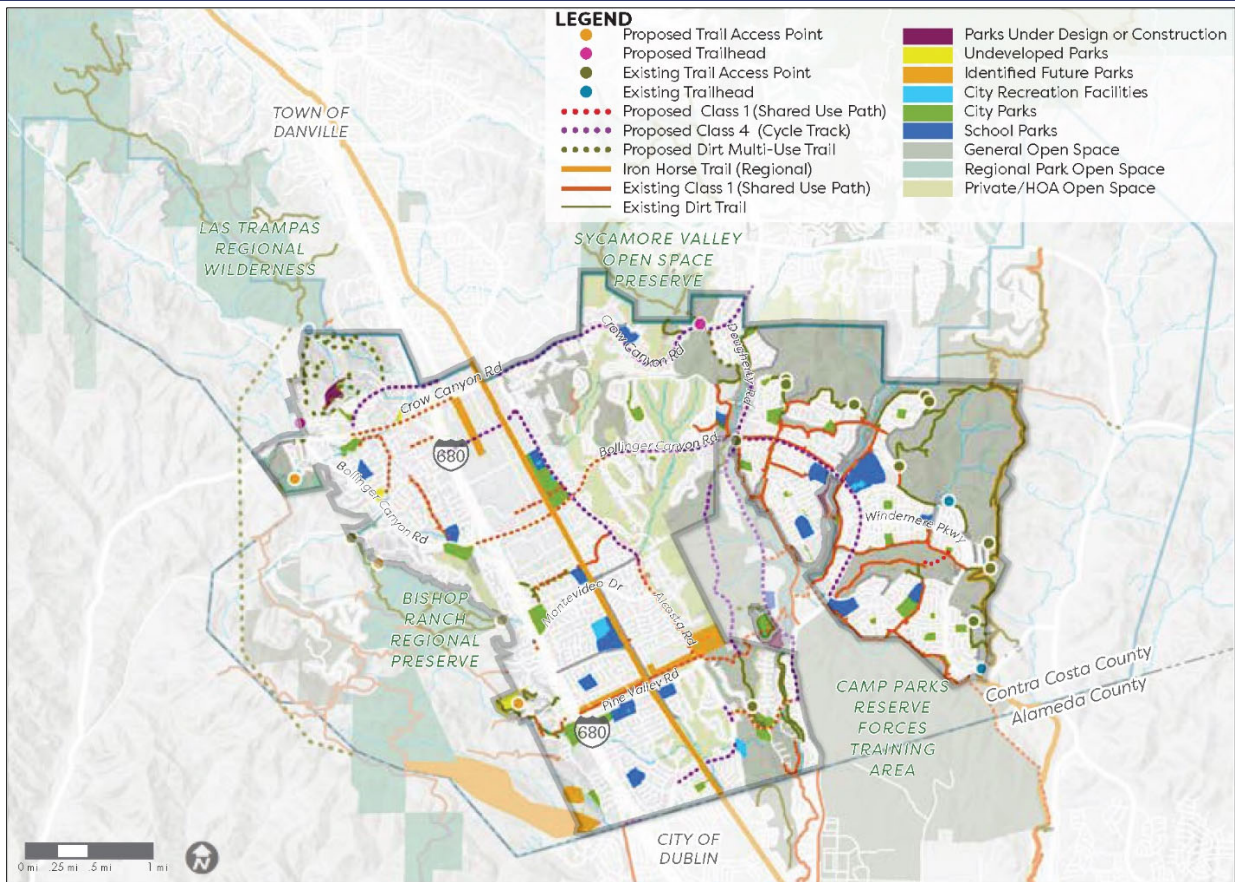
Table 6-1: Existing Parkland and Parkland Under Construction		
Park Type	Acres	Total
<i>Specialized Recreation Areas</i>		
Existing (1 4 ³)	77.8774.45	
Under Construction (2)None	9.650.00	
Specialized Recreation Areas Subtotal		77.784.10
<i>School Parks</i>		
Existing (1 8 ⁷)	78.2975.68	
Under Construction (1)None	2.6190.00	
School Parks Subtotal		78.29
<i>Public Spaces</i>		
Existing (1None)	0.0022.50	
CityWalk Lakes (Includes Annabel and Cecilia)		22.50
Under Construction (None)	0.00	
Public Spaces Subtotal		22.500.00
Total Existing	364.55395.40	
Total Under Construction	22.7932.25	
Total Existing and Under Construction		387.34427.65
Note:		
¹ Includes pocket parks		
Source: City of San Ramon Planning & Community Development Department and Parks & Community Services Department		

Table 6-2: Undeveloped Parkland		
Park Type	Acres	Total
<i>Specialized Recreation Neighborhood Parks Areas</i>		
Henry Ranch Park	14.00	
San Catanio (Wood Lot)	4.60	
Athey Lot		2.48
NWSP West (Chang Property)		2.00
Specialized Recreation Areas Neighborhood Parks Subtotal		18.60231.08
Total Undeveloped Parkland		18.60231.08
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 ~~110,08984,165 by 2040~~ ~~96,174 by 2035~~ will result in a future need of about ~~547.07715.58~~ 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 ~~2035~~ ~~2040~~. The General Plan ~~2035-2040~~ proposes, at buildout, a total of ~~669.03630.122~~ acres of parkland, ~~exceeding the future parkland need by 4.25 acres.~~ At General Plan buildout, the parkland ratio will be ~~6.55~~ ~~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.

Figure 6-41: Proposed Parks, Trails, and Open Space



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

Table 6-3: Proposed Parks and Parkland Need in San Ramon by 204035

Category	Acres
Existing, Under Construction, and Undeveloped Parks	405,944,50.73
Proposed Parks	
Athey Lot	2.48
Big Canyon	123.50
Faria Preserve Development Park	13.60
Laborer's	13.00
North Camino Ramon Specific Plan Park Sites	6.00
NWSP (Panetta Property)	2.50
NWSP WestCityWalk (Future Park Sites)	18,202.00
PG&E Corridor	61.10
Total Existing, Under Construction, Undeveloped, and Proposed Parks	669.03630.12
Park Need, at General Plan 204035 buildout (based on a population of 96,174,104,873,110,089 and 6.5 acres/1,000 residents)	625,871,15.58
Parkland Ratio	
Existing Ratio (364.55395.40 acres/77,270,83,820 residents)	4.72
Ratio Achieved at General Plan 203540 Buildout (630.12-669.03 acres/96,174,104,873,110,089 residents)	6.556,038
Parkland ratio above the 6.5 acres/1,000 residents at General Plan 203540 buildout	0.05

Source: City of San Ramon Planning & Community Development Department and Parks & Community Services Department and Land Use buildout, 2014,2022.

GUIDING POLICY – PARKLAND NEEDS AND PROPOSED PARKS

6.5-G-1

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

IMPLEMENTING POLICIES – PARKLAND NEEDS AND PROPOSED PARKS

6.5-I-1

Maintain a standard 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 204035, 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 ~~(such as golf courses and homeowners' association amenities including mini parks, tot lots, and picnic areas)~~ shall not be substituted for 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 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. ~~to the City's park 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.

6.5-I-6

Encourage contributions to the City's park and trail system by non-residential developers.

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.

New Policy
6.5-I-7

Encourage 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.

6.5-I-87

Complete all parkland dedication requirements for each development prior to final occupancy.

6.5-I-98

Encourage the development of landscaped and dedicated public spaces, parkways, trail systems, and special community service recreational facilities in new developments.

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.

6.5-I-109

Collaborate ~~Confer~~ 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.

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-110

Seek partnership opportunities with the private sector and with other public agencies to enhance park facilities and provide ~~leisure time~~ recreational activities.

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 ~~preserve~~ preservation of local historic resources that are of value to the community.

6.5-I-121

Identify, document, and seek to preserve and protect sites of historic interest.~~Identify and document sites of historic interest and develop opportunities to acquire or preserve sites of historic interest.~~

6.5-I-132

~~Explore preservation~~Seek opportunities to preserve and protect ~~of~~ 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. ~~Through the Open Space Advisory Committee,~~ 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-143

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-154

Continue to review ~~biennially~~annually and update ~~quadrennially~~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,~~updates it biennially,~~ and ensures that the development of parks and community facilities proceed as planned.

6.5-I-165

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-176

~~Maintain~~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-17

~~Maintain a standard, at General Plan buildout, that Community Parks are to be within three miles 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.~~
Increase the accessibility and connectivity to the Iron Horse Trail and the regional/city trail network, including the possibility of bicycle/pedestrian overcrossing(s) 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. ~~In 2007, the San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept 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 Road, and Bollinger Canyon Road.~~

6.5-I-189

~~Where appropriate, require~~Encourage new development to provide Public Spaces to enhance the recreation or leisure ~~interactive~~ 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, ~~basketball, bocce, or tennis courts~~ 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	GP204035	Notes
Community Parks		
Existing		
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)
Total Existing:	100.44	
Under Construction (as of 12/201308/2022)		
Rancho San Ramon Phase 2	8.21	Phase 2 - 8.21 ac
Total Under Construction:	8.21	
Community Parks Grand Total:	108.65	
Neighborhood Parks		
Existing		
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	
Sherwood Park	1.49	

Park Acreage Inventory		
Park Type	GP204035	Notes
Six Pillars Park	2.74	
Souyen Park	2.40	
Valley View Park	10.01	
Windy Hills Park	1.36	
Total Existing:		113.98115.06116.30
Under Construction (as of 12/201308/2022)		
Mosaic Park Phase II Pathway (formerly Gale Phase 3 Linear Park)	2.32	2.32 ac (Tract 8971)
Bishop Ranch 6 Park	2.0	
Sunrise Ridge (Formerly Faria Preserve Park)	13.60	
Critter Crossroads	8.44	
Total Under Construction:		24.0423.22
Neighborhood Parks Sub-Total (Existing & Under Const.):		1176.38140.34
Undeveloped (as of 12/201308/2022)		
Henry Ranch	14.00	
San Catanio (Wood Lot)	4.60	
Athey Lot	2.48	Includes APN: 208-290-005 (1.29 ac) and APN: 208-290-028 (1.19 ac)
NWSP West (Chang Property)	2.00	
Total To Be Developed:		14.0023.08
Neighborhood Parks Sub-Total (Undeveloped):		14.0023.08
Proposed (as of 12/201308/2022)		
Faria Development Sunrise Ridge (formerly Faria Preserve Park)	13.60	Revised Faria Project Plans (includes 12.9 ac for park and 0.7 ac for Rose Garden)
NWSP West	2.00	
Total Proposed:		15.600.00
Neighborhood Parks Sub-Total (Proposed):		15.600.00
Neighborhood Parks Grand Total:		145.90163.42
Specialized Recreation Areas		
Existing		
Alcosta Senior & Community Center, Park & Gardens	7.83	Includes parking lot on adjacent City-owned parcel
Bark and Ride	6.68	
Crow Canyon Gardens (w/o MUDD's)	7.46 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	

Park Acreage Inventory		
Park Type	GP204035	Notes
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	
Total Existing:	<u>74.4577.87</u>	
Under Construction (as of 12/201308/2022)		
Gale Phase 4 – Neighborhood 6 Linear Park (Amarante Park)	<u>1.21</u>	
Rose Glenn Critter Crossroads	8.44	
Total Under Construction:	<u>9.650.00</u>	
Specialized Recreation Areas Sub-Total (Existing & Under Const.):	<u>84.1077.87</u>	
Undeveloped (as of 12/201308/2022)		
San Cantanio (Wood Lot)	4.60	
Total To Be Developed:	4.60	
Specialized Recreation Areas Sub-Total (Undeveloped):	4.60	
Proposed (as of 12/201308/2022)		
Athey Lot	<u>2.48</u>	Includes APN: 208-290-005 (1.29 ac) and APN: 208-290-028 (1.19 ac)
CityWalk (Future Park Sites)	<u>18.20</u>	
Big Canyon	123.50	
Laborer's	13.00	
North Camino Ramon Specific Plan Parks	6.00	Includes Village Green (2 ac.), Iron Horse Trail Link (2 ac.), and Residential Park (2 ac.)
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
Total Proposed:	<u>208.58218.30</u>	
Specialized Recreation Areas Sub-Total (Proposed):	208.58	
Specialized Recreation Areas Grand Total:	<u>295.907.28</u>	
Public Spaces		
Existing		
CityWalk Lakes	22.50	Includes two lakes (Annabel and Cecilia)
Total Existing:	22.50	
Total Under Construction:	0.00	
Public Spaces Sub-Total (Existing & Under Const.):	22.50	
Public Spaces Grand Total:	22.50	
School Parks (park acreage w/o school)		
Existing		
Elementary Schools		

Park Acreage Inventory

Park Type	GP204035	Notes
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
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
Middle Schools		
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
High Schools		
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
Total Existing:		75.6878.29
Under Construction (as of 12/201308/2022)		

Park Acreage Inventory

Park Type	GP204035	Notes
Gale Phase 4 Park 3 (Neighborhood 3 School Park)	2.61	New Bella Vista Elementary School Park Site
Total Under Construction:	<u>2.610.00</u>	
School Parks Sub-Total (Existing & Under Const.):	78.29	
School Parks Total:	78.29	
GRAND TOTAL EXISTING PARKS:	<u>364.55395.40</u>	
GRAND TOTAL UNDER CONSTRUCTION PARKS:	<u>22.7932.25</u>	
GRAND TOTAL UNDEVELOPED PARKS:	<u>18.6023.08</u>	
GRAND TOTAL PROPOSED PARKS:	<u>224.19218.30</u>	
AND TOTAL EXISTING, UNDER CONST., UNDEVELOPED, & PROPOSED PARKS:	<u>630.12669.03</u>	
Parkland per 1,000 people (Existing):	4.72	Jan. 1, 2014-2022 DOF estimate
		77,27083,820 population
Parkland per 1,000 people (at Build-Out):	<u>6.556.0</u>	Build-out population of
		<u>96,174110,089</u> people

PUBLIC FACILITIES AND UTILITIES

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 ~~standards~~ 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

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 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); ~~and~~
- Two libraries ~~branches~~ (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 ~~the proposed~~ City Hall will 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 ~~is expected to be underway in late 2014~~. Additionally, 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. ~~Sunset Development presented a revised vision and development concept for phase one of the City Center Plaza District. This first phase is comprised of the retail and theater portion of the previously approved Project; however based on the design changes, the City will process an amendment to the approved plans prior to the start of construction. Construction of phase one of the Project is anticipated to begin in 2015.~~

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 ~~standards~~ [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, ~~and the Alcosta Senior & Community Center, Park & Gardens,~~ [and the Amador Rancho Community Center,](#) ~~and the Forest Home Farms Historic Park.~~
- **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~~[600-seat](#) theater with adjoining rehearsal space) or the Front Row Theater (a ~~90-seat~~[90-seat](#) theater) at the Dougherty Station Community [Art](#) Center.
- ~~**City Center.** A downtown Center consisting of a pedestrian friendly, mixed-use development. A few of the major community facility components include and a new city hall with council chamber, and a transit 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 superior](#) services including facility upgrades and enhancements in response to ~~the results of the Library Usage Survey conducted in 2012.~~ [community needs.](#)

~~In 2012, the Library Advisory Committee conducted a survey to evaluate the usage and the needs of the San Ramon Library and found that new libraries are transforming from traditional institutions for book readers and information-seekers to places for people to gather and socialize for learning and cultural enrichment purposes, and purposes and meet with people who share common interests. The survey suggested that the library patrons would like larger libraries that can accommodate more meeting rooms, and enhanced Internet access including power outlets and more seating opportunities. The Library Advisory Committee recommended that the San Ramon libraries should have a minimum ratio of 0.5 square feet of library space per capita, 1 meeting room per 10,000 residents, 5 seats per 1,000 residents, 2 outlets per 1,000 residents, and 63 annual service hours per 1,000 residents in order to meet the needs of a growing and vital community that values education with updated resources and space.~~

~~In addition to the possible future library expansion at the Diablo Valley College – San Ramon Campus facility in Dougherty Valley (see Policy 7.2 I-3) the City should continue to explore a variety of options to increase library space and services as growth in population occurs.~~

Figure 7-1: Community Facilities



Figure 7-1
Community Facilities
(Updated on March 14, 2023)

7.1-2

Ensure that the planned public facilities in Dougherty Valley are provided on a timely basis in accordance with the terms of the 1994 Settlement Agreement.

7.1-3

Maintain teen services on or adjacent to middle school sites.

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 ~~eleven~~ ~~twelve~~ **12** elementary schools (grades K-5), four middle schools (grades 6-8), two high schools (grades 9-12), and Venture, an independent study school (grades K-12). Table 7-1 shows that as of ~~April~~ ~~June~~ ~~August~~ **2024**, approximately ~~17,968~~ ~~17,630~~ ~~17,793~~ of the District's ~~30,068~~ ~~29,844~~ ~~31,651~~ students attended schools in San Ramon. The District estimates total school capacity within San Ramon at ~~18,043~~ **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 ~~April-June~~ August 2022~~23~~4)

Level	Enrollment	Capacity
Elementary (K-5)		
Bella Vista Elementary	496 492	N/A 619
Bollinger Canyon Elementary School	576 451495	545 569
Country Club Elementary School	521 472511	545 519
Coyote Creek Elementary School	1,116 666660	1,040 897
Golden View Elementary School	659 616648	625 619
Hidden Hills Elementary School	1,074 561545	988 825
Live Oak Elementary School	1,126 568621	1,040 825
Montevideo Elementary School	675 581626	600 700
Neil Armstrong Elementary School	636 489504	600 575
Quail Run Elementary School	1,068 835856	1,040 975
Twin Creeks Elementary School	536 583639	540 800
Walt Disney Elementary School	564 490547	540 525
Middle (6-8)		
Gale Ranch Middle School ¹	1,056 10621,080	1,080 1,037
Iron Horse Middle School	1,046 10201,003	960 967
Pine Valley Middle School	952 924959	900 956
Windemere Ranch Middle School	1,236 11361,115	1,110 1,091
High School (9-12)		
California High School	2,577 28142,911	2,500 2,717
Dougherty Valley High School ¹	2,375 33403,309	2,560 3,079
Independent Studies		
Venture	307 864109	N/A
Total	179 681,763017,793	18,043 18,295+

Notes:

"N/A" means data not available

¹ Capacity includes relocatable classrooms.

Source: San Ramon Valley Unified School District [Data-Quest \(dq.cde.ca.gov\)](#), 2022~~23~~4.

As part of its efforts to regulate the impacts of growth and provide excellent services for its citizens, San Ramon has ~~developed~~ [adopted](#) a school performance ~~standard~~ [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 ~~standards~~ [guidelines](#).

PROJECTED SCHOOL ENROLLMENT

Based on the ~~sites identified in Table 11-32, Housing Opportunity Sites of the 2014-2022 Housing Element, General Plan 2040 buildout projections through 2040,~~ the San Ramon Valley Unified School District may experience growth within the City of San Ramon. ~~This table shows an increase of approximately 423 single-family units and 4,757 multi-family units being developed outside Dougherty Valley.~~ Based on the student generation rates listed in Table 7-2, buildout of the [2040](#) General Plan could potentially add an estimated ~~2,556~~1,465 Kindergarten to ~~5~~6th Grade students, ~~3,491~~669 6~~7~~th to 8th Grade students, and ~~2,610~~621 high school students to San Ramon [Valley School District](#) schools.

~~In fall 2016, the School District anticipates the opening of a new 830 student capacity elementary school in Gale Ranch Phase 4 named Bella Vista Elementary. Along with the additional elementary school, the~~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 ~~opportunities sites listed in Table 11-32 of the 2014-2022 Housing Element~~ would require additional study and close collaboration with the School District and developers.

<i>Grade Group</i>	<i>Single-Family Detached Unit</i>	<i>Single-Family Attached Unit</i>	<i>Multi-Family Unit</i>
K- 5 6	0.54 <u>0.25</u>	0.54 <u>0.25</u>	0.26 <u>0.22</u>
6-7 -8	0.15 <u>0.18</u>	0.08 <u>0.17</u>	0.06 <u>0.13</u>
9-12	0.23 <u>0.32</u>	0.16 <u>0.28</u>	0.11 <u>0.18</u>
Total:	0.92 <u>0.75</u>	0.78 <u>0.70</u>	0.43 <u>0.53</u>

Source: San Ramon Valley Unified School District, ~~2014~~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 ~~in their efforts~~ to ensure that all future public school sites are developed in partnership with the City as a public as “school parks.”

7.2-I-2

The City works closely with the School District to ensure that all new school facilities are within close proximity to the neighborhoods they are intended to serve.

7.2-I-23

~~Require that residential development pay fees to the School District to provide adequate, permanent classroom space.~~

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. ~~Encourage the efforts for the Phase II Expansion of the Diablo Valley College – San Ramon Campus facility (including the library extension) in Dougherty Valley.~~

The 2014 Voter approved Contra Costa Community College District Measure E (Educational Facility Bond) allows for improvements in educational facilities, parking and libraries. Under the current Joint Use Memorandum of Understanding for the Dougherty Station Library, the County, the City and the College District are currently partners in operating the Dougherty Station Library and shared parking facilities. The City will work together with the College District and the County Library to ensure that any library expansion at DVC San Ramon Campus by the College District is also operated as joint use by the college and the community. The parties should also continue to work together on improvements to parking at the Village Center where these facilities are housed. Continue to collaborate on parking and ensure the public continues to have access to the library facility.

7.2-I-3

Maintain after school teen services on or adjacent to middle school sites.

7.2-I-4

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.

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

7.3-G-1

Encourage development of private educational, cultural, childcare, and medical facilities in San Ramon.

IMPLEMENTING POLICIES - INSTITUTIONS

7.3-I-1

Encourage developers of residential [projects to participate in Community Facilities Districts](#) and [encourage developers of nonresidential and commercial projects to ~~assist in funding public or private facilities and services~~ participate in Benefit Improvement Districts.](#)

Examples include child care centers, meeting space, interpretive centers or displays, community gardens, and other similar facilities and services.

