

Appendix B: Biennial Climate Action Plan Report (2020 and 2021 Reporting Period)

Executive Summary

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

Climate Action Plan Strategy

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

Climate Action Plan Status Report

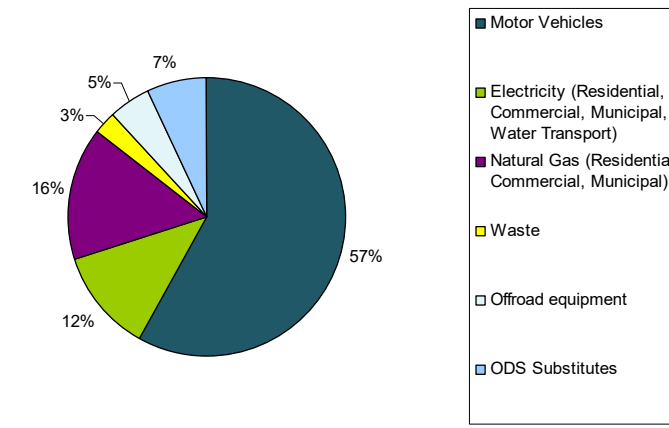
To monitor progress in achieving the CAP objectives, the CAP Status Report is intended to provide an overview of the general activities within the purview of the City and General Plan policies. As such, this report has been modified from a standalone report to an Appendix to the General Plan Annual Report. The impacts of Climate Change as well as the City's local response are difficult to quantify in a meaningful way on an annual or biennial basis. As such, much of the information in this report (2020 to 2021 Reporting Period), as well as previous reports, is qualitative information.

Preparation of an updated CAP is underway with the multi-year General Plan Update project under review. The General Plan Update project will continue with a public review process throughout 2022 and potentially into 2023. The updated CAP will also include a comprehensive Greenhouse Gas (GHG) Inventory, which will provide a technical analysis of the effectiveness of the CAP and if, as a result of that analysis, additional local GHG reduction measures are required, the City will consider updates to the CAP.

Greenhouse Gas Inventory (GHG) Report 2014

Greenhouse gas inventories consider a wide range of human activities. Estimating the amount of GHG generated by these activities requires using a multiple data sources and a diverse set of methodologies to form a GHG profile for the City. The last comprehensive Greenhouse Gas Inventory was completed for the 2014 reporting year and included in the 2015 CAP Annual Report. The analysis for San Ramon indicates that the majority of GHG generation is associated with Motor Vehicles (57%) and Energy Use (28% electricity and gas) and has directly influenced the policy focus of the CAP.

Figure 1: San Ramon Community Greenhouse Gas Emissions Inventory 2014



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

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

Attached

Biennial Climate Action Plan Report Status Matrix (2020 to 2021 Reporting Period)