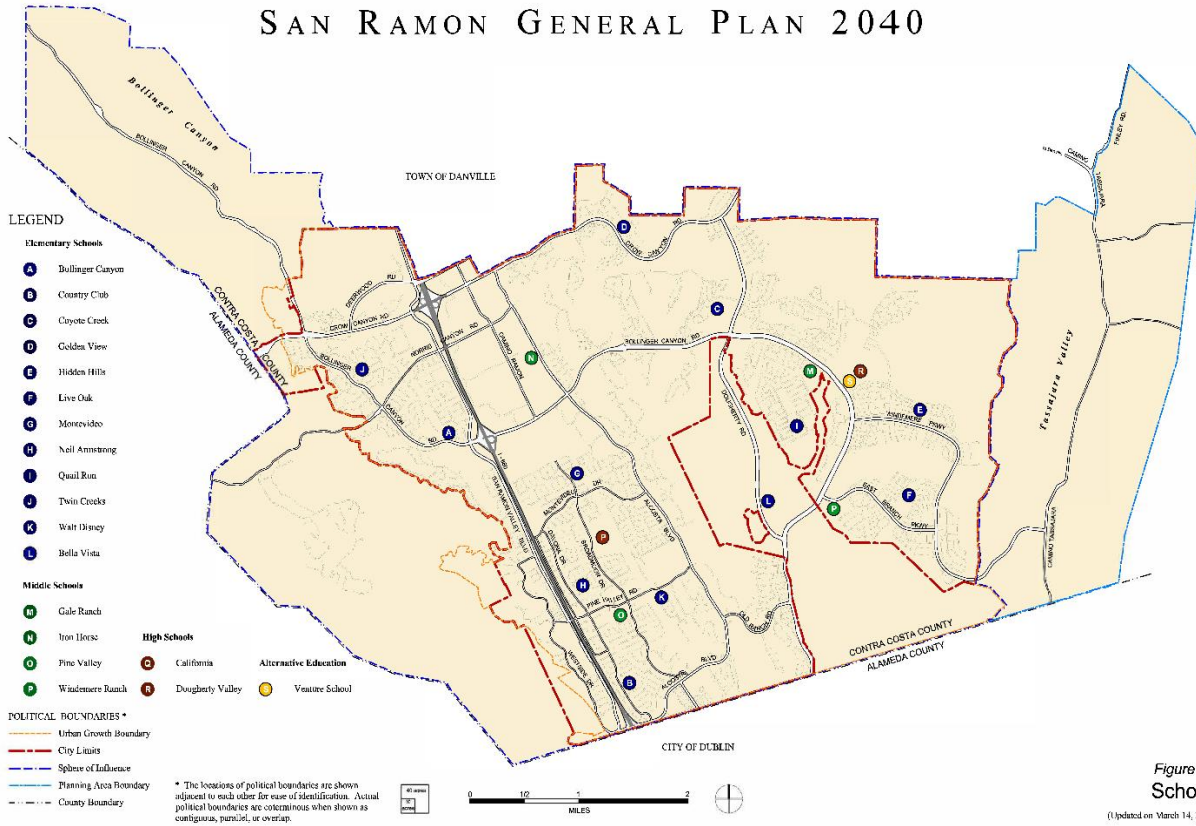
7.3-I-2

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.

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.

Figure 7-2: Schools



7.3-I-4

Encourage the construction of senior housing and recreational opportunities for senior citizens near City services and facilities, including transportation corridors; particularly within the City's core, Priority Development Areas, and the Senior Housing Overlay area. ~~Encourage the development of a variety of housing and recreational opportunities for senior citizens close to City services and facilities, including transportation.~~

The Alcosta Senior & Community Center, Park & Gardens is a good example of a facility that provides a variety of activities, such as art and music classes, dancing, gardening, and field trips.

7.3-I-5

Encourage the location of appropriate child care facilities in residential areas and ensure that such operations are compatible with their surroundings.

Small family day care facilities are permitted in residential districts as provided for by California Health & Safety Code section 1597.45. Large family day care facilities are permitted in residential districts with approval through the use permit process. Day Care Centers in certain zoning districts are also permitted with approval through the use permit process.

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 child care facilities.

7.3-I-7

Provide opportunities to locate meeting facilities (public or private), preschool facilities, and child care 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 ~~a~~ vibrant San Ramon Regional Medical Center community medical service facilities.

~~The San Ramon Medical Center is one of the premier medical facilities in the Tri-Valley with 188 beds and an approved 6,400-square foot Emergency Room expansion. The City can help support the Center by working with transit providers to ensure good transit service with conveniently located transit stops and by facilitating partnerships with emergency service providers, such as the City of San Ramon Police Department and the San Ramon Valley Fire Protection District.~~

7.3-I-9

Encourage uses which support the medical facilities within proximity of ~~the Regional Medical Center~~ 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 ~~Both Comcast and AT&T provide cable and telephone services~~ while Pacific Gas and Electric provide 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., ~~t~~ The Federal Telecommunications Act of 1996, Middle Class Tax Relief and Job Creation Act of 2012). ~~recognized the emerging and converging telecommunications technologies, and set new national policies to encourage future development. These laws~~ This Act ~~has~~ has significant implications for San Ramon regarding in that it recognizes the value of rights-of-way, 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 ~~as part of telecommunications infrastructure and grants local governments broad authority to regulate cellular towers and~~ other infrastructure needed for wireless communications.

Given the City’s employment base, combined with the development of Dougherty Valley and the **future** 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 **Business Park**, 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 <u>utility systems and communication</u> and utility systems for existing and future residents and the business community.
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IMPLEMENTING POLICIES - UTILITIES

7.4-I-1	Coordinate with Pacific Gas and Electric Company (PG&E) <u>and Martin Clean Energy (MCE)</u> in their efforts to monitor future utility expansion to ensure that facilities are designed and planned with minimal impact on existing and future residents.
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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.
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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, ~~and continue to coordinate with PG&E to underground utilities in existing residential neighborhoods, making the Southern San Ramon area a priority.~~

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-3~~ **New Policy**
7.4-I-4

~~Require new development to underground all utility lines needed to serve the future buildings and their occupants, and c~~Continue to coordinate with PG&E to underground utilities in existing residential neighborhoods, making the Southern San Ramon area a priority.

7.4-I-54

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-65

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

7.4-I-76

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-87

Encourage all new development to provide the technology to support multiple telecommunications facilities and providers.

7.4-I-98

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 ~~land use compatibility~~, 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-109

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-110

Encourage co-location of telecommunication facilities to minimize potential visual impacts to the community.

7.4-I-121

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

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 \(ACI\) with Valley Waste Management \(VWM\)](#) for the collection and hauling of franchised solid waste, residential recycling, and green waste, ~~and processes the recycling in San Leandro, CA.~~ [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 ~~send its solid waste to the company's~~ [receive San Ramon's solid waste at](#) Vasco Road Sanitary Landfill in Alameda County, ~~and its residential organic waste to~~ [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 Integrated Waste Management Board (CIWMB)~~ [California Department of Resources Recycling and Recovery \(CalRecycle\)](#) the amount of garbage disposed in the landfill per person per day (PPD). ~~Beginning in 2007, the CIWMB-CalRecycle~~ calculated ~~San Ramon's~~ [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, which is equivalent to 50 percent diversion.~~ [As of calendar year 2021, San Ramon's current 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 2019~~2021~~.

<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
50% Diversion Rate Target	5.7 pounds per resident per day to meet State standards	8.2 pounds per employee per day to meet State standards	

Note:

*-2012 Waste diversion rate subject to final approval

Source: Jurisdiction Diversion/Disposal Rate Summary (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 CO₂.](#)

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. ~~Since 2010, San Ramon has implemented an innovative Food Scrap Recycling Program to allow residents to recycle food items and soiled paper products into compost instead of the landfill.~~ [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 ~~such~~ [recycling and composting and waste reduction](#) programs remains a key issue given the City’s proposed growth. By ~~encouraging~~ [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

7.5-G-1	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

7.5-I-1	Provide the best possible service for the collection of garbage, recyclables, and green waste that provides the best value to residents and businesses. at the lowest possible cost.
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7.5-I-2	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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7.5-I-3	Develop consumer friendly, convenient, affordable options for community-serving recycling services.
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7.5-I-4	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.

7.5-I-5	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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7.5-I-6	Ensure that solid waste programs effectively address community needs and issues.
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7.5-I-7	Provide options for the safe disposal of hazardous waste and materials.
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Since 2011, San Ramon has provided a free curbside pick-up program for household hazardous waste.

7.5-I-8	Encourage <u>Require</u> solid waste diversion (e.g. waste prevention, reuse, recycling, and composting).
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7.5-I-9	Require new development projects to comply with the Municipal Code’s construction and demolition debris diversion requirements.
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7.5-I-10	Provide convenient recycling opportunities at large public events and venues.
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7.5-I-11	Promote public and private efforts to recycle electronic waste.
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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.](#)

The District provides all-risk fire, rescue, and emergency medical services. It operates a 9-1-1 Communications Center and provides five distinct volunteer programs. The District staffs five fire stations and one administration building within the San Ramon Planning Area. In addition to the performance standards for Fire Services in the Growth Management Element, the following policies guide the city's collaboration with the San Ramon Valley Fire Protection District.

GUIDING POLICY – FIRE PROTECTION SERVICES

7.6-G-1	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

7-6-I-1	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.
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7-6-I-2	Seek input from the San Ramon Valley Fire Protection District to ensure that fire protection measures are identified during the development review process.
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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 ~~May~~ March 2014-2022 has ~~62-70~~ sworn police officers. ~~In 2011, the Police~~ The Police Services Department ~~was relocated to~~ is located on 2401 Crow Canyon Road ~~while~~ is ~~patch services continue to be provided through the Contra Costa County Sheriff's Department.~~

In addition to the performance ~~standards~~ guidelines established in the ~~Growth~~ 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

7.7-G-1	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

7.7-I-1	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.

7.7-I-2

Monitor new development projects in the unincorporated parts of the San Ramon Planning Area that would require law enforcement services from the City.

7.7-I-3

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.](#)

OPEN SPACE AND CONSERVATION

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 ~~an~~ open space ~~action plan~~ 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

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~~ 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 ~~moister~~ damp 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.

Plant Species

~~Four special-status plant species have been recorded as occurring within the San Ramon Planning Area boundaries. Recorded occurrences are shown on Figure 8-1a. The species include:~~

- ~~• Congdon’s tar plant~~
- ~~• Diablo helianthella~~
- ~~• Mt. Diablo buckwheat~~
- ~~• San Joaquin spearscale~~

Figure 8-1a. Biological Resources—Special-Status Plant Species

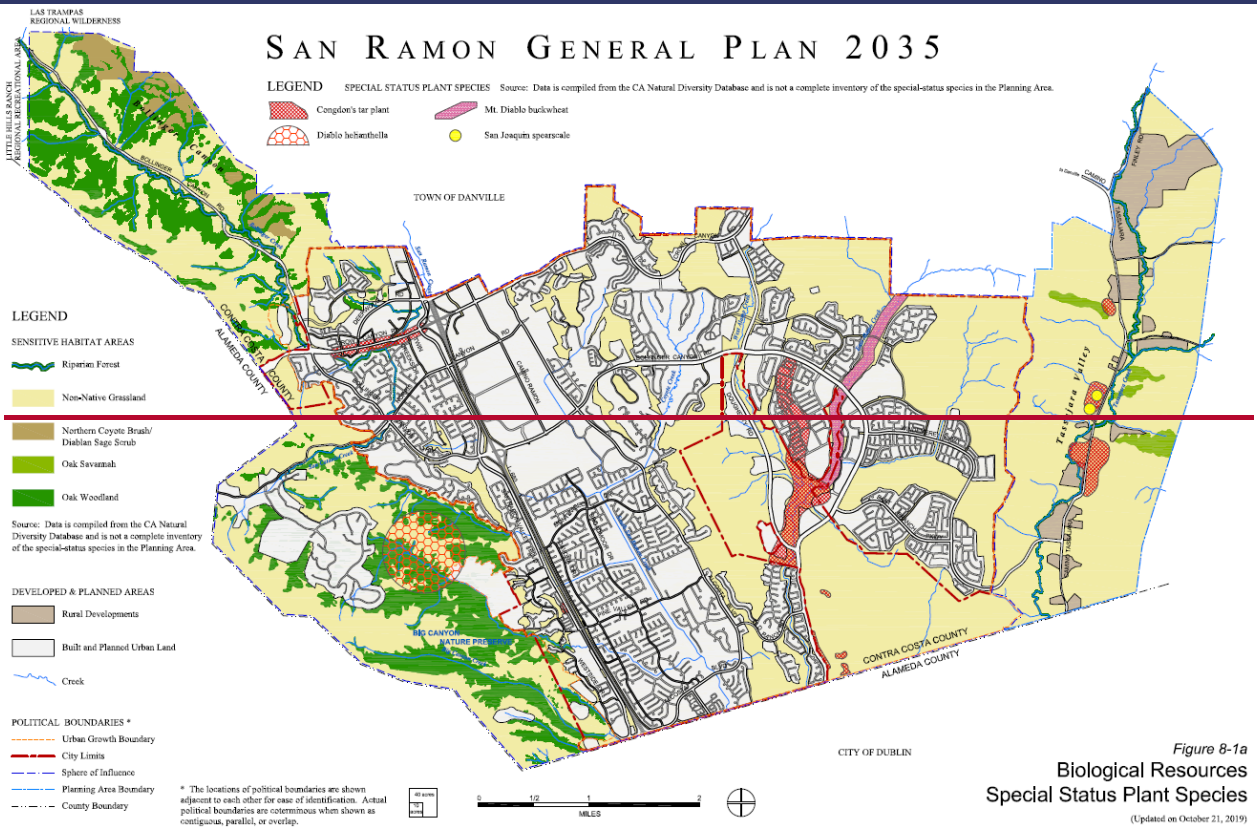


Figure 8-1a
 Biological Resources
 Special Status Plant Species
 (Updated on October 21, 2019)

Figure 8-1b: Biological Resources – Special Status Wildlife Species

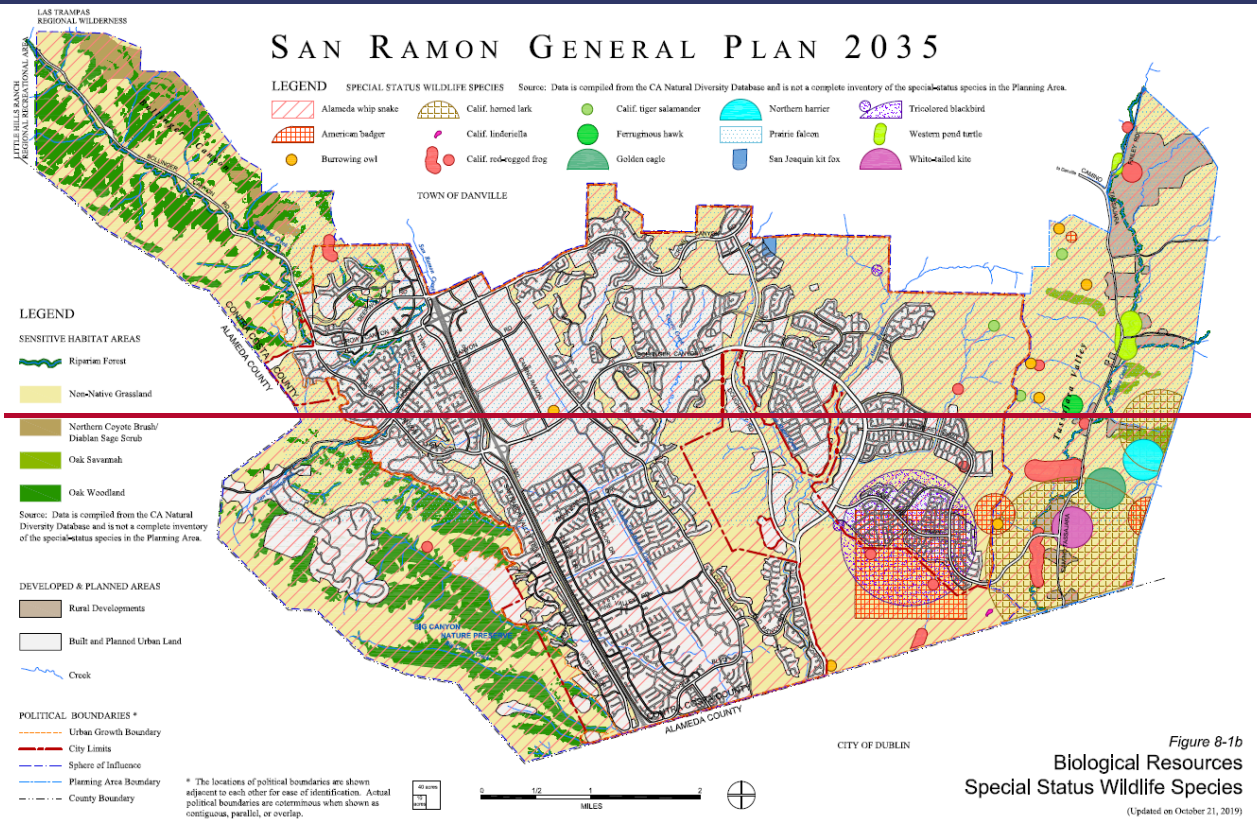
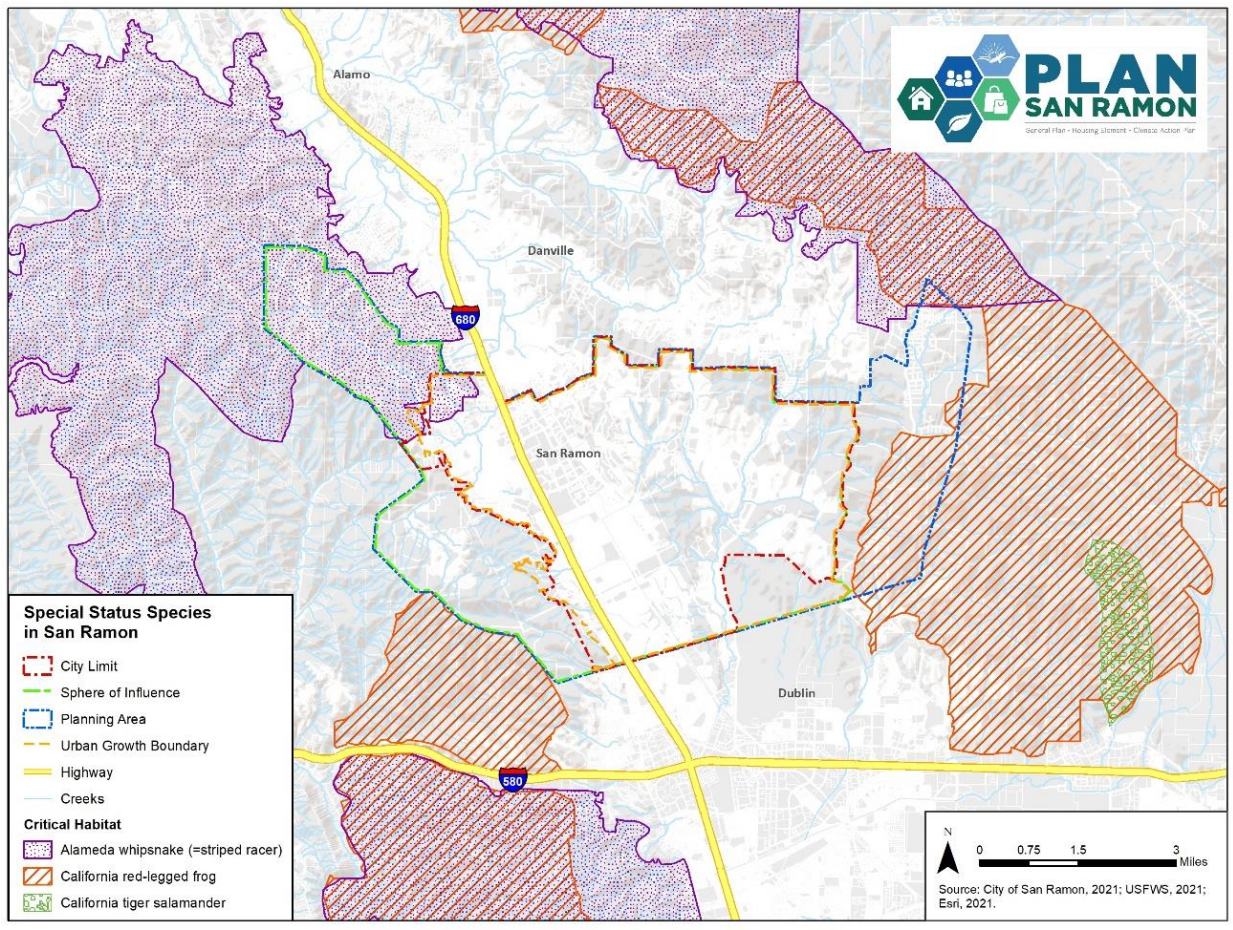


Figure 8-1b
Biological Resources
Special Status Wildlife Species
(Updated on October 21, 2019)



Wildlife Species

● Fifteen special-status wildlife species have been recorded as occurring within the San Ramon Planning Area boundaries. Recorded occurrences are shown on Figure 8-1b. The species include: Alameda whip snake

● American badger

● California horned lark

● California linderella

● California red-legged frog

● California tiger salamander

● San Joaquin kit fox

● Burrowing owl

● Ferruginous hawk

● Golden eagle

● Northern harrier

● Prairie falcon

● Tricolored blackbird

● Western pond turtle

● White-tailed kite

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~~Planning Area, 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.~~Planning Area.

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.~~Ensure that the rights of private property owners are considered 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 plant 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.

~~*In the San Francisco Bay Regional Water Quality Board's third reissuance of the Municipal Regional Stormwater Permit, changes were made to requirements regarding impervious surface thresholds. Erosion control efforts may be accomplished through how the reduction in impervious surfaces will be used.*~~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 consists 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.~~There is more than 3,500 acres of land designated as open space within the City limits, including portions of Dougherty Valley, set aside as a condition of development approval. Many of these designated open space lands consists of the undeveloped ridges and hills that ring the Valley.~~

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 8-1a and Figure 8-1b~~, 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 ~~(e.g. Little Hills Ranch)~~.

The combination of open space lands associated with the different lands use designations all help shape and limit the land form 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 open 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

PLACEHOLDER FOR FIGURE 8-2. FIGURE WILL BE INCLUDED DURING THE EIR PHASE.

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 ~~the City of~~ San Ramon. Open space areas shown on Figure 8-2 are [a composite of the open space uses as defined in state law](#) ~~lands that have been designated as open space resources for future conservation and preservation~~ 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, ~~General Plan 2030~~ [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.

[Figure 8-3: Resource Management](#)

PLACEHOLDER FOR FIGURE 8-3. FIGURE WILL BE INCLUDED DURING THE EIR PHASE.

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, ~~all property over 500 feet in elevation, any property with a natural gradient in excess of 10 percent, and any property within 1,000 feet of a major or minor ridgeline~~ 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’s Planning Area~~[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~~[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~~open space,~~ (as appropriate), through the use of an irrevocable instrument, or payment of impact fees~~feepay the applicable Open Space Development Impact Fee.~~

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,~~as appropriate.~~

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

~~Develop~~ Implement existing viewshed criteria to ~~determine how 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 ~~the~~ and adopt regulations for the protection and preservation of hillsides, creeks, and ridgelines, ~~except for creeks within the Built Urban Lands, as shown in Figure 8-3. Amend the applicability of the hillside, creek, and ridgeline regulations to exclude development within the Built Urban Land areas.~~

~~The Zoning Ordinance Division D5, Chapter 1 regulates development for the protection and preservation of hillside, creek, and ridgeline areas. was amended in 2012 to replace the Resource Conservation (-RC) Overlay Zone with regulations that incorporate the protection and preservation of hillsides, creeks, and ridgelines in the Resource Management Division. The amended hillside, creek, and ridgeline regulations of the Resource Management Division apply to 1) all property over 500 feet in elevation, 2) property with a natural gradient in excess of 10 percent, or 3) property within 1,000 feet of a major or minor ridge. The amended hillside, creek, and ridgeline regulations of the Resource Management Division do not apply to Built Urban Land as shown in Figure 8-3, except for creek setback regulations.~~

The Resource Management Area in Figure 8-3 continues the City's commitment towards hillside, creek, and ridgeline protection and preservation. **8.3-I-165**

Implement ~~Maintain the~~ 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-176

~~Retain~~ Preserve ridgelines as open space, except for ridgelines that may be altered, as shown in Figure 8-3.

The ~~amended~~ 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-187

~~Retain~~ 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 e~~Expand~~ the ridgeline and hillside open space system ~~in the City's Planning Area by~~ 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 ~~that~~ 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.

8.4-I-2 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.

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.

8.4-I-3 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.

8.4-I-4 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.
~~Establish the Open Space Advisory Committee to accomplish the required activities pursuant to Policy 8.4-I-5 below.~~

The Advisory Committee will advise the City Council on setting priorities for open space acquisition and preservation.

8.4-I-5 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.~~The Open Space Advisory Committee shall advise and report directly to the City Council annually on activities regarding their charge as described below:~~

~~Prioritize land at risk for development based upon the Priority Property List developed by the Open Space Task Force or refined factors as determined by the Open Space Advisory Committee; and~~

~~Based upon the prioritization of the Priority Property List recommend potential properties for preservation; and~~
~~Advise the City Council regarding opportunities and resources available for establishing a secure funding source for open space acquisition, permanent preservation, and maintenance for properties contiguous to the City limits;~~
~~Provide a forum for input from the community regarding open space issues, which are consistent with the Committee's charge.~~
~~Seek partnerships with other open space advocacy groups for the purposes of sharing information on funding sources and ways to permanently preserve open space.~~
~~Prepare and submit an annual Work Program for approval by the City Council.~~

8.4-I-6 Use open space in new development to create buffers that delineate the edge of urban areas.

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.

8.4-I-7 Encourage the restoration of ~~degraded~~ open space areas as part of new development projects, as appropriate.

8.4-I-8 Explore funding opportunities to restore ~~degraded~~ 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 ~~effects~~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 ~~Preserve~~ 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. ~~on a priority basis as funds are available using the following criteria:~~

~~Lands currently for sale or that can be acquired under favorable terms or conditions;~~
~~Land with high biological and ecological value, including those that contain natural watersheds, wetlands, riparian corridors, sensitive natural communities, or occupied by special-status plant and wildlife species;~~
~~Lands that are contiguous to existing open space properties or other public lands and that provide continuity with current uses and buffers; or~~
~~Lands that provide trail connections or other recreational opportunities.~~
~~No order of priority is implied by this list.~~

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.

Table 8-1: Open Space/Density Provisions for Infill Open Space Sites	
Percent of Site Permanently Preserved as Open Space (gross)	Maximum Density
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.](#) ~~An example may include work related to the Geologic Hazard Abatement District.~~

8.4-I-14

Promote the 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

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 Farmland: Land with the best combination of physical and chemical features able to sustain the long-term production of agricultural crops. These lands have the soil quality, growing season, and moisture supply needed to produce sustained high yields.~~
- ~~● Farmland of Statewide Importance: Land similar to Prime Farmland but with minor shortcomings, such as greater slopes or less ability to hold and store moisture.~~
- ~~● Unique Farmland: Land of lesser-quality soils used for the production of the State's leading agricultural crops. This land is usually irrigated but may include non-irrigated orchards or vineyards, as found in some climactic zones in California.~~
- ~~● Farmland of Local Importance: Land of importance in the local agricultural economy, as determined by each county's Board of Supervisors and a local advisory committee.~~
- ~~● Grazing Land: Land with vegetation that is suited to the grazing of livestock.~~

Prime, Statewide Important, and Unique Farmland are classified as "Important Farmland" by the Farmland Program. ~~Figure 8-4 identifies a total of 162 acres in the San Ramon Planning Area as Prime Farmland and Unique Farmland. The San Ramon Planning Area does not have any Farmland of Statewide Importance.~~ 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.

Figure 8-4 Agricultural Resources

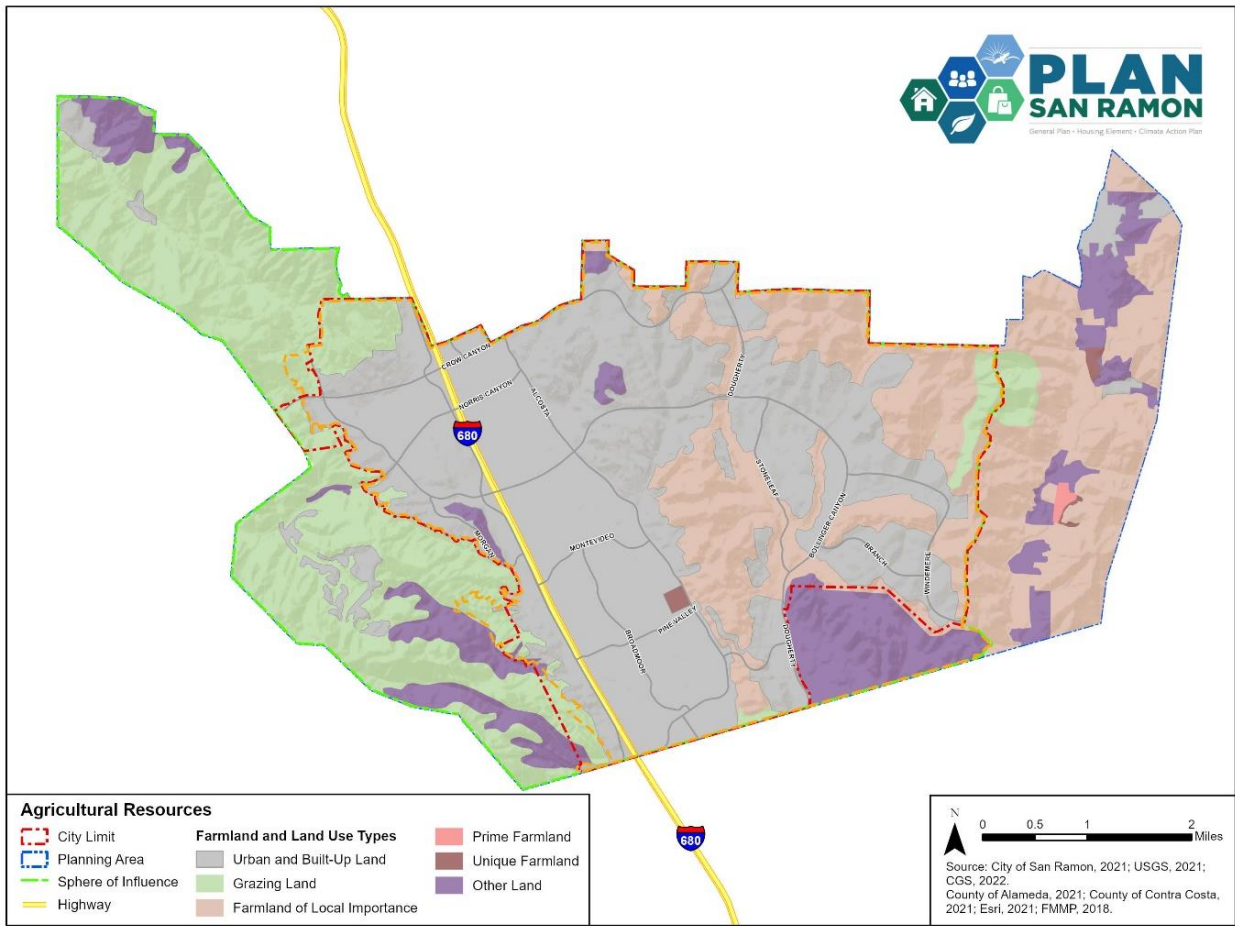


Figure 8-4 Summary of Agricultural Land

SAN RAMON GENERAL PLAN 2035

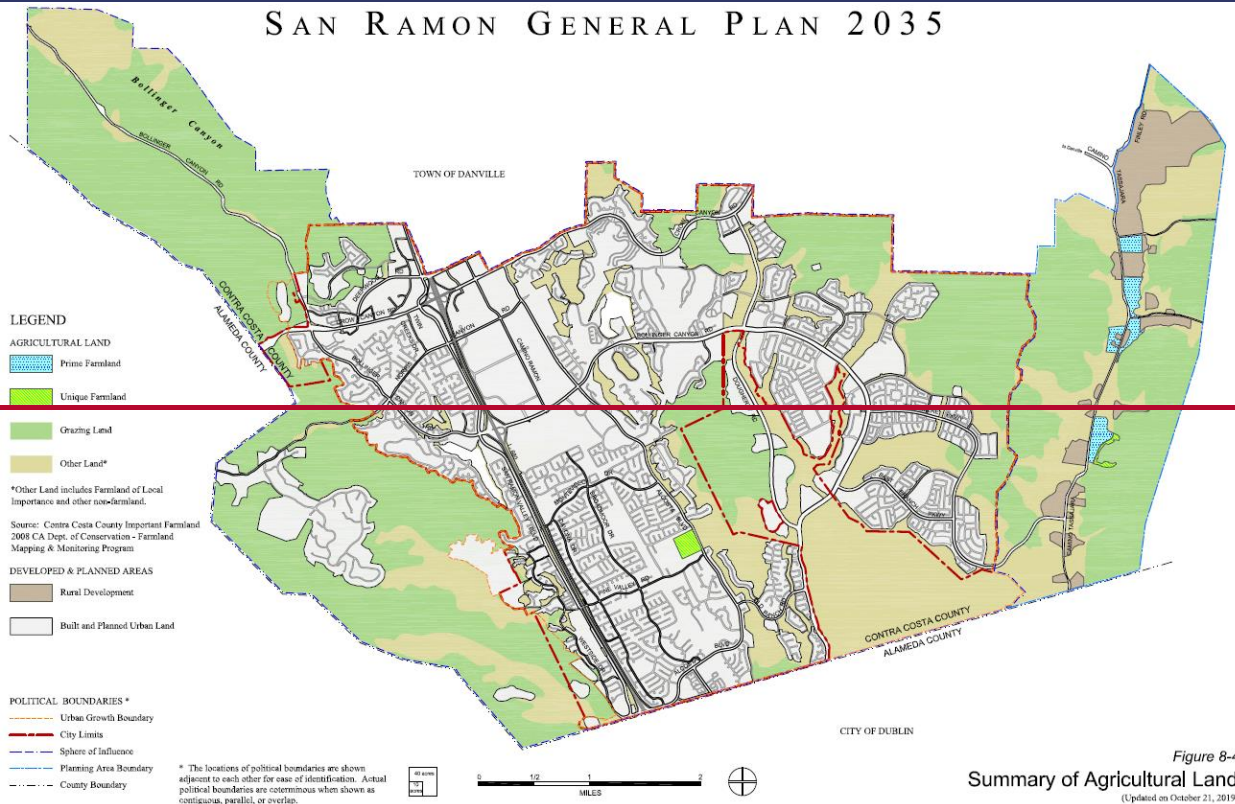


Figure 8-4 Summary of Agricultural Land (Updated on October 21, 2019)

~~Figure 8-4 also identifies agricultural land within the San Ramon Planning Area, as mapped by the Farmland Program. As shown in the figure, 8,426 acres of land are mapped as Prime Farmland, Unique Farmland, and Grazing Land. A fourth category, "Other Land" in Figure 8-4, includes Farmland of Local Importance and other non-farmland that does not require evaluation of impacts associated with conversion to non-agricultural uses.~~

WILLIAMSON ACT

The California Land Conservation Act, also known as the Williamson Act, is a voluntary program that allows agricultural property owners to have their property assessed on the basis of its agricultural production rather than at the current market value. The property owner is thus relieved of having to pay higher property taxes, as long as the land remains in agricultural production. The intent of the Williamson Act is to encourage property owners to continue to farm their land, and to prevent the premature conversion of farmland to urban uses. Participation requires that the area consist of 100 contiguous acres of agricultural land under one or more ownerships.

Upon approval of an application by the County Board of Supervisors in which the property is located in, the agricultural preserve is established, and the land within the preserve is restricted to agricultural and compatible uses for at least 10 years. Williamson Act contracts are automatically renewed annually for an additional one-year period, unless the property owner applies for non-renewal or early cancellation. The Williamson Act contains limited provisions for cancellation of contracts, and a substantial penalty for early cancellation is assessed. Generally, the specific findings to justify cancellation are extremely difficult to make and contracts are rarely cancelled.

Several properties within the Tassajara Valley portion of the Planning Area, [outside of the City limits](#), have active Williamson Act contracts.

~~Between 2005 and 2009, several Williamson Act contracts within the Tassajara Valley were cancelled or not renewed in association with pending development proposals before the County of Contra Costa.~~

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

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 ~~in an effort to~~ 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 ~~that~~ [based on landscape irrigation standards established by the Zoning Ordinance](#). ~~would not use potable water for non-potable use or would only use small amounts of potable water for non-potable use.~~

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.
[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.](#)

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.

8.7 ARCHAEOLOGICAL, PALEONTOLOGICAL, AND HISTORIC RESOURCES

LOCAL HISTORY

~~At the time of European contact in the 18th century, the San Ramon area was occupied by the Ohlone tribe of California Native Americans.~~ 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 of~~[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 ~~site of the present-day Outpost Sports Bar at 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 [AT&T campus 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.](#) ~~through the 1980s and 1990s.~~

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

8.7-G-1

Identify, evaluate, and preserve the archaeological, paleontological, and historic resources that are found within the San Ramon Planning Area.

IMPLEMENTING POLICIES – ARCHAEOLOGICAL, PALEONTOLOGICAL, AND HISTORIC RESOURCES

8.7-I-1

~~Projects that disturb undeveloped land or propose the demolition or substantial modification of structures 45 years of age or older will be required to evaluate potential cultural resource impacts. Exceptions to this policy include infill development or redevelopment on sites that have been developed within the previous 45 years.~~ **8.7-I-1**

~~Require that new development evaluate potential impacts to historic, archaeological, and paleontological resources and, if necessary, implement appropriate mitigation measures to protect the resources.~~

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.

8.7-I-2

Prepare Historical Resources Evaluation for projects involving structures 45 Years or older and implement identified mitigation prior to and during construction.

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~~2~~

Protect and maintain the integrity of officially listed historic resources.

8.7-I-53

~~Closely~~ 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-64

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-5~~

~~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.~~

~~State law establishes specific requirements for tribal consultation in these circumstances. It broadens the focus from the protection and preservation of archaeological sites and artifacts to include protection of traditional tribal cultural places on public and private lands, for both federally and non-federally recognized tribes.~~

8.7-I-75

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-86

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

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, ~~measures to address vulnerabilities, and comprehensive hazard mitigation and emergency response strategy~~ that identifies risks that climate change poses to San Ramon.

The most likely impacts of climate change that San Ramon may experience include are increases in average maximum temperatures and extreme heat events, more severe storms, increases in extreme heat events, extended drought conditions and increasing wildfire risk and associated air quality impacts. In addition, the city is also susceptible to the heat island effect, which relates to where urbanized areas that experience higher temperatures than the edges of the city.

~~A new component of the safety element is a discussion of the City’s Emergency Operations Plan. The Emergency Operation Plan premise is to reduce injury and loss of life, property, and natural resources through the effective management of emergency resources.~~

9.1 SAN RAMON EMERGENCY OPERATIONS PLAN

In 2006, the City of San Ramon City Council adopted its Emergency Operations Plan and completed an update in 2009 ~~subsequent update to the plan was initiated in 2009~~. 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 ~~plan~~ complies with existing state and federal laws. The objectives of the plan are to reduce injury, and loss of life, property, and natural resource 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, ~~initial~~), response (initial and extended response operations), ~~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

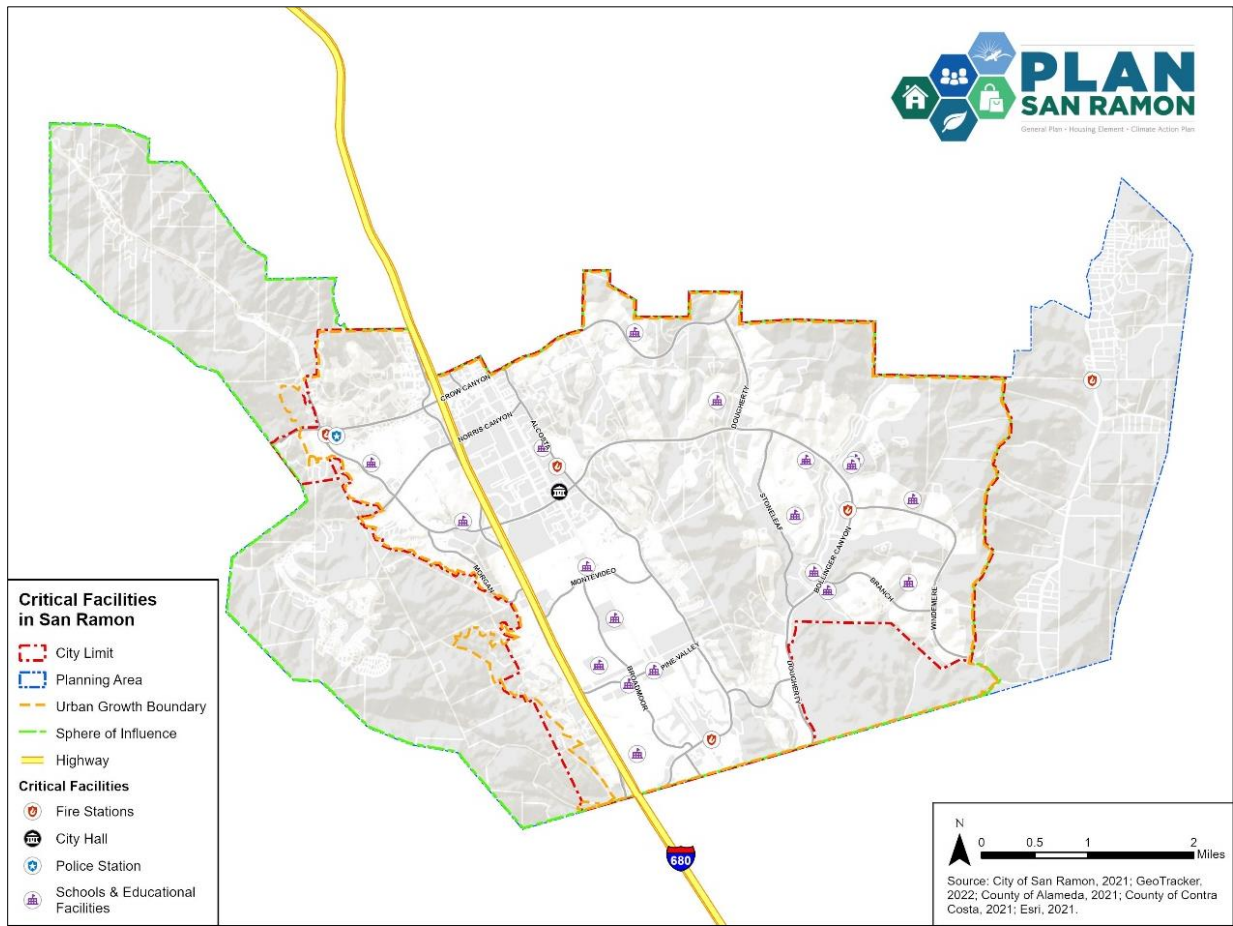
The San Ramon Valley Fire Protection District (SRVFPD) provides fire protection services to the incorporated and unincorporated portions of San Ramon their 160-square-mile service area. The San Ramon Valley Fire Protection District operates ten fire stations, a 911 dispatch center, an administrative 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. The San Ramon Valley Protection District administration building is located at 1500 Bollinger Canyon Road. The City operates its own Police Department. The police station is located at 7000 Bollinger Canyon Road.

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.