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
Land Use Strategies				
LU-1	Increase the average development density of new development by 10% by 2020.	LU-1.1 through LU-1.3	<i>Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Continue to exceed the 2020 progress indicator of 10 percent increased residential density since the 2009 baseline, including the existing number of residential units plus the CityWalk Master Plan approved residential units and other residential development projects approved in 2021 (below).</i> • <i>Continue to review proposed development plans based on General Plan and CAP guidance.</i> • <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, San Ramon Village Specific Plan, and established Priority Development Areas (PDA).</i> • <i>Adopted a General Plan density increase for Mixed Use development from 12.7 to 14 units per acre (10.2% MU density increase).</i> • <i>The Zoning Ordinance incorporates increased residential density as allowed by the State Density Bonus Law.</i> • <i>In 2016, the City approved the San Ramon Apartments Project at 2551 San Ramon Valley Blvd. with a total of 169 apartment units which includes a 32 percent (41 units) State Density Bonus Law increase.</i> • <i>In 2017, the City approved the Aspenwood Apartment Project at 9000 Alcosta Blvd. with a total of 95 apartment units which includes a 35 percent (25 units) State Density Bonus Law increase. In 2021,</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<p><i>the City supported a \$10.5 million loan from the City Affordable Housing Trust Fund, pending review of revised development applications to replace the approved 95-unit senior apartment development with 122 Below Market Rate (BMR) senior apartment units and 1 manager unit</i></p> <ul style="list-style-type: none"> • <i>In September 2020, the City Council approved the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units. The Project is required to comply with the recently adopted Inclusionary Housing and Commercial Linkage Ordinance. In November 2021, the first development plan was approved for Belmont Village Senior Care Facility, a 177 housing unit (183 bed) State-licensed Residential Care Facility for the Elderly (RCFE) with a mix of independent living, assisted living, and memory care services located at Bishop Ranch 1A.</i> • <i>In September 2021, a 57 for-sale multi-family unit housing project was approved for 500 Deerwood Road.</i> • <i>In November 2021, the City Village development project was approved to replace the Bishop Ranch 6 office development located at Camino Ramon and Executive Parkway with a total of 404 housing units and a 2-acre public park. Construction is anticipated to start in 2022.</i> • <i>In December 2021, a 47 for-sale multi-family unit housing project with an additional 16 Accessory Dwelling Units (ADUs) was approved for 2701 Hooper Drive.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<ul style="list-style-type: none"> <i>In 2021, began a multi-year General Plan Update project, to update all General Plan Elements, including the Housing Element for the 6th Housing Cycle (2023 to 2031) and comply with the Regional Housing Needs Allocation (RHNA) for San Ramon of 5,111 units. Anticipate adoption of the new Housing Element by the statutory deadline of January 2023.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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LU-2	Encourage mixed-use development in new development and redevelopment areas.	LU-2.1 through LU-2.4	<i>Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Ongoing development review for City Center Project implementation (PDA, Mixed Use Development, Infill, transit oriented)</i> • <i>In November 2020, a Specific Plan Amendment was adopted with refinements to the Crow Canyon Specific Plan (CCSP) and renaming the CCSP to the San Ramon Village Specific Plan (SRVSP).</i> • <i>In 2021, approved development entitlements for two housing projects (500 Deerwood Road - 57 for-sale multi-family housing units; and 2701 Hooper Drive - 47 for-sale multi-family housing units with an additional 16 Accessory Dwelling Units (ADUs)) which were deemed consistent with the San Ramon Village Specific Plan (SRVSP).</i> • <i>In 2018 and 2019, the City completed a General Plan Amendment and Rezone of nine parcels located near Sunset Drive and Bishop Drive to incorporate an expanded City Center Mixed Use zoning district to support the success of City Center and bolster existing retail centers by allowing additional housing units in the City Center Priority Development Area (PDA).</i> • <i>In September 2020, the City Council approved the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units. The Project is required to comply with the recently adopted Inclusionary Housing and Commercial Linkage Ordinance. In November 2021, the first development plan was approved for Belmont Village Senior Care Facility, a 177 housing unit (183 bed) State-licensed Residential Care Facility for the Elderly (RCFE) with a mix of</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<p><i>independent living, assisted living, and memory care services located at Bishop Ranch 1A.</i></p> <ul style="list-style-type: none"> <i>In 2021, began a multi-year General Plan Update project, to update all General Plan Elements, including the Housing Element for the 6th Housing Cycle (2023 to 2031), the Climate Action Plan, add new relevant topics to comply with recent updates/mandates in State law, and assess the City’s changing landscape. The project includes a Market Analysis for Retail, Office, and Industrial development throughout the City.</i>