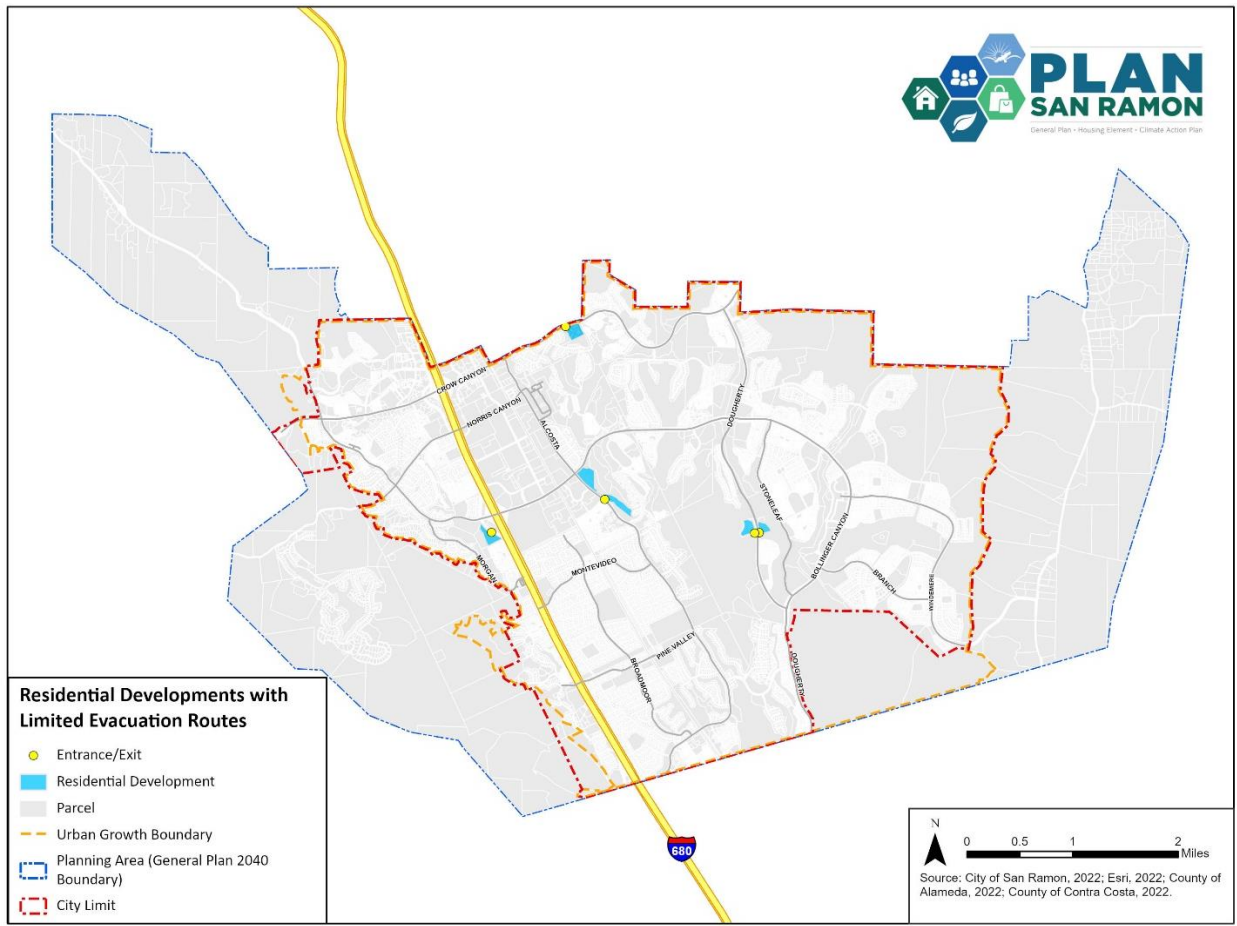
Figure 9-1: Critical Facilities in San Ramon



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 ~~20~~ 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. 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, ~~response,~~ preparedness, response, and recovery components of ~~and the City's Emergency Operations Plan as the guide for emergency~~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 ~~of~~from seismic and geologic hazards, hazardous materials and waste, ~~wildland~~-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

~~In collaboration~~Coordinate ~~with~~ the San Ramon Valley Citizens Council, the San Ramon Valley Fire Protection District, and other external organizations and agencies ~~to other agencies,~~ maintain and disseminate emergency preparedness information via Nixle Alerts, 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 trainings 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 Federal requirements 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 adequate access (ingress, egress) and a minimum of two roadways with widths and lengths in compliance with California Building Code Chapter 7A requirements 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 ~~Provide resources and training to Conduct~~ regular evacuation trainings with identified single-access ~~community HOAs and residents,~~ 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 ~~neighborhoods~~ developments, identified in Figure 9-2, to encourage home retrofits to meet current building standards on structure hardening., ~~proactively enforce defensible space standards, and conduct emergency preparedness trainings.~~

9.1-I-7

Prioritize outreach efforts and work with local agencies and organizations during hazardous events to address the specific needs of ~~to~~ populations most affected and/or unable to easily adapt in the community such as seniors, young children, ~~and~~ individuals with physical disabilities, and communities ~~identified~~ with single –access residential developments, identified in Figure 9-2. ~~routes, and work with local agencies and organizations to address the specific needs of these populations during hazardous events.~~

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 ~~at a minimum~~ 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

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 9-41 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.

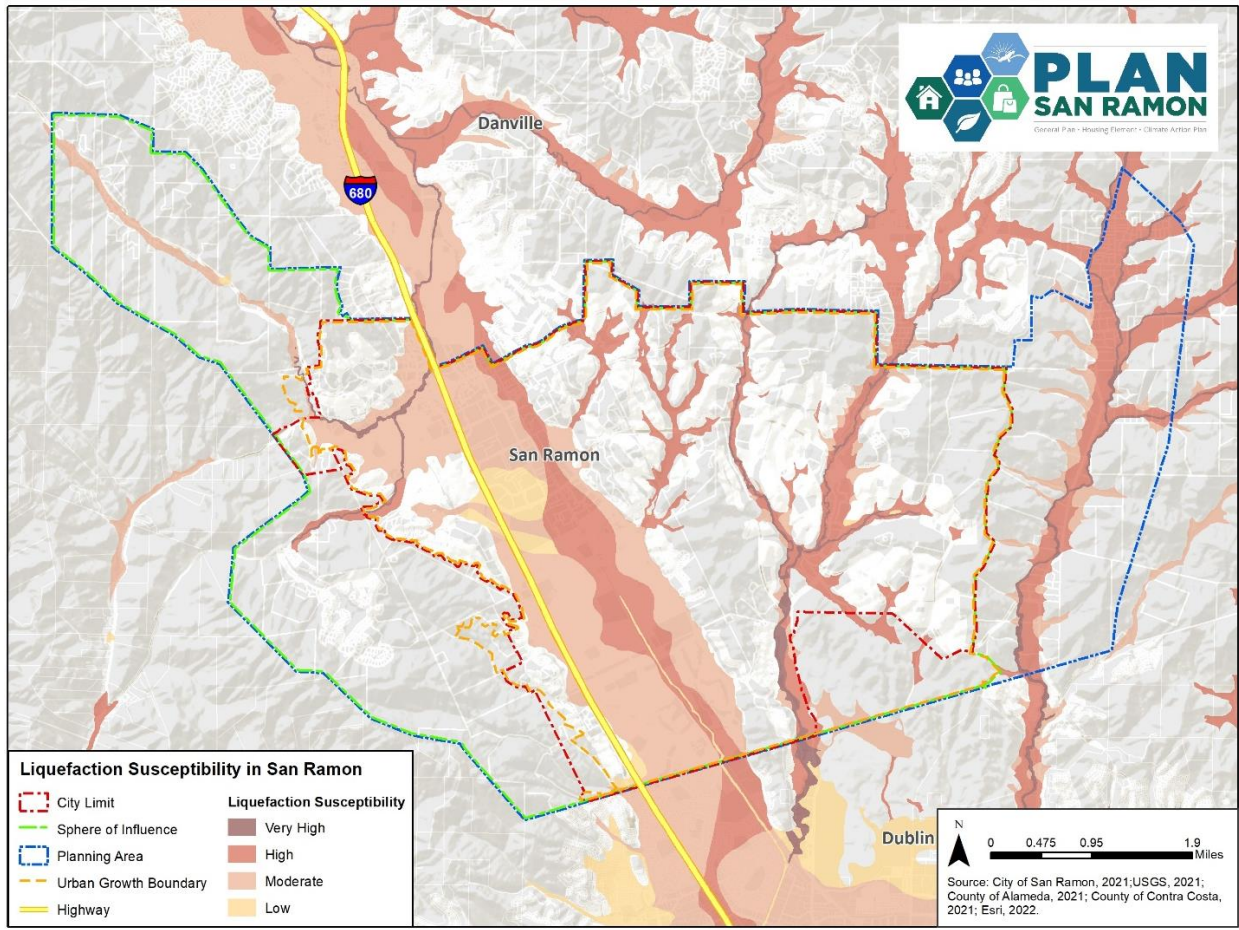
The Bay Area's seismic activity requires that the City be vigilant with regard to safety. Crucial measures may include the avoidance of geologic and seismic hazards in building, and the adequate provision of public information regarding seismic safety.

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 ~~because~~ 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

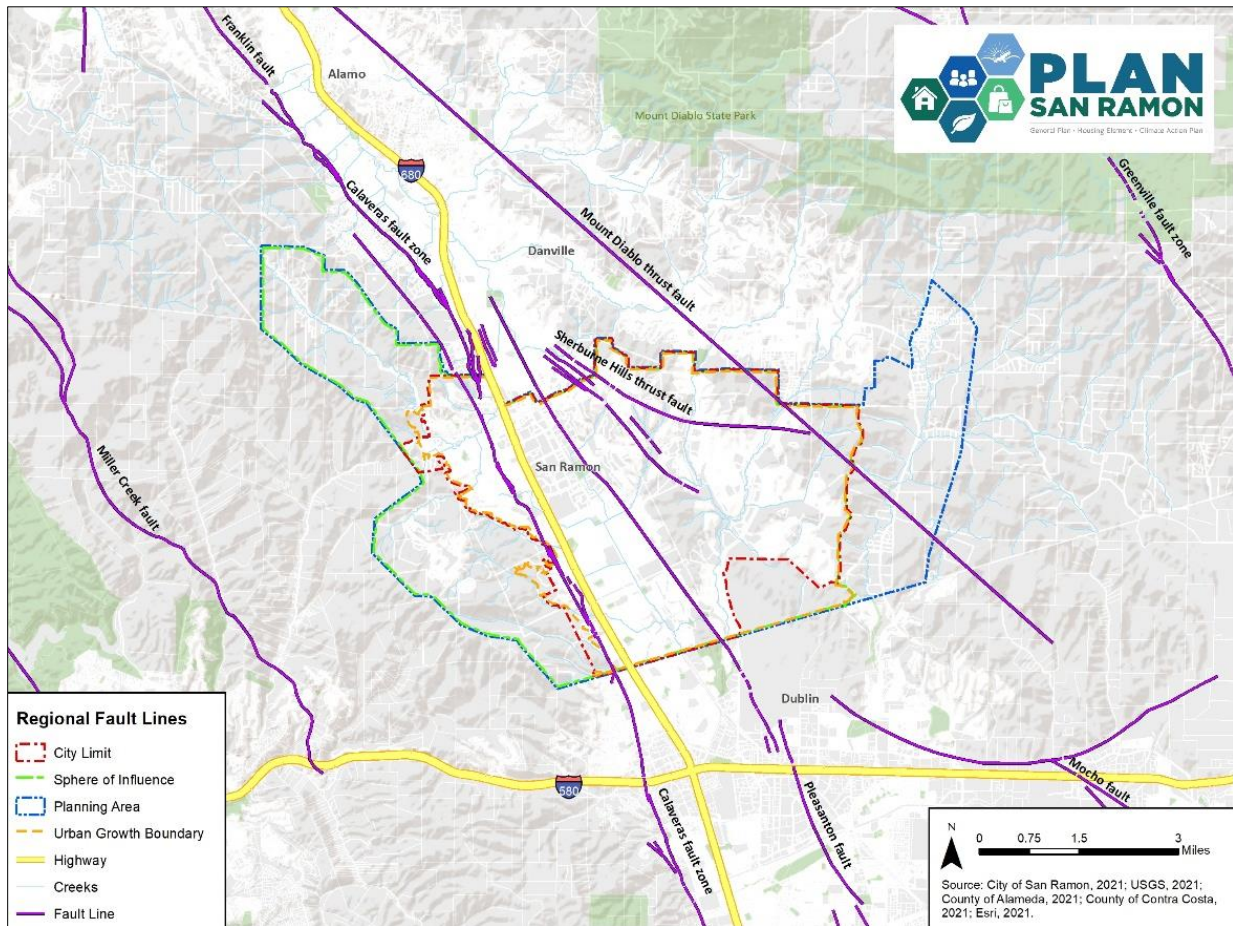
Where appropriate, require an independent registered engineering geologist or geotechnical engineer to review geotechnical reports submitted by applicants on sites in seismically hazardous areas.

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 9-3: 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~~ 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~~grading, and filling to ensure that they conform to current ~~ly-accepted~~ Federal, State, and regional standards.

9.3 HAZARDOUS MATERIALS

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.

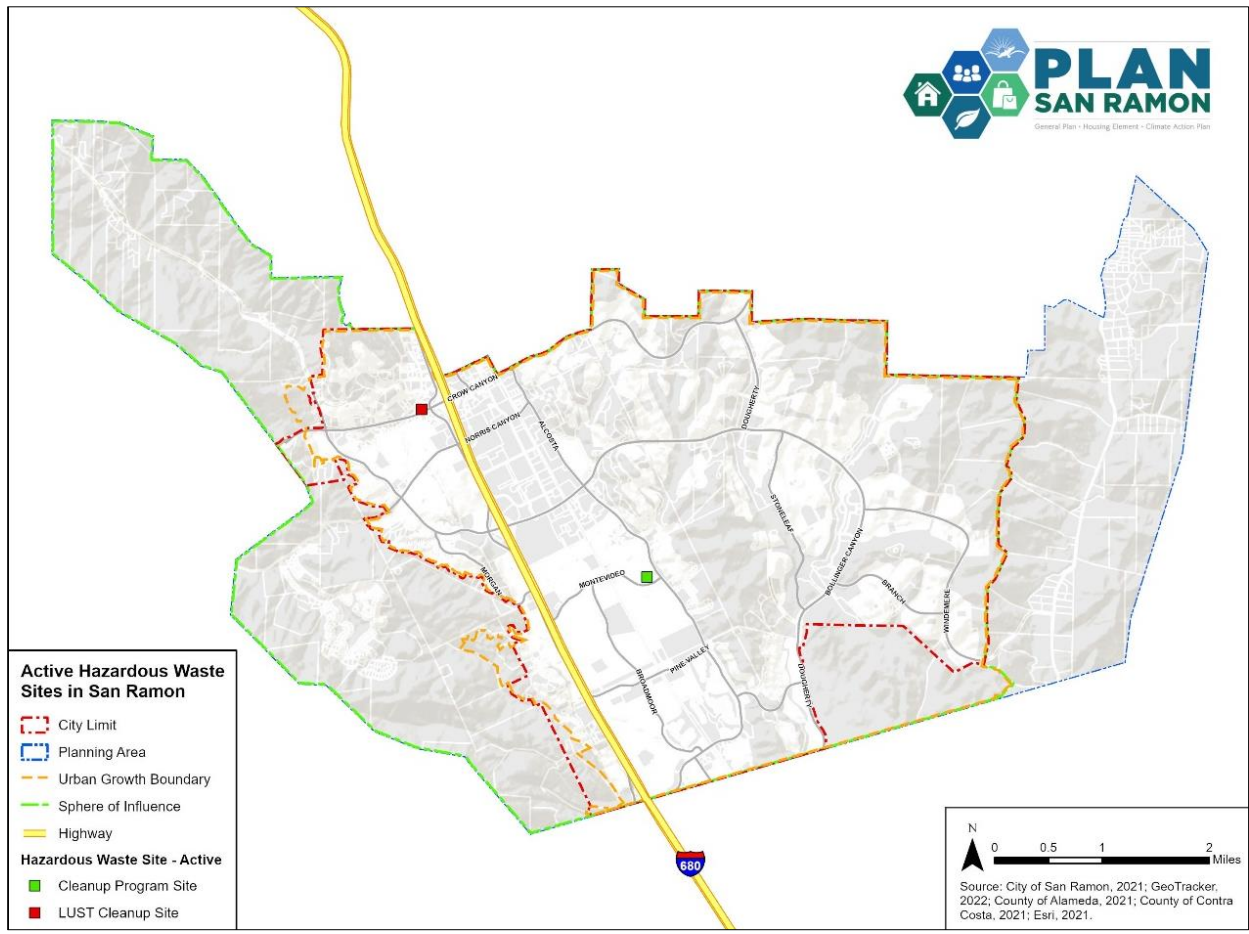
Pursuant to state law, the City has adopted by reference Contra Costa County's Hazardous Waste Management Plan. The Plan establishes a comprehensive approach to management of hazardous wastes in Contra Costa County, including siting criteria for new waste management facilities, educational and enforcement 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 ~~in close proximity to~~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 investigate options for establishing household hazardous waste drop-off locations that are convenient to San Ramon residents. To address the inconvenience of a distant County Household Hazardous Waste (HHW) Facility, Continue to provide convenient, local opportunities for household hazardous waste (HHW) drop-off and pick-up service to San Ramon residents. City arranged for maintain a Door-to-Door Household Hazardous Waste HHW pickup service.~~

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 ~~the~~ San Ramon residents, ~~financially viable options and ventures through local businesses and agencies to enhance household hazardous waste collection and disposal programs should be explored~~ the City negotiated with its franchised waste hauler to provide support for this service a door-to-door HHW pickup service, and this program 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 contractor will safely remove household hazardous waste (including ewaste) 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

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 \(100-year flood\)](#)~~100-year~~ 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.

~~In the unincorporated parts of the San Ramon Planning Area, l~~ands immediately abutting Alamo Creek in Dougherty ~~Valley~~ and Tassajara Creek in Tassajara Valley are within the [one percent annual flood chance \(100-year flood\)](#)~~100-year~~ floodplain. Neither Dougherty Valley nor Tassajara Valley is currently in a formal drainage area. The maintenance of Dougherty Valley flood control facilities ~~will be undertaken~~[is by the City through funding from](#) ~~by~~ County Service Area (CSA) M-29. These facilities will be maintained by the City of San Ramon once they are ~~annexed~~[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.

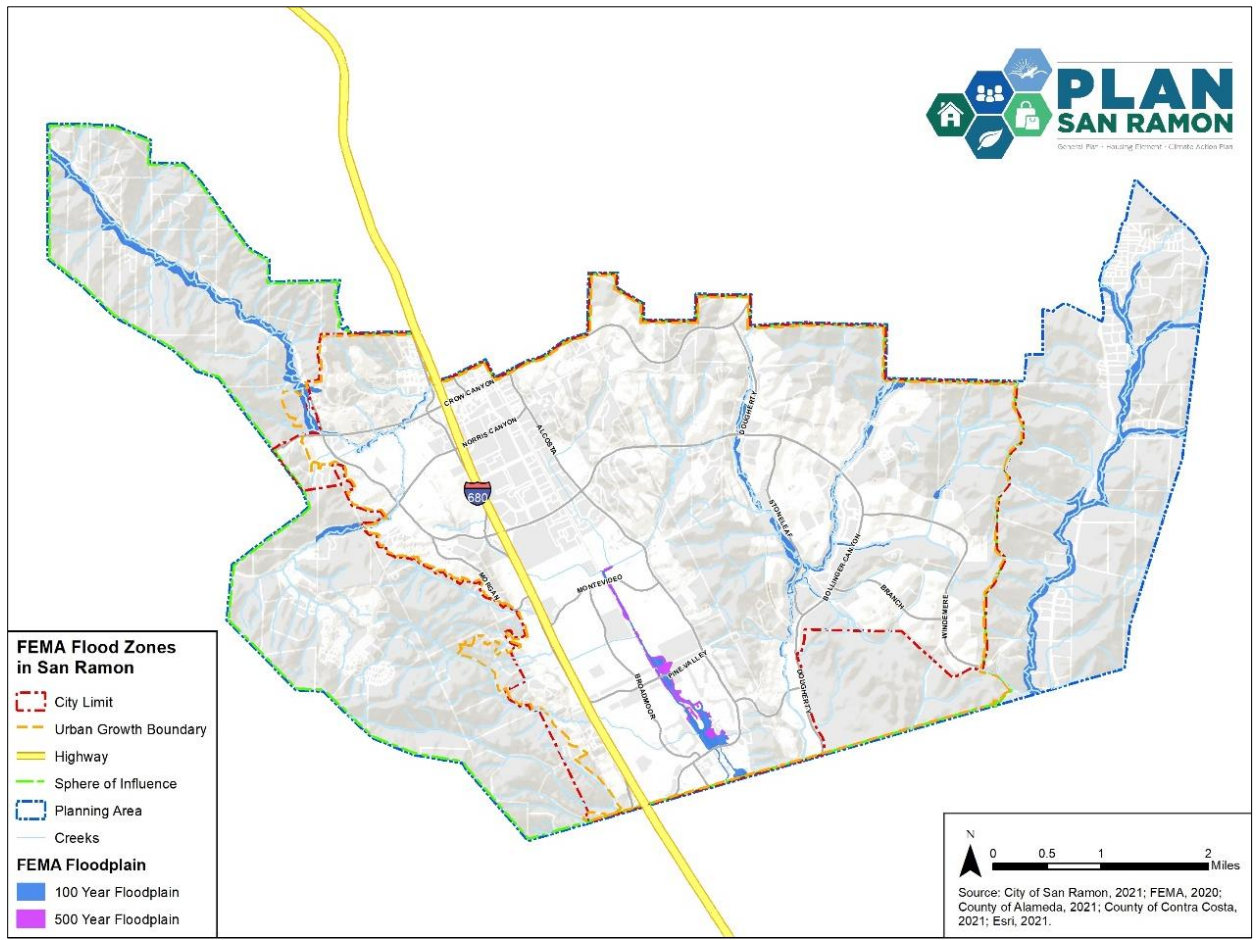
The one± percent annual flood chance (100-year flood) is the flood elevation that has a one percent chance of being equaled or exceeded each year. Areas that are within the one± percent annual flood chance (100-year flood)~~100-year~~ flood zone, as determined by FEMA at the time of preparation of this document are indicated on Figure 9-62. 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)~~100-year~~ 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)~~100-year~~ floodplain should be a priority in areas of new development and re-development. ~~According to the California Department of Water Resources Division of Safety of Dams, there are no present risks from dam or levee inundation within the city.~~

Maintenance practices for existing creeks and drainage systems should also be re-evaluated and adjusted because of impacts from climate change, ~~the~~ changes in the awareness of drainage systems and their associated environments, and changes in ~~as well as~~ 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)~~100-year~~ 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 9-5: 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~~2

Require new development to prepare hydrologic studies to assess storm runoff impacts on the local and subregional storm drainage systems and/or creek ~~corridors that include climate change considerations. considerations. 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~~3

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-54

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-65

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-76

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-87

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-98

New development shall be required to locate buildings above the one percent annual flood chance (100-year flood) ~~100-year~~ floodplain and outside the special flood hazard area to minimize potential flood damages.

9.5 WILDLAND AND URBAN FIRES

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).

~~The California's Fourth Climate Assessment points to the years 2015 and 2017 for as recent years with large and destructive Bay Area fires significantly impacting having major impacts on 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. Figure XX shows a historical map of these fires that occurred within the surrounding region of San Ramon.~~ 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.

The ~~H~~ hazards related to wildland fires are ~~based- related on to~~ 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 ~~pressure the presence or and~~ maintenance of flammable vegetation surrounding structures.

To quantify this potential hazard, the California Department of Forestry and Fire Protection (~~CAL FIRE~~ 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 ~~Cal Fire~~ identify areas as Fire Hazard Severity Zones and include three severity classifications: moderate, high, and very high.

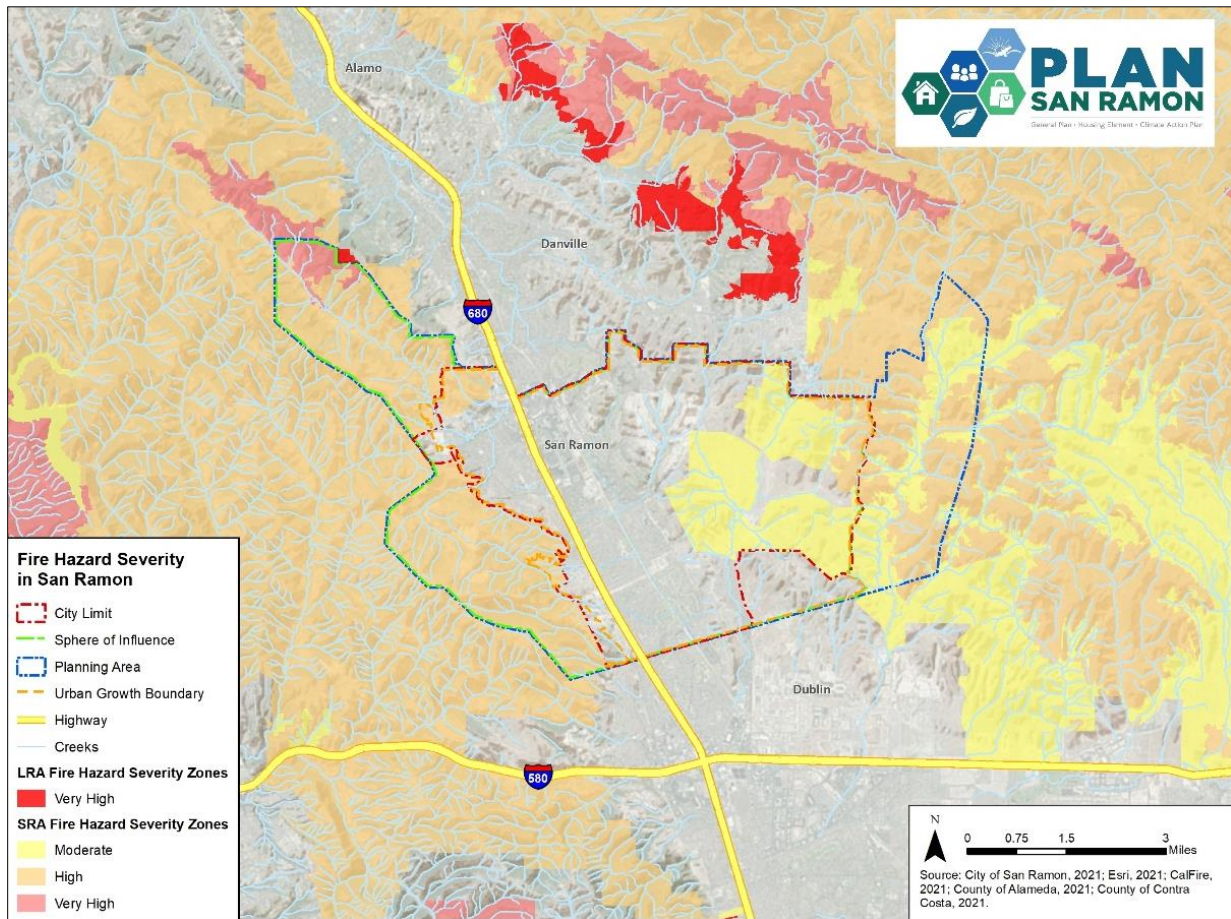
~~The California Department of Forestry and Fire Protection (CAL FIRE) has classified Very High Fire Hazard Severity Zones (VHFHSZ) to the North of San Ramon. There are High Fire Hazard Severity Zone high fire hazard zones in the northwesternmost side of the city and Medium and High Fire Hazard Severity Zones and a mix of moderate and high fire hazard zones on the eastern side portion of the city. There is a VHFHSZ in the northwestern edge of the City's sphere of influence. There are no VHFHSZ's zones located within City limits; however, there is a VHFHSZ presence in the sphere of influence (SOI) within the Las Trampas Regional Wilderness Park. The Fire Hazard Severity Zones fire hazard risk zones within the cCity boundaries and sphere of influence SOI are considered to be State Responsibility Areas (SRA's), which are under the responsibility of CAL FIRE. 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 sSphere of iInfluence, 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. These areas are under the jurisdiction of CAL FIRE. 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.~~

~~Fire hazards in San Ramon are usually created by increases in the number of homes adjoining open space; therefore, much of the threat of wildland fires is due to open grasslands and oak woodlands abutting residential developments. Many neighborhoods within the City are located in remote regions and are surrounded by oak woodlands/grasslands. As San Ramon continues to expand, more of these wildland urban interface areas are created. This situation creates extreme fire hazards, and 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 ~~Dougherty Valley and~~ 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 nearby wildfires. Smoke can cause numerous health effects, from mild eye burning to irritated air ways and even cardiac issues arrest. XXXOlder adults, young children, outdoor workers, and those with chronic health conditions community members are the can be most vulnerable to degraded air quality. When smoke levels are high enough even healthy people may experience some of these symptoms.~~

Figure 9-783: Wildfire Hazards in San Ramon



New development ~~may will likely~~ create increased fire hazards caused by interactions between open grassland and dense residential development. Therefore, projected development in the City’s Planning Area will ~~likely~~ 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, ~~which are~~ 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 ~~Area~~ 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. ~~located more than 1.5 miles from a fire station.~~

9.5-I-5

Require sprinklers in all mixed-use development, as required by the California Building Code. ~~to protect residential uses from non-residential uses, which typically pose a higher fire risk.~~

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 [Figure 19-8](#) and [Figure 29-9](#).

[Figure 1](#)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).

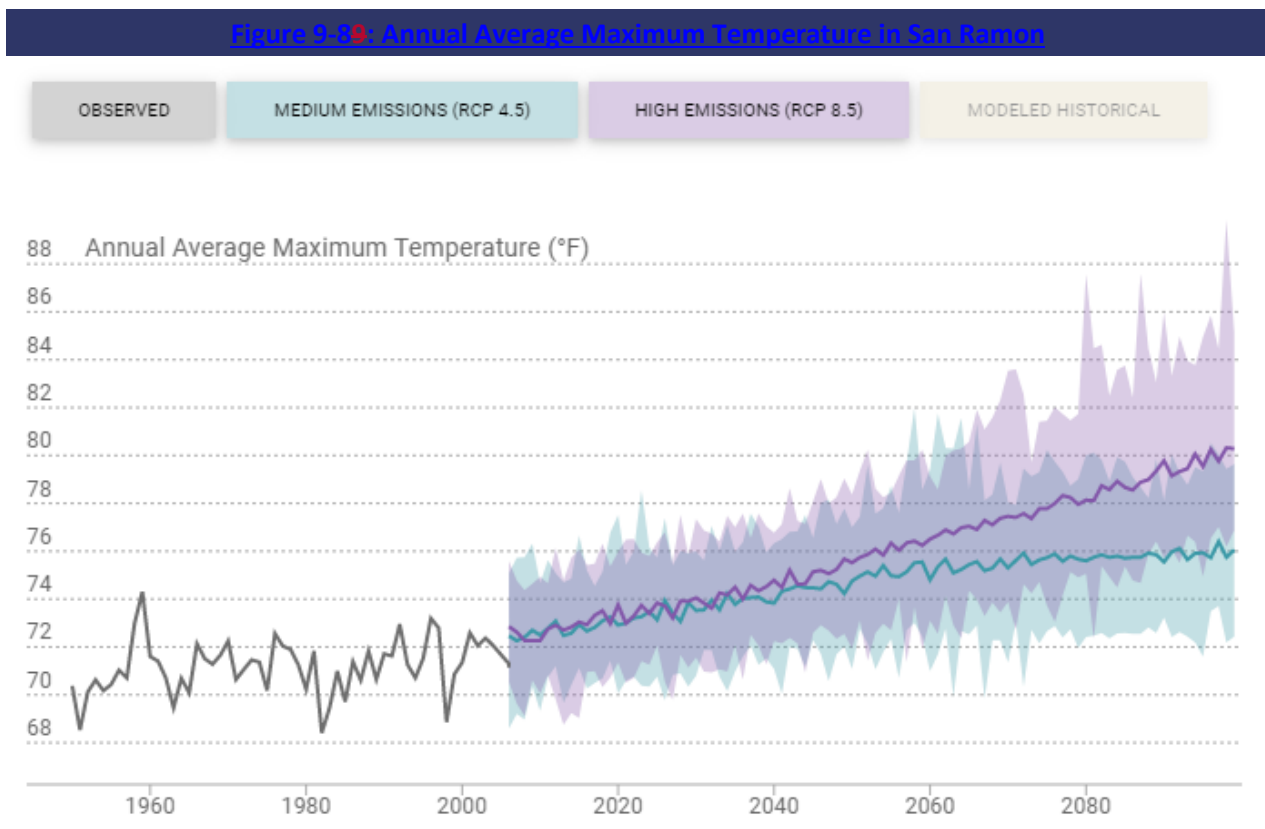
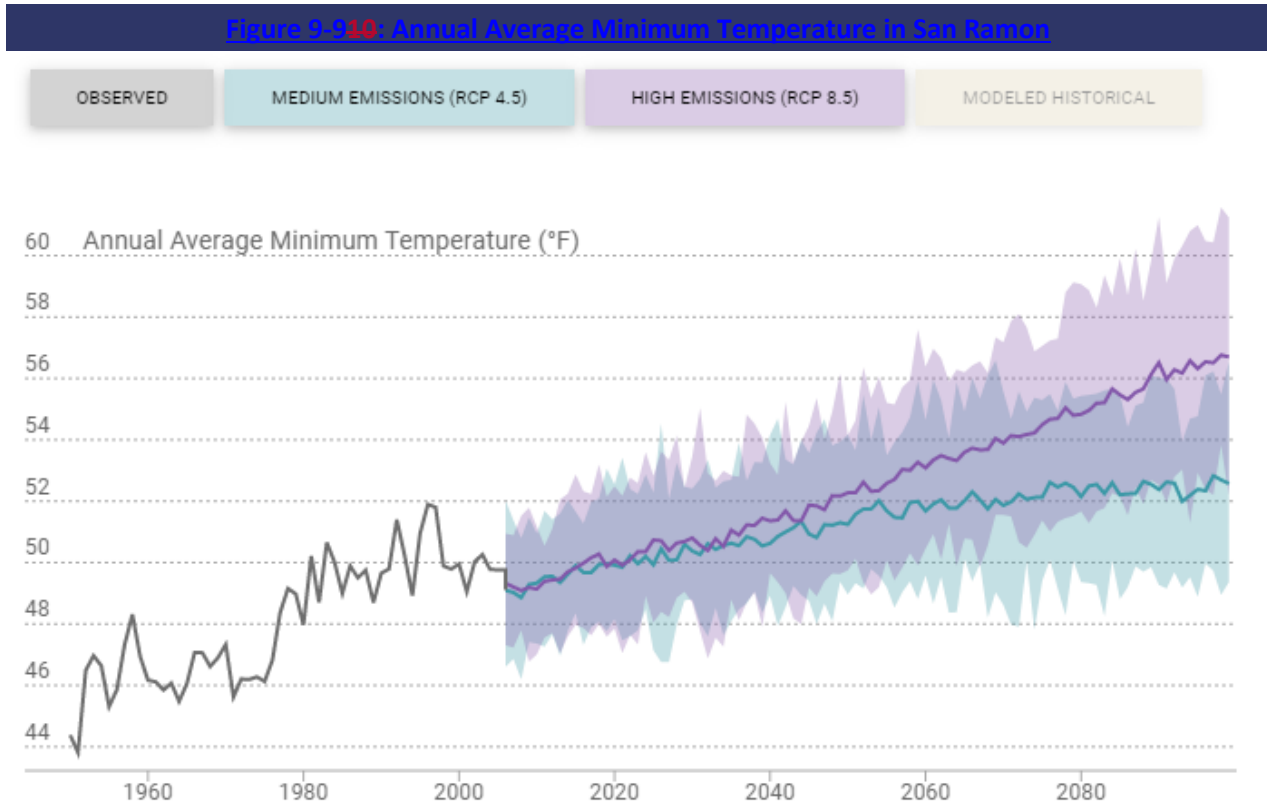


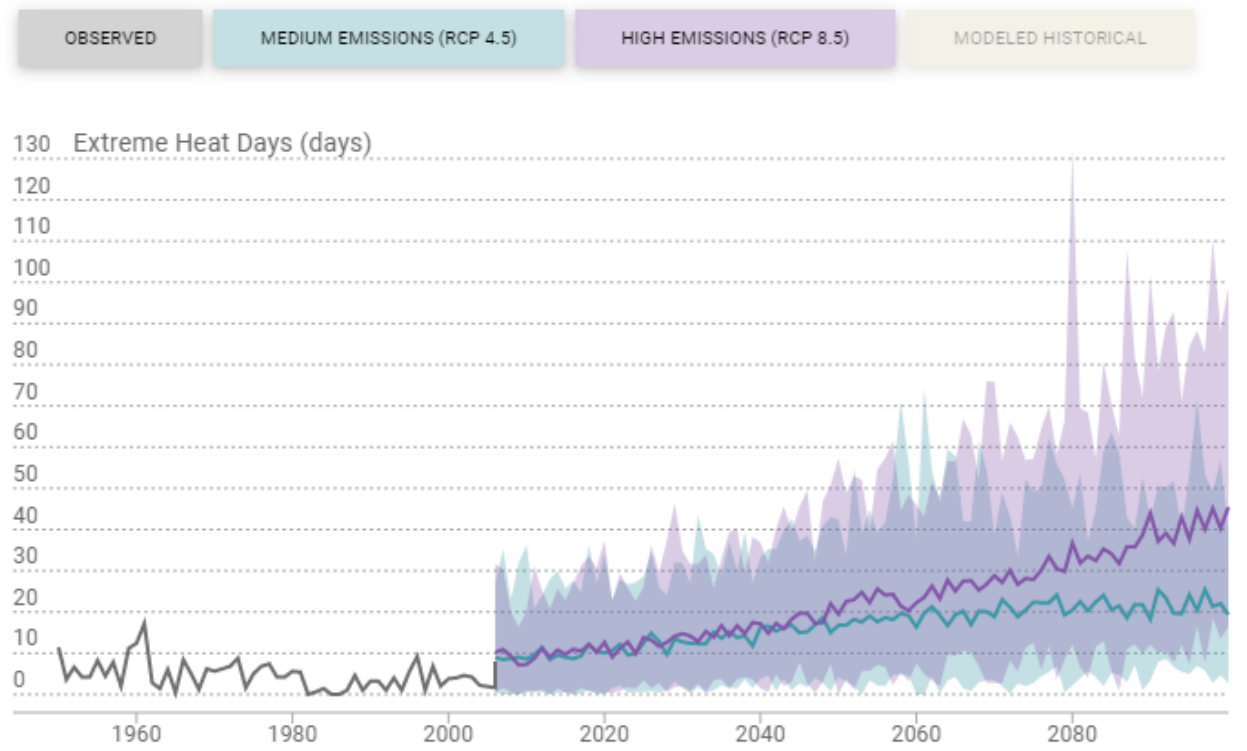
Figure [Figure 29-9](#) shows average minimum temperatures in San Ramon based on the RCP 4.5 (medium emissions) and RCP 8.5 (high emissions) emissions scenario. The purple line shows high emissions scenario (RCP 8.5), the blue line shows the medium emissions scenario (RCP 4.5), and the grey line illustrates 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 [Figure 39-10](#) shows the number of extreme heat days in San Ramon for the medium and high emissions scenarios.

Figure 9-18 Extreme Heat Days in San Ramon



Precipitation

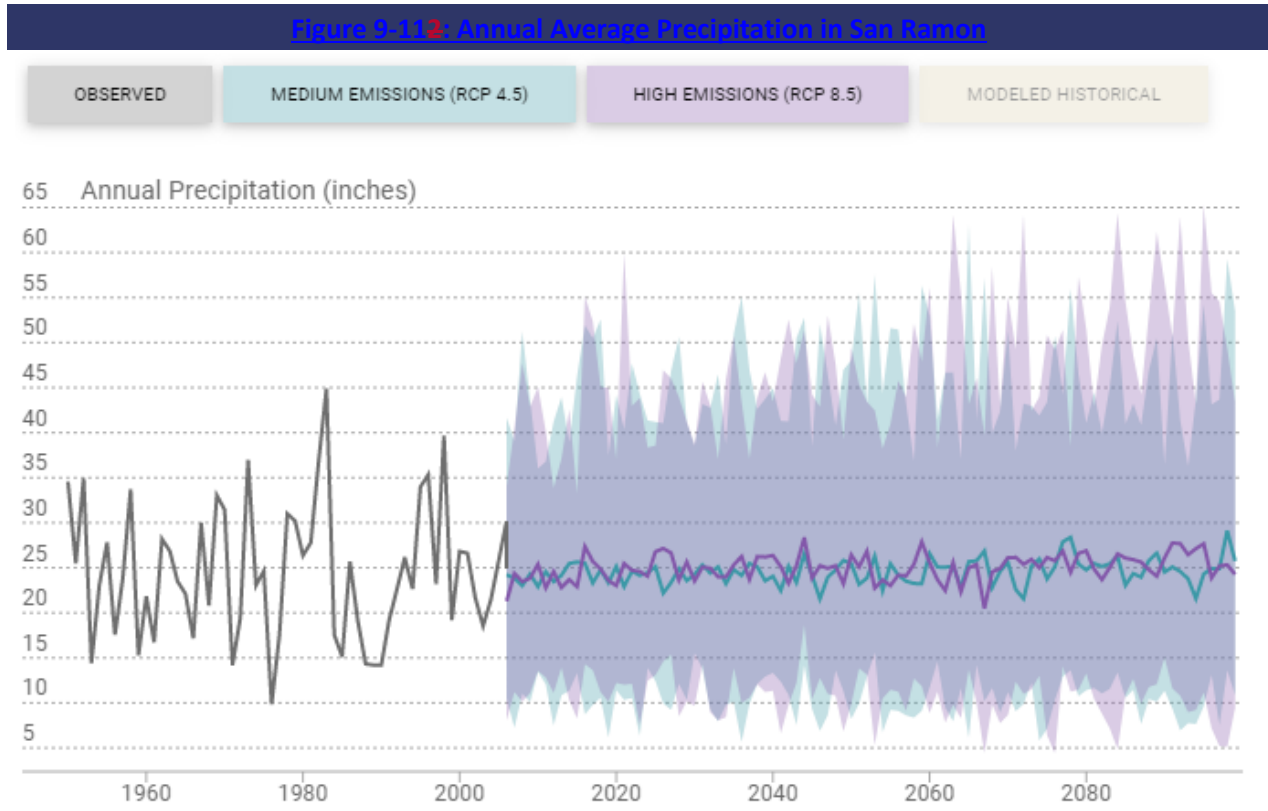
Precipitation projections for California remain uncertain. On average, total annual precipitation in the state is not projected to change substantially; however, modeled projections do not show a consistent trend (Contra Costa County HMP, 2018). According to California’s Fourth Climate Change Assessment, 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.](#)

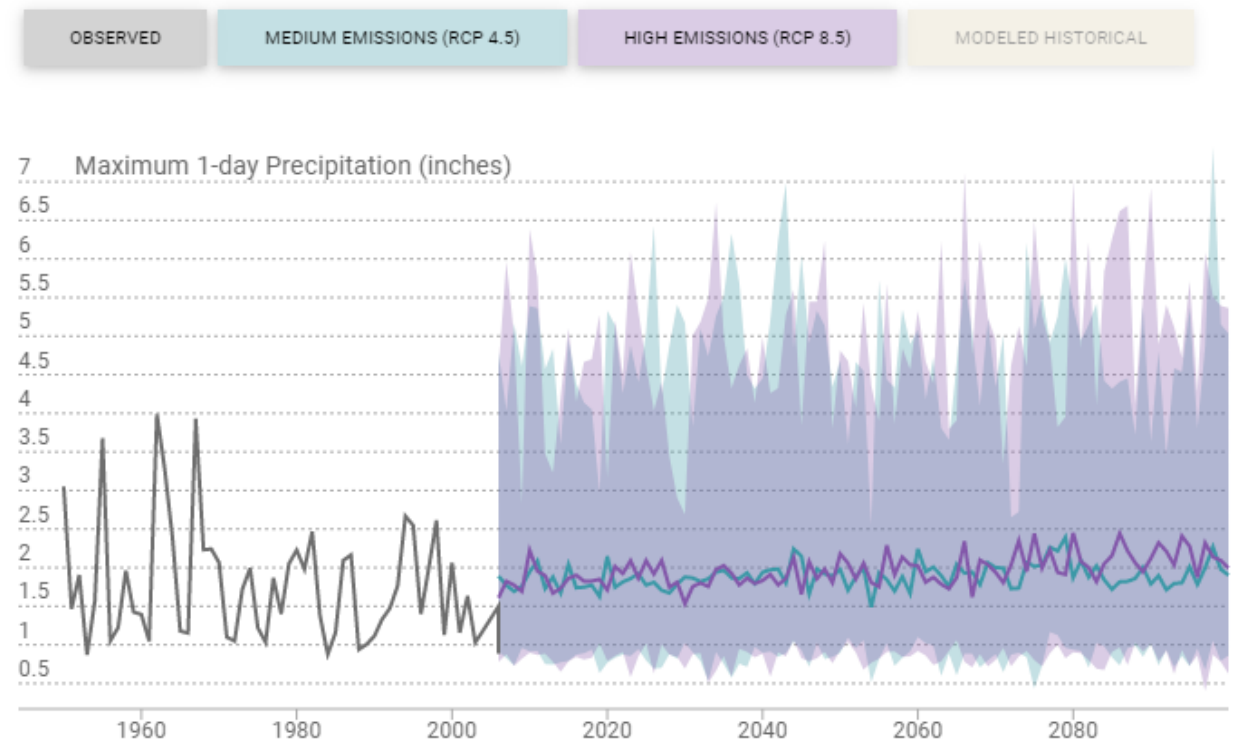
[Annual projected precipitation in San Ramon is shown in \[Figure 49-11\]\(#\) below.](#)



[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 \[Figure 9-12\]\(#\) \[Figure 5\]\(#\). These projections indicate a trend in weather and rain events becoming more extreme and variable.](#)

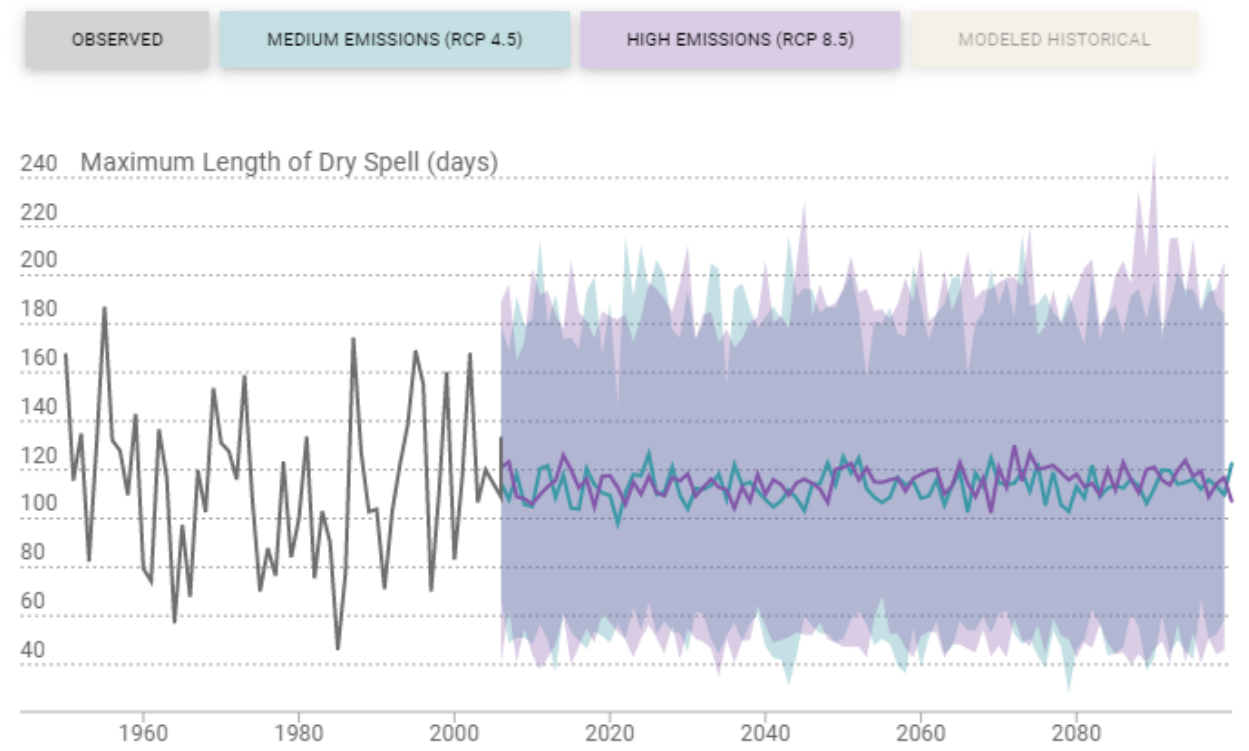
Figure 9-12. Maximum 1-Day Precipitation Events in San Ramon



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 6](#)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 25th and 83rd 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

9.6-G-1

Build a community that is resilient against the effects of climate change and protects ~~the~~-all City's residents, including the ~~that are~~- most vulnerable residents.