LU-3	Increase transit orientation in new development and redevelopment areas near current and planned transit facilities.	LU-3.1 through LU-3.4	<i>Planning Services Transportation</i>	<ul style="list-style-type: none"> <i>On-going.</i> <i>During review of project plans, encourage transit oriented designs and features when project plans are near major transit hubs or future multimodal transit facilities.</i> <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, San Ramon Village Specific Plan, and established Priority Development Areas (PDA).</i> <i>In September 2020, the City Council approved the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units. The Project is required to comply with the recently adopted Inclusionary Housing and Commercial Linkage Ordinance. In November 2021, the first development plan was approved for Belmont Village Senior Care Facility, a 177 housing unit (183 bed) State-licensed Residential Care</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<p><i>Facility for the Elderly (RCFE) with a mix of independent living, assisted living, and memory care services located at Bishop Ranch IA.</i></p> <ul style="list-style-type: none"> • <i>As part of the CityWalk development, residents will be offered free bus passes.</i> • <i>Secured grant from MTC for Shared Mobility Hub enhancements at San Ramon Transit Center.</i> • <i>Provided input to regional Express Bus Study with an emphasis on improvements to Bollinger Canyon Park & Ride lot and Shared Mobility Hubs along I-680 corridor and within San Ramon.</i>
LU-4	Increase pedestrian orientation in new development and redevelopment areas.	LU-4.1 through LU-4.4	<i>Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>During review of project plans, encourage pedestrian oriented designs and features that will encourage pedestrian access and use.</i> • <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, San Ramon Village Specific Plan, and established Priority Development Areas (PDA).</i> • <i>Adopted in 2020 an updated Parks, Trails, Open Space and Recreation Master Plan that includes a focus on connectivity and trails including proposed improvements to the Iron Horse Trail and the development of a walking district in the City core.</i> • <i>Anticipate adoption of the San Ramon Walking District Plan in 2022.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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LU-5	Provide additional workforce housing opportunities in the City to improve the jobs housing balance and to reduce commute distances.	LU-5.1 through LU-5.2	<i>Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, San Ramon Village Specific Plan, and established Priority Development Areas (PDA).</i> • <i>The General Plan, North Camino Ramon Specific Plan, and San Ramon Village Specific Plan, continue to include policies for incentives if developers provide more than the City’s required percentage of workforce (affordable) housing units.</i> • <i>In 2016, the City approved the San Ramon Apartments Project at 2551 San Ramon Valley Blvd. with a total of 169 apartment units which includes 13 Very Low and 7 Moderate Income Level Below Market Rate units.</i> • <i>In 2017, the City approved the Aspenwood Apartment Project at 9000 Alcosta Blvd. with a total of 95 apartment units which includes 10 Very Low Income Level Below Market Rate units. In 2021, the City supported a \$10.5 million loan from the City Affordable Housing Trust Fund, pending review of revised development applications to replace the approved 95-unit senior apartment development with 122 Below Market Rate (BMR) senior apartment units and 1 manager unit.</i> • <i>In April 2019, the City Council adopted an Inclusionary Housing and Commercial Linkage Ordinance.</i> • <i>Deer Creek (South) Senior Apartment development (restricted to moderate households), providing an additional 185 multi-family units has begun construction and is anticipated for completion in 2024.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<ul style="list-style-type: none"> • <i>Chang Development (43 single-family homes) was approved with 18 Accessory Dwelling Units (ADUs) restricted to low, very-low, and moderate households.</i> • <i>In September 2020, the City Council approved the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units. The Project is required to comply with the recently adopted Inclusionary Housing and Commercial Linkage Ordinance. In November 2021, the first development plan was approved for Belmont Village Senior Care Facility, a 177 housing unit (183 bed) State-licensed Residential Care Facility for the Elderly (RCFE) with a mix of independent living, assisted living, and memory care services located at Bishop Ranch 1A.</i> • <i>The Preserve development (formerly Faria) was approved with 28 units for low and very-low households. In 2019, began implementation of a Below Market Rate (BMR) Homeownership Program with an administrator (HouseKeys) to determine the eligibility of households and conduct a selection process for the 28 BMR units in The Preserve development. Through 2021, a total of 22 BMR units have been occupied by eligible households selected through the BMR Homeownership Program.</i> • <i>In September 2021, a 57 for-sale multi-family unit housing project was approved for 500 Deerwood Road. The project is required to provide 9 Below Market Rate (BMR) units (3 Very Low; 2 Low; and 4 Moderate units).</i> • <i>In November 2021, the City Village development project was approved to replace the Bishop Ranch 6 office development located at Camino Ramon and Executive Parkway with a total of 404 housing</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<p><i>units and a 2-acre public park. The project is required to provide 20 for-sale Below Market Rate (BMR) units (4 Very Low; 6 Low; and 10 Moderate units) and pay an affordable housing fee. Construction is anticipated to start in 2022.</i></p> <ul style="list-style-type: none"> • <i>In December 2021, a 47 for-sale multi-family unit housing project with an additional 16 Accessory Dwelling Units (ADUs) was approved for 2701 Hooper Drive. The project is required to provide the 16 ADUs as rental Below Market Rate (BMR) units (6 Very Low; 6 Low; 4 Moderate units).</i> • <i>In 2021, the City began the process of purchasing, acquiring, and reselling one (1) existing moderate income Below Market Rate (BMR) unit located in the Park Central development and converting it to one (1) low income BMR unit with a perpetual resale restriction. Sale of the low income BMR unit is anticipated in 2022.</i> • <i>In 2021, began a multi-year General Plan Update project, to update all General Plan Elements, including the Housing Element for the 6th Housing Cycle (2023 to 2031). Anticipate adoption of the new Housing Element by the statutory deadline of January 2023.</i>