IMPLEMENTING POLICIES – CLIMATE CHANGE VULNERABILITY ASSESSMENT

9.6-I-1

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.

9.6-I-2

Explore options ~~for~~ to support community-wide installation of ~~installing self~~self-sufficient energy systems, such as microgrids, at critical facilities and other critical emergency service facilities to minimize service disruptions during power outages ~~triggered by a climate event~~event.

9.6-I-3

Provide educational materials (e.g., websites, social media) and programs to support water conservation efforts that take into account extended drought conditions ~~associated with climate change~~.

9.6-I-4

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.

<p><u>9.6-I-5</u></p>	<p><u>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.</u> Prioritize at-risk vulnerable populations for street tree and green infrastructure placement in San Ramon.</p>
<p><u>9.6-I-6</u></p>	<p><u>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.</u></p>
<p><u>9.6-I-7</u></p>	<p><u>Assess existing critical facilities and ensure new critical facilities are</u> Identify locations for new or relocated critical facilities <u>in minimal risk areas to hazards.</u></p>
<p><u>9.6-I-8</u></p>	<p>Support <u>Promote efforts by the Bay Area Air Quality Management District (BAAQMD) and public utility providers to reduce emissions from energy consumption.</u></p>
<p><u>9.6-I-9</u></p>	<p><u>Invest in sustainable backup power sources to provide redundancy and continued services for critical facilities during periods of high demand during extreme heat events or possible outages because of safety power shut offs and extreme weather.</u></p>

10 Noise

The purpose of San Ramon’s Noise Element is to set forth policies that regulate the ambient noise environment and ~~protect~~ 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 arising from sleep deprivation.

Noise is commonly defined as sounds or a series of sounds that are undesirable, intrusive, irritating, and/or disruptive to daily life. ~~Vehicles are the primary noise source in San Ramon, with the highest noise levels observed near Interstate 680 (I-680) and arterial roadways. Other noise sources~~ Noise sources in San Ramon are primarily from vehicles, and 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

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 an adverse community concern response.

Figure 10-1: Typical Sound Levels (dBA)

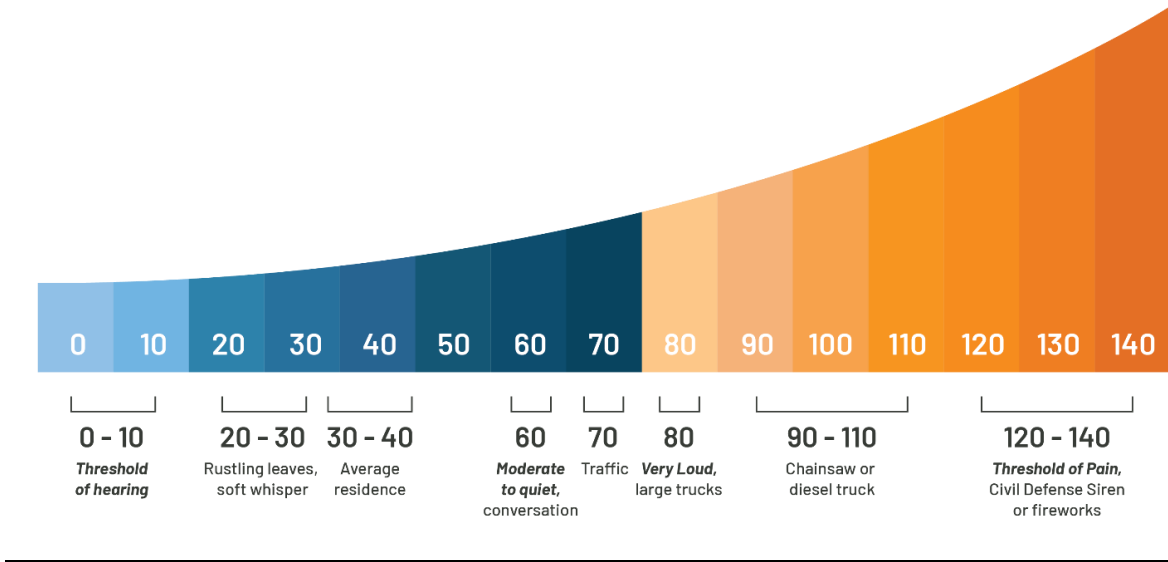


Figure 10-2: Compatible Thresholds for Land Uses (CNEL, db)

Land Use Category	55	60	65	70	75	>80
Residential - Low-density Single-family, Duplex, Triplex, and Similar	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Residential - Multi Family	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Transient Lodging - Motels, Hotels	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Schools, Libraries, Churches, Hospitals, Nursing homes	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Auditoriums, Concert Halls, Amphitheaters	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Sports Arenas, Outdoor Spectator Sports	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Playground, Neighborhood Parks	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Golf Courses, Riding Stables, Water Recreation, Cemeteries	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Office Buildings, Business Commercial and Professional	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable
Industrial, Manufacturing, Utilities, Agriculture	Normally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Conditionally Acceptable	Normally Unacceptable	Clearly Unacceptable

Legend



Normally Acceptable
Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.



Conditionally Acceptable
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.



Normally Unacceptable
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.



Clearly Unacceptable
New construction or development generally should not be undertaken.

10.2 Figure 10-1 Typical Sound Levels (dBA)

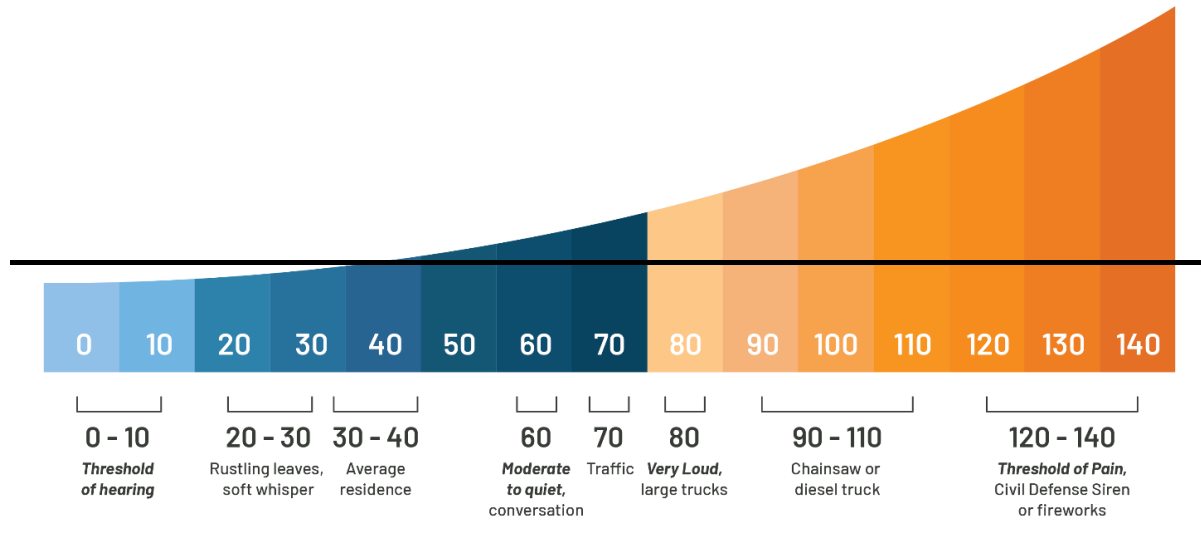






Figure 10-2 Compatible Thresholds for Land Uses (CNEL, dB)

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	Dark Blue	Light Orange	Dark Orange	Dark Orange
Sports Arenas, Outdoor Spectator Sports	Dark Blue	Dark Blue	Dark Blue	Dark Blue	Dark Orange	Dark Orange
Playground, Neighborhood Parks	Dark Blue	Dark Blue	Dark Blue	Light Orange	Dark 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

<p> Normally Acceptable Specified land use is satisfactory, based upon the assumption that any buildings involved are of normal conventional construction, without any special noise insulation requirements.</p>	<p> Conditionally Acceptable 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.</p>	<p> Normally Unacceptable 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.</p>	<p> Clearly Unacceptable New construction or development generally should not be undertaken.</p>
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Noise in San Ramon

Noise in San Ramon is primarily the result of both traffic, Camp Parks, and other sources. The nature of this noise is outlined below.

~~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.~~

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 unacceptable” 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 ~~2006~~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 3 Existing Noise Contours

Figure 10-4: Future Noise Contours



Figure 10-4
Future Noise Contours
(Updated on March 14, 2023)

SAN RAMON GENERAL PLAN 2035

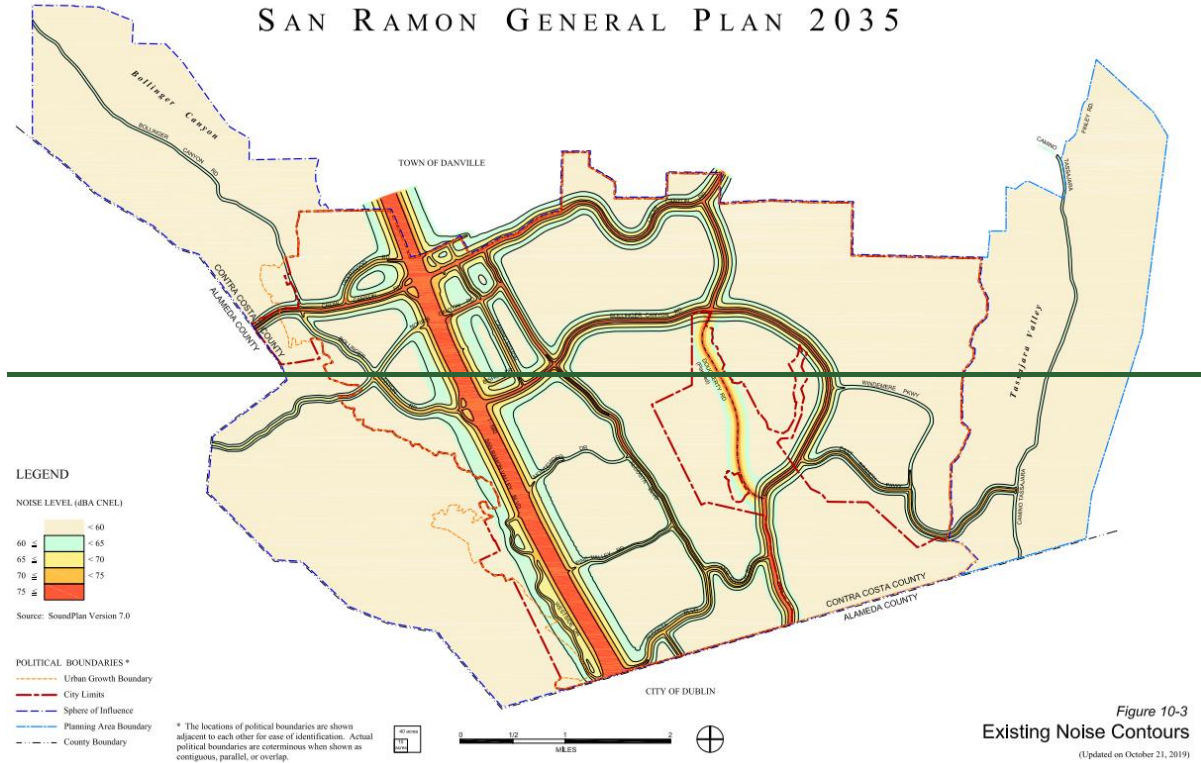


Figure 10-3
Existing Noise Contours
(Updated on October 21, 2019)

Figure 4—Future Noise Contours



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 **GUIDING POLICY – NOISE**

10.1-G-1	<u>Achieve an acceptable noise environment for the present and future residents of San Ramon.</u>
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IMPLEMENTING POLICIES – NOISE

10.1-I-1	<u>Minimize vehicular noise sources, stationary noise sources, and noise emanating from intermittent activities.</u>
-----------------	--

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	<u>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.</u>
-----------------	---

10.1-G-1	Achieve an acceptable noise environment for the present and future residents of San Ramon.
----------	---

IMPLEMENTING POLICIES

10.1-I-1	Minimize vehicular and stationary noise sources and noise emanating from intermittent activities.
----------	---

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. 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 that 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.
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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 60 dB State required thresholds.

10.1-1-3

Require -all necessary aAcoustical and vibration studies shall be prepared by qualified professionals in accordance with industry-accepted methodology. All applicable and feasible vibration reduction measures shall be incorporated into projects plans.

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 landscaped buffers, shall be considered during the design process. If deemed appropriate, sound walls ~~shall be well designed and appropriately sited~~ with factors such as height, decorative features, graffiti resistance, pedestrian mobility, and sight distances considered.

Factors that should be considered in the design and siting of sound walls include height, decorative features, graffiti resistance, pedestrian mobility, and sight distances.

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.

- ~~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 ~~especially~~ sensitive receptors such as schools, hospitals, and senior care uses, from excessive noise through implementation of noise attenuation measures for new development.

New development ~~that may adversely impact~~ 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 ~~technology~~ 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 and maintain~~ the Noise Ordinance, as needed, to improve the City’s ability to reduce noise impacts.

10.1-I-11 Designate walking districts in which ~~Encourage~~ 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-122

Designate and enforce local truck routes to minimize truck traffic in noise-sensitive land use areas.

10.1-I-133

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-144

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~~

~~Continue to enforce state laws and local ordinances that pertain to nuisance noise. Nuisance noise includes car alarms, car stereos, car and motorcycle exhaust systems, barking dogs, and other sources that diminish the quality of life.~~

10.1-I-156

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-167

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_{dn} 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 L_{dn} and the project increases noise levels by 1.5 dB or more.

- ~~• The ambient noise level is less than 60 dB Ldn and the project increases noise levels by 5 dB or more.~~
- ~~• The ambient noise level is 60-65 dB Ldn 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.~~
10.1-I-178

Require disclosure of potential significant noise impacts as part of real estate developments and transfers of land ownership within the ~~Suggested Noise Disclosure Area of Camp Parks~~ 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.

10.1-I-19

During the design phase, consider health impacts related to excessive noise levels, such as sleep disturbance and cardiovascular disease and incorporate noise control measures where feasible.

Air Quality and GHG Emissions

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 Air Quality and Greenhouse Gas Element is a newer component of the General Plan.~~ 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 ~~greenhouse gas emission~~GHG emissions.

Global climate change is an issue that the State of California has determined to be of statewide concern 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 ~~greenhouse gas emission~~GHG emission sources under their purview that potentially contribute to climate change. The General Plan provides an avenue for local government actions to reduce ~~greenhouse gas emission~~GHG emissions associated with new and existing development. The City ~~is being~~ has been proactive in addressing air quality and ~~greenhouse gas emission~~GHG emissions by preparing the 20114 Climate Action Plan, an updated GHG emissions inventory in 2014, and ~~implementing the previous~~is General Plan Element ~~and the related Climate Action Plan.~~

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~~a greenhouse gas reduction goal for local governments of 15 percent below 2009 levels by 2020.~~ The proposed reduction will ensure that municipal and community-wide emissions are consistent with the State's reduction targets.

12.1 Connections ~~With~~with Other General Plan Elements

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 the 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 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 ~~greenhouse gas~~ GHG emissions through energy savings related to water conservation and reclaimed water use.

12.2 Air Quality Issues In ~~The Bay Area And~~ San Ramon Pollutants and Bay Area Air Basin Attainment Status

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 (O₃)
- Particulate matter (PM₁₀ and PM_{2.5})
- Nitrogen dioxide (NO₂)
- Carbon monoxide (CO)
- Lead
- Sulfur dioxide (SO₂)

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 (H₂S)
- 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_{2.5} 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. ~~The 1999 and 2001 Ozone Attainment Plans were adopted to attain the one-hour federal ozone standard. The 1994 Clean Air Plan, and updates in 1997 and 2000 were adopted to attain the state one-hour ozone standard. The 2005 Ozone Strategy fulfills planning requirements for the state one-hour ozone standard and transport mitigation requirements.~~ [Most recently, the 2017 Clean Air Plan *Spare the Air, Cool the Climate* 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_{2.5} State and national standards, the Bay Area is not in attainment of the 24-hr PM_{2.5} national standard. Therefore, the Air District continues its efforts to reduce local PM emissions.](#)

~~The BAAQMD recently adopted the 2010 Clean Air Plan that updates the 2005 Ozone Strategy and considers the impacts of ozone control measures on particulate matter (PM), air toxics, and greenhouse gases in a single, integrated plan. Although the Bay Area exceeds the new federal standards for fine particulate matter (PM_{2.5}) and 8-hour ozone, no new plans are currently required to demonstrate attainment of the standards.~~

As shown in Table 12-1, the Bay Area is designated “nonattainment” for the state 1-hour ozone standard, the state [PM₁₀ PM10](#) standard, and the state PM_{2.5} standard. The Bay Area is also designated “nonattainment” for the federal 8-hour ozone standard and the federal 24-hour PM_{2.5} standard. This means that Bay Area residents experience unhealthy air quality at times.

Table 12-1: Bay Area Air Basin Attainment Status			
Pollutant	Averaging Time	State Status	Federal Status
Ozone	1-hour	Nonattainment	Not Applicable ¹
	8-hour	Nonattainment	Nonattainment ²
Carbon monoxide	1-hour and 8-hour	Attainment	Attainment ³
Nitrogen dioxide	1-hour	Attainment	Unclassified ⁴
	Annual	No state standard	Attainment
Sulfur dioxide	24-hour; 1-hour	Attainment	Attainment
	24-hour	Nonattainment	Unclassified
PM ₁₀	Annual	Nonattainment	No federal standard ⁵
	24-hour	No state standard	Nonattainment ⁶
PM _{2.5}	Annual	Nonattainment	Attainment

Notes:

¹ The national 1-hour ozone standard was revoked by EPA on June 15, 2005.

² ~~Final designations effective July 20, 2012.~~

³ In April 1998, the Bay Area was redesignated to attainment for the national 8-hour carbon monoxide standard.

⁴ ~~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). EPA set a new one-hour standard for nitrogen dioxide (NO₂) at a level of 100 parts per billion (ppb) on January 25, 2010, which will become effective April 12, 2010. EPA expects to identify or designate areas not meeting the new standard, based on the existing community-wide monitoring network, by January 2012.~~

⁵ EPA revoked the annual PM₁₀ standard on September 21, 2006.

⁶ EPA designated the Bay Area nonattainment of the 24-hour PM_{2.5} standard on December 22, 2008, and the designation will go into effect 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 O₃ and NO₂.](#) 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 **Particulate Matter 10 (PM₁₀)** 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)			
Air Pollutant, Averaging Time (Units)	2011	2012	2013
<i>Ozone (Livermore)</i>			
Max 1 Hour (ppm)	0.115	0.102	0.096

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>
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_{2.5}) (Livermore)</i>			
Mean (µg/m ³)	7.8	6.6	8.4
24 Hour (µg/m ³)	45.4	31.1	40.1
Days > NAAQS (35 µg/m ³)	2	0	4

Abbreviations:

> = exceed ppm = parts per million µg/m³ = 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.”

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_{2.5}). PM_{2.5} 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_{2.5} 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_{2.5} emissions, not those formed in the atmosphere.

Evidence suggests that PM_{2.5} 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_{2.5} fall within two broad categories, stationary sources and mobile sources. Common stationary source types of TAC and PM_{2.5} 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

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 ~~greenhouse gas emission~~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:

~~38501. The Legislature finds and declares all of the following:~~

“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 ~~the California Air Resources Board (ARB)~~CARB to develop regulations on how the State would address global climate change. AB 32 focuses on reducing ~~greenhouse gas emission~~GHG emissions in California. Greenhouse gases, as defined under AB 32, include carbon dioxide (CO₂), methane (CH₄), nitrous oxide (N₂O), sulfur-hexafluoride (SF₆), hydrofluorocarbons (HFCs), and perfluorocarbons (PFCs).

~~The~~CARB approved the 1990 ~~greenhouse gas emission~~GHG emissions level of 427 MMTCO₂e on December 6, 2007 (C~~ARB~~ 2007). Therefore, emissions generated in California in 2020 were required to be equal to or less than 427 MMTCO₂e. Emissions in 2020 in a “business as usual” scenario are estimated to be 596 MMTCO₂e, 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 MT~~CO~~₂e 1990 inventory. In October 2010, C~~ARB~~ARB 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 MT~~CO~~₂e. 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 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 (MMTCO₂ 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 forcers 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 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 1504

AB 1504 (2010) requires the Board of Forestry and Fire Protection to adopt district forest practice rules and regulations in accordance with specified policies to, among other things, assure the continuous growing and harvesting of commercial forest tree species. Additionally, it requires the Board of Forestry and Fire Protection to ensure that its rules and regulations that govern the harvesting of commercial forest tree species consider the capacity of forest resources to sequester carbon dioxide emissions sufficient to meet or exceed the sequestration target of 5 million metric tons of carbon dioxide annually, as established in the first AB 32 Climate Change Scoping Plan.

Senate Bill 1386

Sb 1386 (2016) declares it the policy of the State that protection and management of natural and working lands, as defined, is an important strategy in meeting the State's GHG reduction goals. It requires State agencies to consider protection and management of natural and working lands in establishing policies and grant criteria, and in making expenditures, and "implement this requirement in conjunction with the State's other strategies to meet its GHG emissions reduction goals."

Assembly Bill 398

AB 398 requires CARB to designate the Cap and Trade Program as the mechanism for reducing GHG emissions from petroleum refineries and oil and gas production facilities in this update to the Scoping Plan. With respect to local air districts, AB 398 states that it does not limit or expand the district's existing authority, including the authority to regulate criteria pollutants and toxic air contaminants, except that it prohibits an air district from adopting or implementing a rule for the specific purpose of reducing emissions of carbon dioxide from stationary sources that are subject to the Cap and Trade Program. Additionally, it does the following:

- Clarifies the role of the State's Cap and Trade Program from January 1, 2021, through December 31, 2030, continuing elements of the current program, but requiring CARB to make some post-2020 refinements.
- Establishes a Compliance Offsets Protocol Task Force to provide guidance to CARB in approving new offset protocols that increase projects with direct, in-state environmental benefits.
- Establishes the Independent Emissions Market Advisory Committee to report annually on the environmental and economic performance of the Cap and Trade Program and other climate policies.
- Identifies legislative priorities for allocating auction revenue proceeds, to include but not be limited to: air toxic and criteria air pollutants from stationary and mobile sources; low- and zero-carbon transportation alternatives; sustainable agricultural practices that promote transition to clean technology, water efficiency, and improved air quality; healthy forests and urban greening; short-lived climate pollutants; climate adaptation and resiliency; and climate and clean energy research.

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 is required was required to prepared 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.](#)

California Air Resources Board (ARB) Scoping Plan

The ARB's Climate Change Scoping Plan (Scoping Plan) contains measures designed to reduce the State's emissions to 1990 levels by the year 2020 to comply with AB 32 (ARB 2008). The Scoping Plan identifies recommended measures for multiple greenhouse gas emission [GHG emission](#) [GHG emission](#) reductions.³

ARB Scoping Plan Update

The ARB approved the First Update to the Scoping Plan (Update) on May 22, 2014. The Update identifies the next steps for California's climate change strategy. The Update shows how California continues on its path to meet the near-term 2020 greenhouse gas limit, but also sets a path toward long-term, deep GHG emission reductions. The report establishes a broad framework for continued emission reductions beyond 2020, on the path to 80 percent below 1990 levels by 2050. The Update identifies progress made to meet the near-term objectives of AB 32 and defines California's climate change priorities and activities for the next several years. The Update does not set new targets for the State, but describes a path that would achieve the long-term 2050 goal of Executive Order S-05-03 for emissions to decline to 80 percent below 1990 levels by 2050 (ARB 2014).

The ARB has no legislative mandate to set a target beyond the 2020 target from AB 32 or to adopt additional regulations to achieve a post-2020 target. The Update estimates that reductions averaging 5.2 percent per year would be required after 2020 to achieve the 2050 goal. With no estimate of future reduction commitments from the State, identifying a feasible strategy including plans and measures to be adopted by local agencies is not possible. Implementation of the City's General Plan Update and CAP will help support both the short-term and long-term objectives of the Update. However, there is no way of determining whether the City would need to take additional actions beyond its existing programs and the land use and transportation strategies contained in the General Plan Update and CAP until such a time as new state targets and a new Scoping Plan with mandatory measures is adopted.

Senate Bill 375

State Senate Bill 375 (SB 375) ~~was signed into law on September 30, 2008. This legislation addresses one facet of implementation of the AB 32. The bill assures that the decisions [about on](#) how to achieve travel-related [greenhouse gas emission](#) [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 [greenhouse gas emission](#) [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. ~~The bill also amends the housing element law, extending the amount of time that the State has to review most local housing elements from five to eight years.~~ It provides a foundation for a comprehensive approach to reducing [greenhouse gas emission](#) [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. ~~The CARB~~ must certify that the region's SCS will achieve its ~~greenhouse gas emission~~ [GHG emission](#) reduction targets. Projects outside the approved SCS would not qualify for federal transportation funding. ~~If the ARB determines that a region's SCS will not achieve the greenhouse gas emission reduction targets, the Metropolitan Planning Organization must prepare an Alternative Planning Strategy, separate from the Regional Transportation Plan (RTP), identifying further measures needed to achieve the targets.~~ 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 ARB adopted final SB 375 regional targets on September 23, 2010.~~

The Association of Bay Area Governments (ABAG) [originally](#) adopted ~~the Plan Bay Area, which~~ that 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.](#) ~~A technical evaluation of the strategy prepared by the ARB in April 2014 identifies a 4.1 percent reduction in emission per capita by 2020 and 8.7 percent per capita by 2035 (ARB 2014). The SCS includes a full range of land use and transportation strategies to guide future growth in the region in ways that reduce greenhouse gas emission.~~

Senate Bill 743

Senate Bill 743 (Steinberg, 2013) made several changes to the California Environmental Quality Act (CEQA) for projects located in areas served by transit (i.e., transit-oriented development or TOD). Those changes direct the Governor's Office of Planning and Research to develop a new approach for analyzing the transportation impacts under CEQA. Candidate metrics include, but are not limited to Vehicle Miles Traveled, Automobile Miles Generated, Multi-modal Level of Service, Fuel Use and/or Vehicle Hours Traveled and which are all being considered as new measures to assess traffic impacts. Regardless of which methodology is ultimately adopted, the measure will likely be directly correlated to GHG reduction strategies contained in this Element and the CAP. As such, the quantification of GHG impacts associated with future project traffic will be easily measurable in the context of the CAP as opposed to the current LOS and delay-based methodologies. LOS standards may still be used for local goals and objectives; however, once the new methodology is adopted, LOS standards will no longer be the tool for CEQA impact analysis.

12.4 Greenhouse Gas Descriptions 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 ~~greenhouse gas emission~~ [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 (CO₂e) to simplify calculations. The calculation of the carbon dioxide equivalent is a consistent methodology for comparing ~~greenhouse gas emission~~ [GHG emissions](#), since it normalizes various ~~greenhouse gas~~

emission **GHG emission** 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 12-5](#) [Table 12-4](#) -outlines the San Ramon GHG inventory.

Table 12-3: Greenhouse Gas Descriptions		
<i>Greenhouse Gas</i>	<i>Description and Physical Properties</i>	<i>Sources</i>
Methane (CH ₄)	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 ₂ 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 ₂)	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 50,000 years. GWPs range from 6,500 to 9,200.	Two main sources of PFCs are primary aluminum production and semiconductor manufacturing.
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.

Table 12-3: Greenhouse Gas Descriptions

<i>Greenhouse Gas</i>	<i>Description and Physical Properties</i>	<i>Sources</i>
-----------------------	--	----------------

Source: Compiled from a variety of sources, including EPA, Global Warming Potentials and Atmospheric Lifetimes, 2006 and Intergovernmental Panel on Climate Change, 2007.

Table 12-4 and Figure 12-12 show the generation of California’s greenhouse gas emission 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.

Table 12-4: California Greenhouse Gas Emission GHG emissions Inventory in 2012 by Economic Sector

<i>Sector¹</i>	<i>2012 Emission (Millions of Metric Tons of CO₂ Equivalent/Year)</i>	<i>Percentage of Inventory</i>
Transportation	167.4	36.5
Electric Power	95.1	20.7
Commercial and Residential Fuel Use	42.3	9.2
Industrial Fuel Use	89.2	19.4
Recycling and Waste	8.3	1.9
High Global Warming Potential Gases ²	18.4	4.0
Agriculture	37.9	8.3
Total Emissions	458.7	100.0

Notes:

¹-Sequestration of emissions from forestry activities is not included. Emission categories are as defined in the ARB Scoping Plan.

²-High global warming potential gases persist in the atmosphere for tens to hundreds of years in the atmosphere, thus increasing their impact. High global warming potential gases are used as refrigerants, fire suppressants, and the manufacture of semiconductors and foam products.

Source: ARB 2014 California Greenhouse Gas Inventory for 2000-2012 by Category as Defined in the Scoping Plan, last updated May 2014.

It is instructive to consider [greenhouse gas emission GHG emissions](#) at a smaller scale for perspective. The following examples are from emission estimates from [the ARB CARB](#) and other sources:

- 1 kWh of electricity = approximately 1 lb. CO₂e
- 1 therm of natural gas = approximately 12 lbs. CO₂e
- 1 gallon of gasoline = approximately 20 lbs. CO₂e
- 1 mile of driving at 20 miles per gallon = 1 lb. CO₂e
- California [2012-2019](#) per person emissions = [10.512.1](#) metric tons/year CO₂e

Figure 12-2: California Greenhouse Gas Emission GHG emissions Inventory 2012-2000-2019

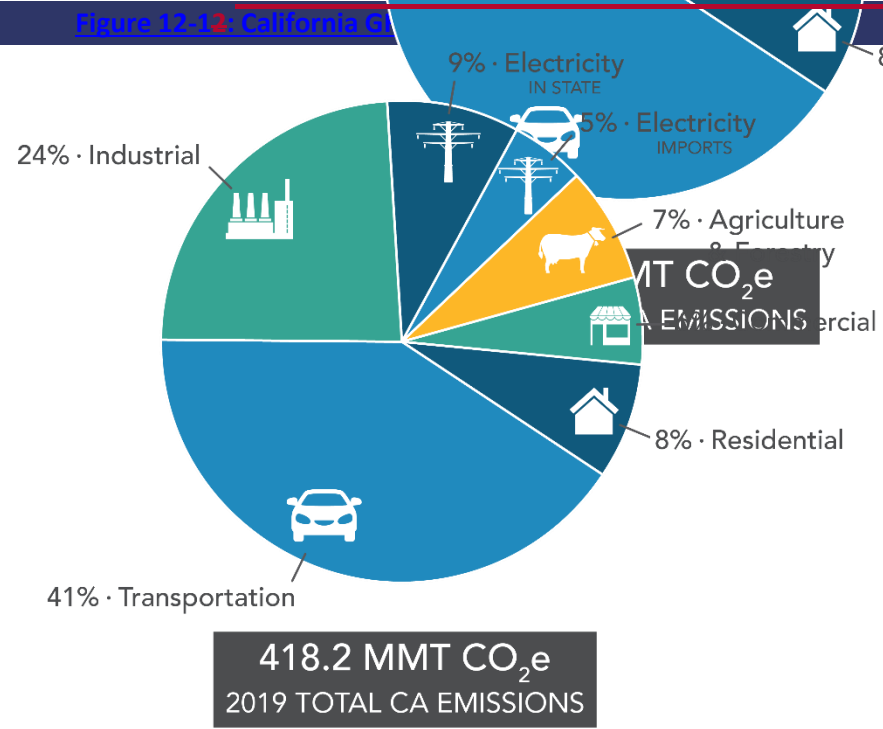
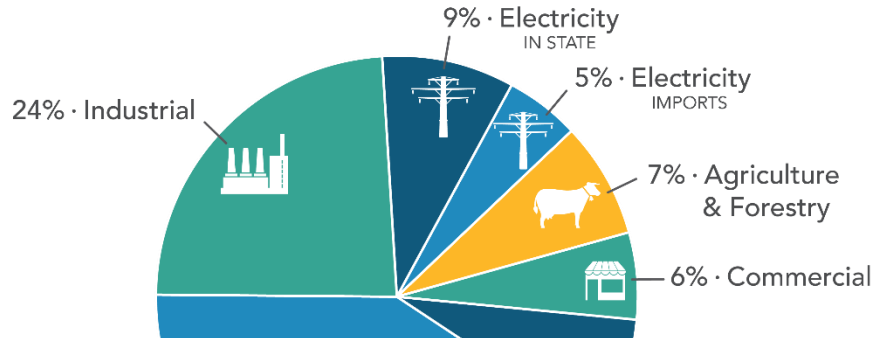
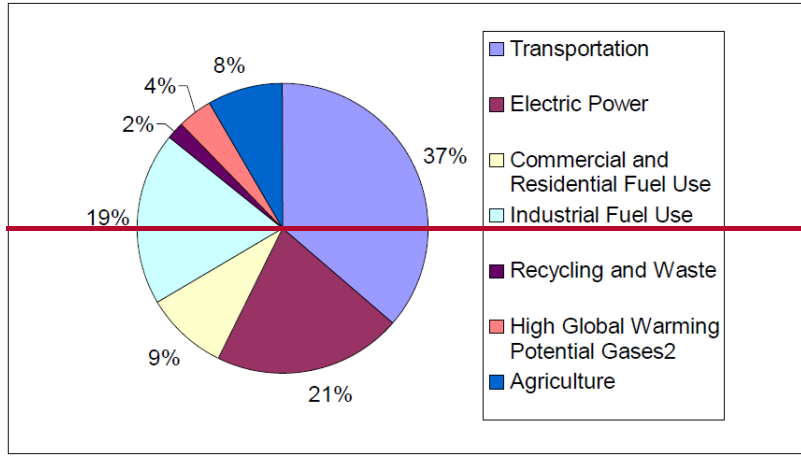


Figure 12-3: California Greenhouse Gas Emissions Inventory 2019

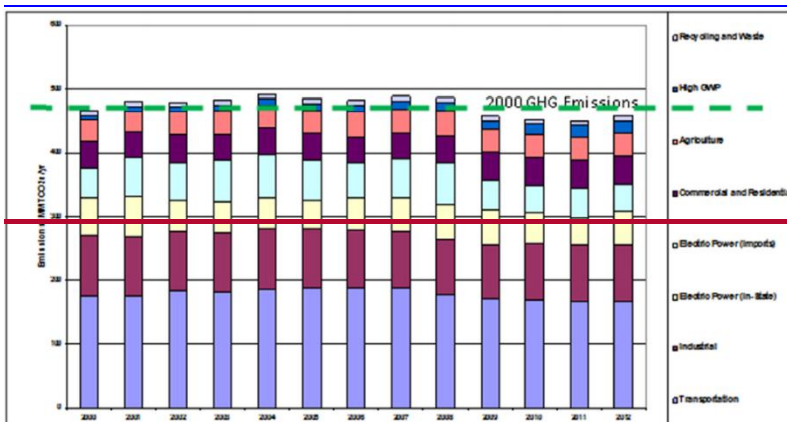
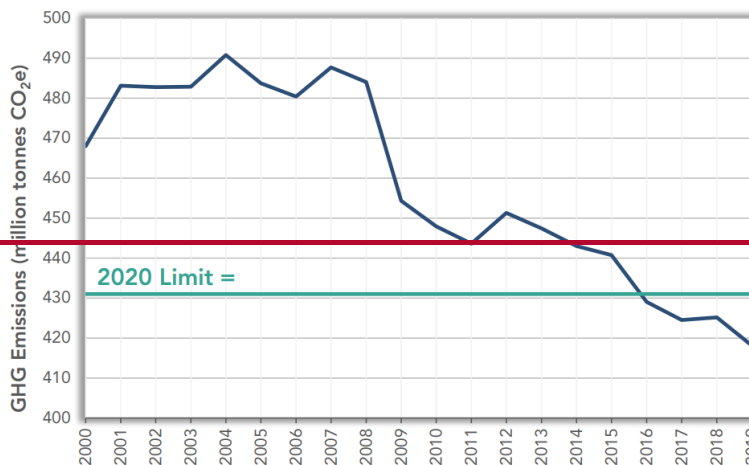
[Source: California Air Resources Board Emissions Inventory 2000-2019.](#)

State Targets

The CARB Scoping Plan contains emission targets for the year 2020 of 427 million metric tons of CO₂e (MMTCO₂e) based on a goal of returning California's emissions to 1990 levels. California's 2006 emission inventory was 484 MMTCO₂e, but is projected to grow to 545 MMTCO₂e 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 MMTCO₂e after updated data from the 2000-2010 inventory. Therefore, reaching the target level of 427 MMTCO₂e by 2020 requires reductions amounting to 118 MMTCO₂e or 21.7 percent below projected 2020 levels.

12.5 Figure 12-3 displays California's greenhouse gas emission trends from 2000 to 2012. AB 32 requires California to reduce its emission inventory to 1990 levels by 2020. The State has made substantial progress toward meeting this goal. Additionally, the State has achieved the goal of Executive Order S-05-03 to reduce emissions to 2000 levels by 2010. A statewide emission reduction mandate beyond 2020 does not currently exist; however,

Figure 12-3: California Greenhouse Gas Emissions Trends 2000 to 2012



Source: ARB, 2014, GHG Update Report.

AB 32 requires California to reduce its emission inventory to 1990 levels by 2020. The State has made substantial progress toward meeting this goal. Additionally, the State has achieved the goal of Executive Order S-05-03 to reduce emissions to 2000 levels by 2010. A statewide emission reduction mandate beyond 2020 does not currently exist; however,

~~Executive Order S-05-03 also includes an ultimate target of reducing emissions in 2050 to 80 percent below 1990 levels. Reductions of that magnitude would require the transformation of the State's energy sources and the widespread implementation of zero-emission technologies that are not currently developed or commercially available.~~

~~Key Elements For Achieving California's 2020 Target~~

~~The ARB Scoping Plan outlines the key elements of California's strategy for reducing its greenhouse gas emissions to 1990 levels by 2020 and includes:~~

~~Expanding and strengthening existing energy efficiency programs as well as building and appliance standards;~~

~~Achieving a statewide renewable energy mix of 33 percent;~~

~~Developing a California cap-and-trade program that links with other Western Climate Initiative partner programs to create a regional market system;~~

~~Establishing targets for transportation-related greenhouse gas emissions for regions throughout California and pursuing policies and incentives to achieve those targets;~~

~~Adopting and implementing measures pursuant to existing state laws and policies, including California's Clean Car standards, Goods Movement measures, and the Low Carbon Fuel Standard; and~~

~~Creating targeted fees, including a public goods charge on water use, fees on high global warming potential gases, and a fee to fund the administrative costs of the State's long-term commitment to AB 32 implementation.~~

~~The ARB Scoping Plan includes descriptions and anticipated emission reductions for each strategy proposed to achieve California's greenhouse gas reduction goals, and it includes a discussion of the role of local government in achieving these goals. The ARB encourages local governments to adopt a reduction goal for municipal operations emissions and move toward establishing similar goals for community emissions that parallels the State's~~

~~commitment to reduce greenhouse gas emissions by 15 percent from 2008 levels by 2020.~~

Federal, State, Regional, aAnd 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.

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. ~~The BAAQMD recently completed the 2017, 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 ~~greenhouse gas emission~~GHG emission in a single, integrated plan. ~~The plan was adopted by the BAAQMD Board on September 15, 2010.~~

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 CO₂e (MMTCO₂e) based on a goal of returning California's emissions to 1990 levels. California's 2006 emission inventory was 484 MMTCO₂e, but is projected to grow to 545 MMTCO₂e 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 MMTCO₂e after updated data from the 2000-2010 inventory. Therefore, reaching the target level of 427 MMTCO₂e by 2020 requires reductions amounting to 118 MMTCO₂e 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.](#)

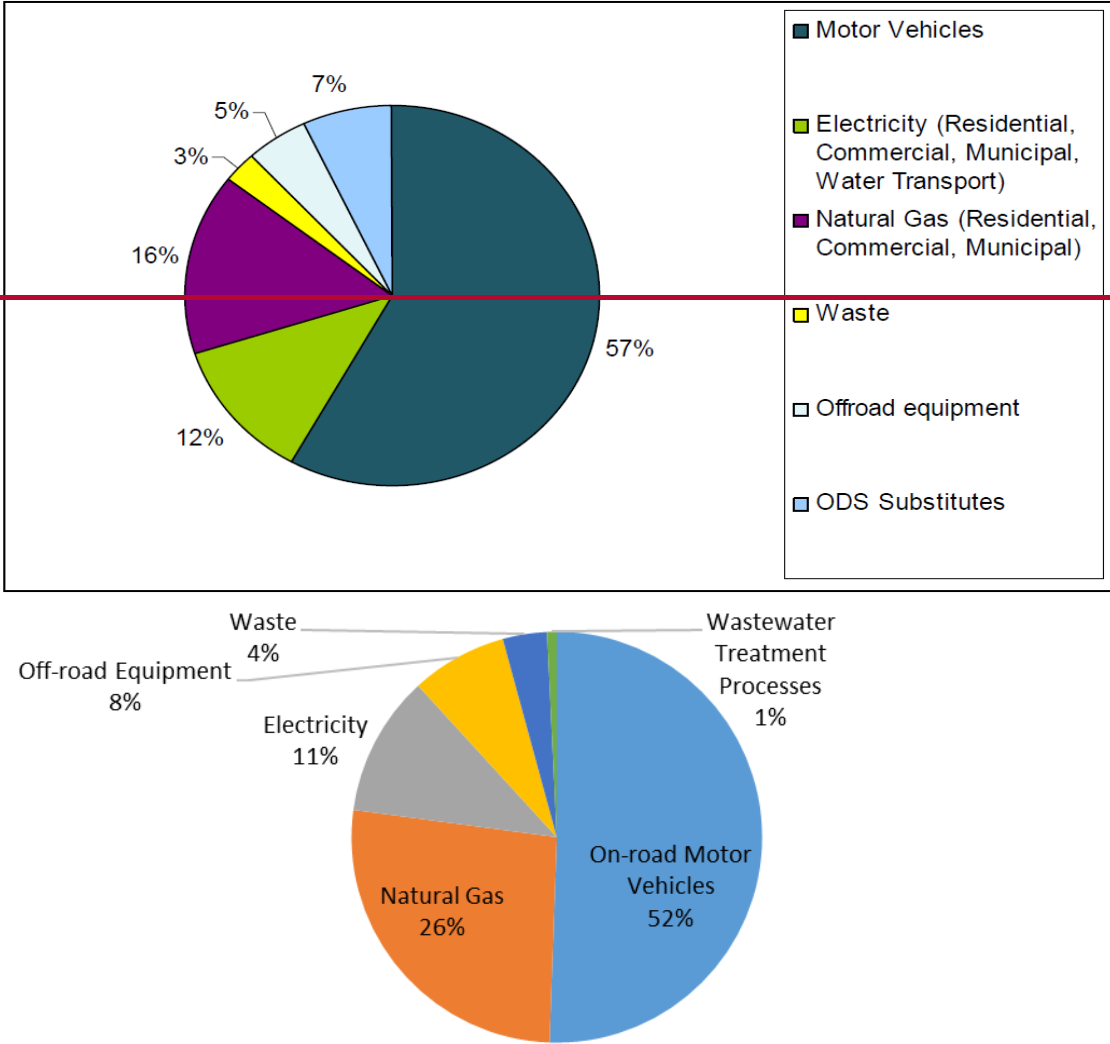
San Ramon ~~Greenhouse Gas Emission~~GHG Emissions

Table 12-~~45~~ provides San Ramon’s 201~~94~~ community ~~greenhouse gas emission~~GHG emissions (GHG) inventory. This is an updated inventory from the previous 20~~1408~~ community GHG emissions inventory. ~~The updated inventory was prepared as part of the San Ramon Climate Action Plan Greenhouse Gas Inventory Update Report (2014).~~ 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-~~24~~.

Table 12-15: City of San Ramon Community GHG emissions in 2019 by Sector		
<i>Sector</i>	<i>Equivalent CO₂ (tons/year)</i>	<i>Equivalent CO₂ (%)</i>
Motor Vehicles	374,636 226,299	57 52
Electricity (Residential, Commercial, Municipal, Water Transport)	76,604 42,249	12 10
Natural Gas (Residential, Commercial, Municipal)	117,360 101,637	27 16
Waste	16,382 15,376	3 4
Offroad equipment	30,628 33,415	5 8
ODS Substitutes Wastewater Treatment Processes	45,709 3,369	7 1
Total	645,596 438,067	100.0

Notes:
 MT CO₂e = metric tons of carbon dioxide equivalent
 Totals may not add due to rounding.

Figure 12-4: San Ramon Community Greenhouse Gas Emission Inventory 2014



Source: [FirstCarbon Solutions Rincon Consultants, 2014](#).
 Ozone Depleting Substances (ODS). ODS include chlorofluorocarbons (CFCs), hydrochlorofluorocarbons (HCFCs), halons, methyl bromide, carbon tetrachloride, hydrobromofluorocarbons, chlorobromomethane, and methyl chloroform. Substitutes are alternative to these compounds that have a lesser impact on GHG generation.

SAN RAMON STRATEGIES

San Ramon has committed to reducing local air pollutant and [greenhouse gas emission](#) [GHG emissions within the community](#) through actions under its purview. The City’s influence over the density and design of land use projects and the local transportation system allows for [potentially significant](#) 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 ~~an~~ 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~~35~~ 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:

- 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
- ~~Encouraging~~ Requiring rRecycling 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~~ap~~)

The City has prepared a Climate Action Plan as the primary implementation strategy for its greenhouse gas policies. ~~The City adopted the CAP concurrently with the General Plan 2030. The General Plan 2035 continues the CAP implementation strategy and 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 ~~2020 and~~ 203~~50~~ and 2045;
- Descriptions of strategies selected to achieve targets; and
- Implementation plan ~~with~~ with mechanisms for monitoring and course corrections.

~~± On March 17, 2011, the San Francisco Superior Court issued a final decision in Association of Irrigated Residents v. California Air Resources Board (Case No. CPF-09-509562). While the Court upheld the validity of the CARB Scoping Plan for the implementation of AB 32, the Court enjoined the CARB from further rulemaking under AB 32 until the CARB amends its CEQA environmental review of the Scoping Plan to address the flaws identified by the Court. On May 23, 2011, CARB filed an appeal. On June 24, 2011, the Court of Appeal granted the CARB's petition staying the trial court's order pending consideration of the appeal. In the interest of informed decision-making, on June 13, 2011, the CARB released the expanded alternatives analysis in a draft Supplement to the AB 32 Scoping Plan Functional Equivalent Document. The CARB Board approved the Scoping Plan and the CEQA document on August 24, 2011.~~

~~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.”~~

~~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_{2.5}). PM_{2.5} 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_{2.5} 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_{2.5} emissions, not those formed in the atmosphere.~~

~~Evidence suggests that PM_{2.5} 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_{2.5} fall within two broad categories, stationary sources and mobile sources. Common stationary source types of TAC and PM_{2.5} 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.~~

SITING OF SENSITIVE RECEPTORS

~~If a new project is likely to be a place [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](#), it should be considered a receptor. A project or land use should also be considered a receptor if sensitive individuals are likely to spend a significant amount of time at that location. Sensitive individuals refer to those segments of the population most susceptible to poor air quality: children, the elderly, and those with pre-existing serious health problems affected by air quality (CARB 2005). Examples of receptors include residences, schools and school yards, parks and play grounds, 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.~~

~~**Policy 12.6-1** [Policies](#) addresses 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_{2.5} emissions that would adversely affect individuals within the planned project should be examined. Stationary sources are typically known [n](#) 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 ~~TAC~~ toxic air contaminants and/or PM_{2.5} emissions associated with the local transportation network, Figure 12-31 delineates a 1,000 ~~foot~~ 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. ~~In addition, Policy 12.4-3 requires a~~ 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 12-31: Mobile Source Air Quality Study Zones

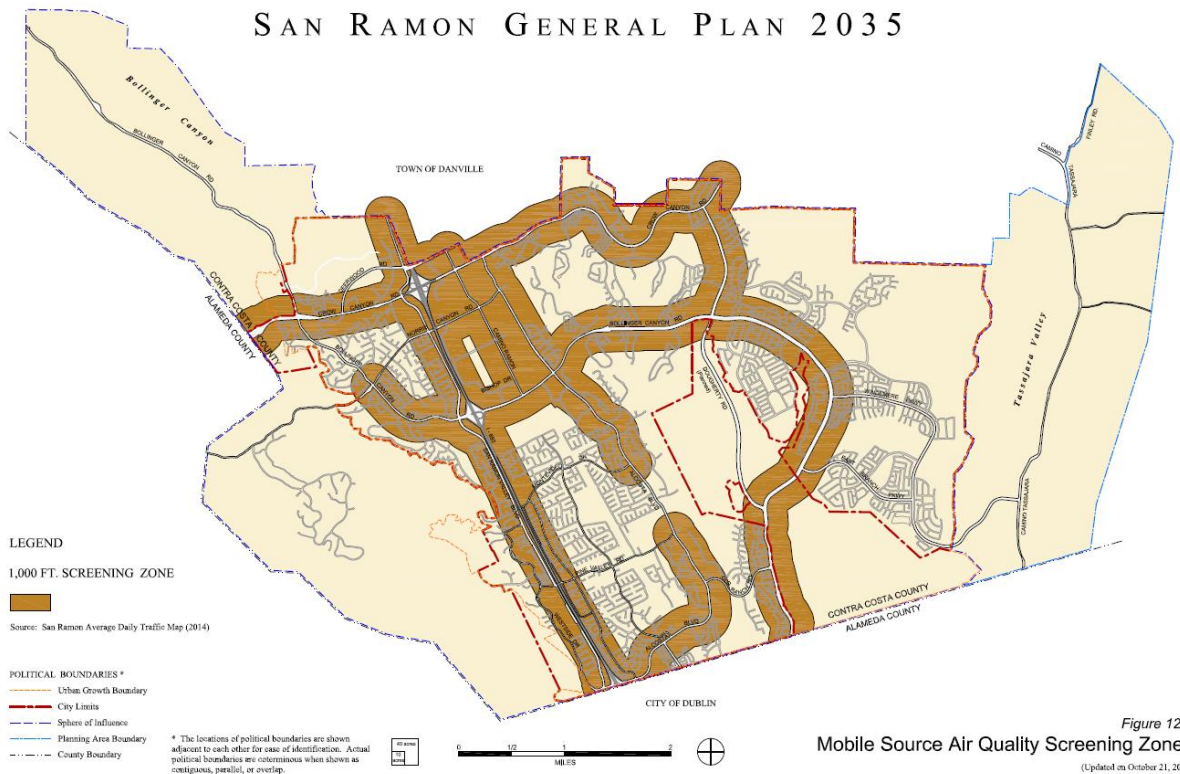


Figure 12-1
Mobile Source Air Quality Screening Zones
(Updated on October 21, 2019)

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.

12.4 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

12.4-G-1

Work with the California Air Resources Board and the Bay Area Air Quality Management District to improve and protect San Ramon's air quality in the region and San Ramon to meet State and Federal ambient air quality standards and promote improvements in subregional air quality.

IMPLEMENTING POLICIES – REGIONAL COORDINATION

12.4-I-1

~~Cooperate~~ Comply with standards set by ~~with other~~ local and ~~regional agencies,~~ and state 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

~~Establish a City Council-appointed body or other similar entity to assist~~ 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

CAP

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 ~~Analyze the air quality and climate change impacts of discretionary projects using~~ applicable regulatory guidance; ~~for example, 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.

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 ~~impose appropriate mitigation measures on~~ new development to reduce air quality and impacts from greenhouse gas emissions ~~impacts 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 ~~will likely have changed~~ change the way traffic impacts are mitigated based on ~~a vehicle or trip standard~~ 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. ~~Work with the Bay Area Air Quality Management District (BAAQMD), the Metropolitan Transportation Commission (MTC), and transit providers to implement the regional Clean Air Plan.~~

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, and energy use, and air pollution. Efforts should include educational materials through variety of effective and engaging platforms and venues. ~~measures that can be taken and resources that are available to improve air quality and reduce potential climate change impacts.~~

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. ~~Improve air quality by integrating air quality, land use, and transportation planning that incorporates appropriate project location, design, and application of best available technologies.~~

IMPLEMENTING POLICIES – AIR QUALITY, LAND USE, AND TRANSPORTATION

12.5-I-1

Minimize air ~~quality pollution and climate change impacts~~ 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. ~~when planning the location and design of land use projects and transportation system projects needed to accommodate expected City population growth.~~

12.5-I-2

Support and encourage projects proposing infill, and mixed-use development that creates walkable and bicycle friendly neighborhoods and communities ~~and that~~ increases 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 so ~~that~~ people ~~will be able~~ 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 ~~Work with regional and local transit agencies~~ to assess new development project impacts on ~~long-range~~ transit plans and ~~transit facilities to during the planning stages of land use projects and ensure that potential impacts are avoided~~ 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 of the public to hazardous air pollutants emissions, particulates, and noxious odors from freeways, major arterial roadways, commercial and industrial uses with substantial truck trips, and other uses that produce toxic emissions through the use and handling of fuels and solvents 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 in order to minimize or avoid potential health risks to people that might result from hazardous air pollutant emissions. Locate residential development projects and projects categorized as sensitive receptors at adequate distances from existing and potential sources of hazardous 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. ~~Figure 12-1 establishes mobile source screening zones for which additional air quality analysis should be conducted when locating sensitive receptors within these areas.~~

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.

12.6-I-3

Require construction and grading activities to ~~incorporate~~ 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

~~Require all new wood-burning stoves and fireplaces to comply with EPA- and BAAQMD-approved standards and provide~~ 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. ~~low-emission alternatives to wood-burning fireplaces.~~

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). ~~Wood-burning should be encouraged only in stoves and fireplaces designed to minimize air pollutants.~~ The City ~~promotes~~ enforces the BAAQMD's ~~Winter~~-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. ~~also encourages residents to burn as cleanly as possible throughout the winter by using seasoned wood and cleaner burning alternatives such as natural gas fireplaces, EPA-certified wood heaters, and pellet stoves, and manufactured logs. Pacific Gas & Electric and the Hearth Products Association have offered incentives in the past in the form of cash rebates to encourage replacement of old wood-burning appliances with more efficient fireplaces and stoves. These incentives are determined annually and are not necessarily offered each year.~~

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

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.~~Invest in more efficient and effective transportation infrastructure, City fleet management and support for trip reduction programs to reduce traffic congestion, vehicle trips and the need for costly new or expanded roadways.~~

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 ~~their~~ 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 of San Ramon qualified for the “Best Workplace for Commuters” for 2006. This means that the City met the National Standard of Excellence for commuter benefits, thereby cutting traffic and air pollution and improving the overall health and quality of life. 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 ~~operators~~ managers shall ~~be encouraged to~~ develop and maintain a fiscally sound plan to shift transition to cleaner fleets with a conversion schedule, where feasible, enacted by an adopted Green Vehicle Procurement Policy. ~~inventory and priority schedule to replace or convert existing conventional fuel vehicles with clean fuel vehicles as new vehicles are purchased and existing vehicles are retired from service.~~

The City of San Ramon has an active program to upgrade its fleet vehicles and. ~~San Ramon has been adding alternative fuel vehicles to its fleet since 1999. The San Ramon Public Services Department utilizes a fleet of 16 compressed natural gas (CNG) powered pick up trucks to assist in maintaining public parks, streets, drainage, signals, lights, facilities, and landscaping. In addition, nine of the 14 vehicles that the City’s franchised garbage hauler uses to collect residential and commercial garbage, recyclables, and yard trimmings in San Ramon are CNG powered. Natural gas vehicle fuel creates lower emissions than gasoline and diesel, including a 25 percent reduction in greenhouse gases. In 2013, the City completed installation of two Electric Vehicle (EV) charging stations, one at City Hall and one at the City Permit Center that provide additional support infrastructure for alternative fuel vehicles. The City is also upgrading facilities to include EV charging stations and additional alternative vehicle infrastructure support.~~

12.7-I-3

~~Encourage the~~ Work with telecommunications companies to development of state-of-the-art telecommunications infrastructure within the cCity, including broadband access satellite 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 ~~motor vehicle~~ vehicle miles travelled use 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.

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 ~~a~~ safe and comprehensive bicycle and pedestrian system that connects all parts of the cCity 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 ~~air~~ emissions and potential climate change impacts related to energy consumption ~~in~~ through government operations and ~~the community~~ the built environment.

IMPLEMENTING POLICIES – ENERGY EFFICIENCY AND CONSERVATION

12.8-I-1

~~Increase the use of energy conservation features, renewable sources of energy and low-emission equipment~~ Work with developers and homeowners to utilize high efficiency all-electric appliances and equipment in new and existing development projects within the cCity 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_x and CO₂ 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. ~~the use of solar-ready roofs into residential and commercial development. New residential development should include proper solar orientation (south-facing roof area sloped at 20° to 55° from the horizontal), clear access on the south sloped roof (no chimneys, heating vents, plumbing vents, etc.), electrical conduit installed for solar electric system wiring, plumbing installed for solar hot water systems, and space provided for a solar hot water storage tank. Roofs for commercial development should be designed to maximize potential area available for solar panels and provide electrical conduit to support future installation.~~

Photovoltaic solar panels and solar hot water systems are key measures for reducing greenhouse gas emissions from electrical power generation and from natural gas combustion for heating. Most commercial buildings have large roofs with surface area available for solar panel installation. Careful residential subdivision design is required to maximize the solar orientation of houses. The City also encourages passive solar designs that reduce cooling and heating requirements through building design features such as window locations that minimize direct sunlight during the summer, but allow direct sunlight during the winter, roof overhangs for shading, and low emissivity windows and blinds. Even partial shading of solar panels can greatly reduce the power generation. The roof design should avoid locating items such as chimneys and vents on areas of the roof with the best solar potential. The location of heating, ventilation, and cooling systems is important for both commercial and residential projects.

12.8-I-3

Work with developers during the design review phase to incorporate features that work to reduce the heat island effect and energy usage by ~~Promote urban forestry projects that shade~~ buildings, homes, streets, and pedestrian walkways, such as increasing tree and vegetation cover, installing lighter colored building and roofing materials, and using cool pavements. ~~and urban core areas to reduce surface and ambient temperatures and reduce energy required for cooling.~~

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 foot 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.

12.8-I-4

Sustain ~~Initiate and sustain~~ on-going efforts with utility providers, developers, and local water agencies ~~local water agencies, utility providers and developers~~ to establish and promote and encourage ~~implement~~ voluntary rebate ~~incentive-based~~ programs ~~to encourage the use of energy and water~~ that utilize efficient building designs and energy saving equipment in new and existing development projects within the cCity.

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

~~Reduce water use and the related energy use for treating and conveying potable water by~~ Encourage responsible development ~~standards requiring the that, -where reasonably available,~~ use ~~of~~ reclaimed water and non-potable water sources for particulate matter control, including landscaping and construction activities ~~including, but not limited to street sweeping and~~ 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 ~~Support ongoing efforts with the Green Affordable Housing Coalition (GAHC),~~ building industry, water and utility districts, and ~~the~~ 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, water and energy utilities and the building industry to ~~develop or~~ revise or develop City 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, water use, landscaping, use of cool paving surfaces, parking lot shading and ~~such~~ 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. ~~Provide recycling programs for construction and demolition debris, and for commercial and/or community recycling of plastic, paper, green waste, and food waste to reduce energy consumption and greenhouse gas emissions.~~

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 ~~for~~ to directly accept or connect construction companies with those who accept construction and demolition debris, and provide resources on where. ~~Make~~ recycled materials can be procured for local use.

12.8-I-10

~~If feasible, consider anaerobic digestion for alternative fuels that utilize commercial and/or community recycling of green waste and food waste to reduce energy consumption and greenhouse gas emissions.~~

12.8-I-11

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 ~~and the potential impact that may result in climate change from internal governmental operations and land use activities within its authority~~ 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, ~~by 15 percent below 2008 levels by the year 2020 pending adoption of revised targets for the City’s Climate Action Plan.~~ The City will also work with ~~the~~ 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 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.

CAP

12.9-I-2

Keep current and maintain the City's adopted Climate Action Plan (CAP) as an implementation strategy of the General Plan 204350.

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.

CAP

12.9-I-3

Conduct regular reviews of [San Ramon's](#) progress towards [meeting](#) greenhouse gas emission reduction targets established ~~by in~~ the ~~City's~~ [San Ramon CAP](#) [by annually 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

~~Work~~ [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

~~Utilize~~ Develop, adopt, and utilize a ~~tiered~~ locally applicable CAP and CEQA significance ~~thresholds consistent in-line with BAAQMD CEQA GHG guidance, thresholds, as available,~~ for the evaluation of ~~plan and~~ project-level greenhouse gas emissions impacts, ~~the preparation of project level greenhouse gas emission inventories,~~ and the ~~implementation of~~ ~~identification-identified~~ and application of 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 statewide vehicle miles traveled. The City of San Ramon is in the process of adopting a qualified GHG reduction strategy (i.e., 2023 CAP). The 2010 BAAQMD's 2010 CEQA thresholds were set aside by the Courts. The Appellate Court reinstated the BAAQMD's "significance thresholds" for evaluating air quality and GHG impacts under CEQA. It is unclear if this decision will be appealed to the California Supreme Court, but in the interim project level analysis and consistency with the CAP will be required to address project impacts.

12.9-I-6

~~Require businesses to minimize emissions of ozone-depleting compounds.~~

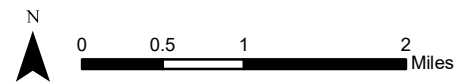
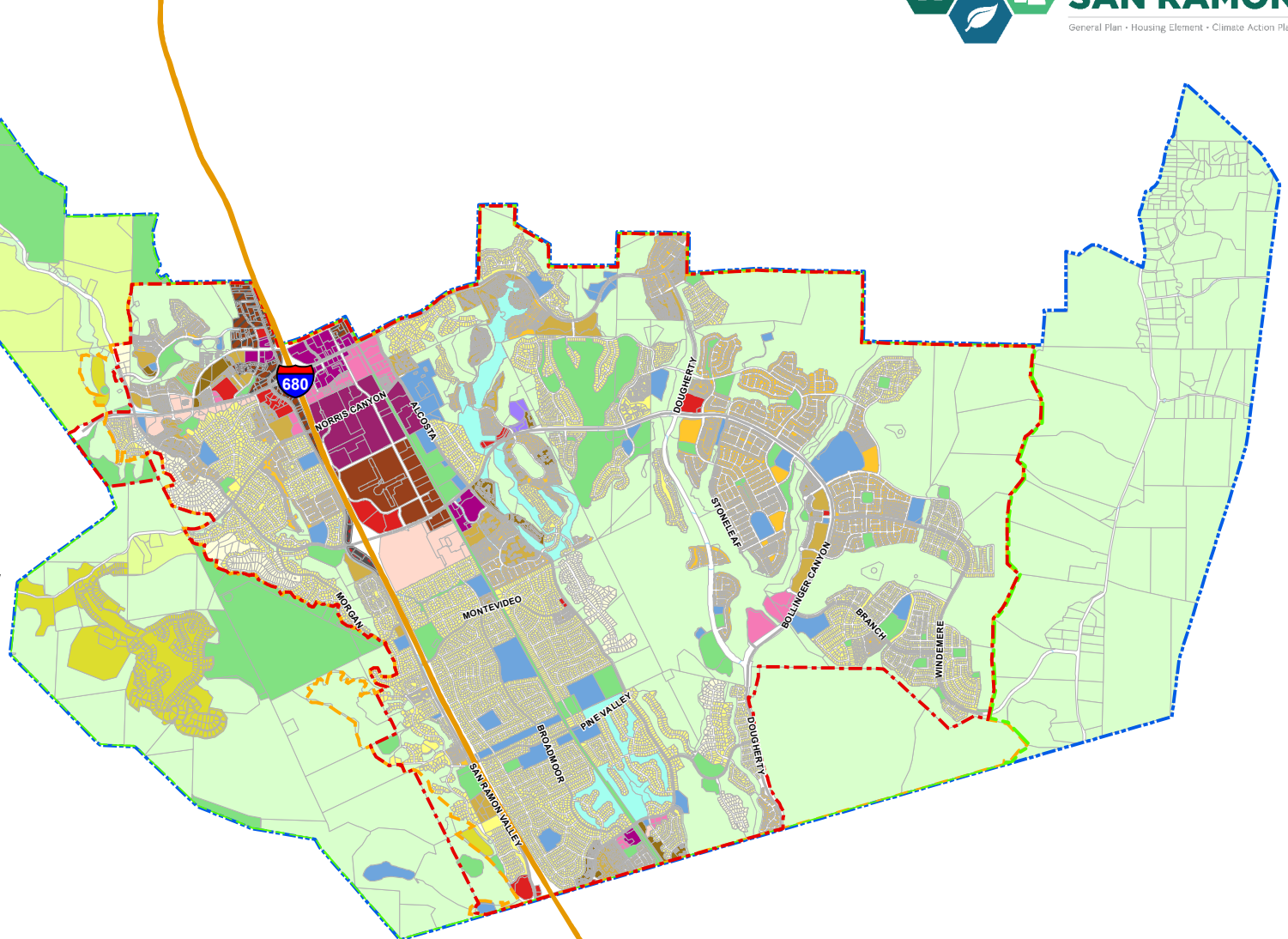
The City has adopted regulations to reduce the release of chlorofluorocarbons (CFCs) into the atmosphere from activities within the City of San Ramon. Municipal Code Title B Regulations, Chapter III Ozone Depletion Control regulates these compounds. Article 1 prohibits the use of CFC processed food packaging, and Article 2 regulates the use and recycling of CFCs in refrigeration or air conditioning units in buildings and motor vehicles, fire extinguishers, and building insulation.

GENERAL PLAN LAND USE



Legend

- City Limit
- Sphere of influence
- Urban Growth Boundary
- Planning Area
- Major Roadways
- Highway
- Creeks
- Hillside Residential
- Single Family Low Density
- Single Family Low Medium Density
- Single Family Medium Density
- Multi-Family High Density
- Multi-Family Very High Density
- Office
- Retail Shopping
- Mixed Commercial
- Thoroughfare Commercial
- Mixed Use Residential Emphasis
- Mixed Use Commercial Emphasis
- Mixed Use City Center
- Mixed Use Downtown North
- Commercial Recreation
- Golf Course
- Public and Semipublic
- Parks
- Rural Conservation
- Open Space



Source: City of San Ramon; Updated May 23, 2023.