LU-6	Promote compact development by protecting open space and hillsides and encouraging infill and redevelopment of underutilized parcels in urbanized areas.	LU-6.1	<i>Planning Services Engineering Services Parks and Community Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Continue to review new development for centralized, compact mixed-use, transit-oriented development concepts, consistent with the goals of the General Plan, North Camino Ramon Specific Plan, San Ramon Village Specific Plan, and established Priority Development Areas (PDA).</i> • <i>Approved infill development on underutilized parcels such as the San Ramon Apartments Project (2551 San Ramon Valley Blvd.), the Aspenwood Apartment Project (9000 Alcosta Blvd.), and a 10,800 sq. ft. Commercial Retail Building (2015 Crow Canyon Pl.)</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<ul style="list-style-type: none"> • <i>Approved the Chang Project for 43 single-family units with a conservation easement to protect the surrounding open space.</i> • <i>In 2017, the Northwest San Ramon Geologic Hazard Abatement District (NWSR GHAD) was formed to own and maintain approx. 190 acres of open space in The Preserve (formerly Faria Preserve) development project.</i> • <i>The Open Space Advisory Committee continues to discuss potential policies to preserve/protect open space in the community.</i> • <i>In 2020, adopted the Parks, Trails, Open Space and Recreation Master Plan that includes a primary focus on Open Space Preservation.</i> • <i>In September 2020, the City Council approved the CityWalk Master Plan Project within the Bishop Ranch development to develop, over a 25 year period, a mix of uses near an existing job-center and transportation networks for up to 4,500 multi-family units. The Project is required to comply with the recently adopted Inclusionary Housing and Commercial Linkage Ordinance. In November 2021, the first development plan was approved for Belmont Village Senior Care Facility, a 177 housing unit (183 bed) State-licensed Residential Care Facility for the Elderly (RCFE) with a mix of independent living, assisted living, and memory care services located at Bishop Ranch 1A.</i> • <i>In 2021, approved development entitlements for two housing projects (500 Deerwood Road - 57 for-sale multi-family housing units; and 2701 Hooper Drive - 47 for-sale multi-family housing units with an additional 16 Accessory Dwelling Units (ADUs)) on infill, underutilized sites in the San Ramon Village Specific Plan (SRVSP).</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<ul style="list-style-type: none"> <i>In November 2021, the City Village development project was approved to replace the Bishop Ranch 6 office development located at Camino Ramon and Executive Parkway with a total of 404 housing units and a 2-acre public park. Construction is anticipated to start in 2022.</i>
Transportation Strategies				
T-1	Provide transit facilities and services that improve transit mode share.	T-1.1	<i>Transportation Services Planning Services</i>	<ul style="list-style-type: none"> <i>On-going.</i> <i>The City continues to review new development applications and promote transportation policies for the construction of transit facilities, infrastructure, and services that improve transit mode share.</i> <i>Adopted the Bicycle Master Plan in April 2018. Subsequently, bicycle facility improvements are being completed with projects such as the annual Pavement Management Program and the Citywide Bicycle Network Improvements and Enhancements CIP, including installation of Bike Buffer Lanes, Bike Conflicts Zones and new Bike Lanes.</i> <i>In 2019, the City installed four new transit shelters in the Dougherty Valley area.</i> <i>In 2020, the City installed E-Lockers at the San Ramon Transit Center.</i> <i>Continue funding partnership for GoSanRamon on-demand transit service.</i> <i>Completed 90% design for the Iron Horse Trail Bicycle/Pedestrian Overcrossings at Bollinger Canyon Road.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<ul style="list-style-type: none"> • <i>The City supported implementation of the Bishop Ranch Autonomous Vehicle Program.</i> • <i>Increased the Senior Van Transportation program to include a stop at the San Ramon Transit center to bring seniors who live outside of San Ramon to and from the Senior Center.</i> • <i>The CityWalk Master Plan provides an increased level of convenience to promote transit use through the establishment of Shared Mobility Hubs to accommodate multiple public and shared transit options.</i> • <i>Secured grant from MTC for Shared Mobility Hub enhancements at San Ramon Transit Center</i> • <i>As part of the CityWalk development, residents will be offered free bus passes.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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T-2	Provide pedestrian connections in new and existing development to improve pedestrian mobility and accessibility.	T-2.1 through T-2.2	<i>Transportation Services Planning Services Engineering Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to review new development applications to provide improved pedestrian connections, mobility, and accessibility.</i> • <i>Completed 90% design for the Iron Horse Trail Bicycle/Pedestrian Overcrossings at Bollinger Canyon Road.</i> • <i>Installed Rectangular Rapid Flashing Beacon (RRFB) System at San Ramon Valley Boulevard / Safeway driveway and Monarch Road / Japonica Way.</i> • <i>In 2020, adopted the Parks, Trails, Open Space and Recreation Master Plan that includes a primary focus on trail development, walkability, and connectivity for pedestrians and bicycles in San Ramon.</i> • <i>Anticipate adoption of the San Ramon Walking District Plan in 2022.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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T-3	Provide a safe and well-connected system of bicycle paths, lanes, and trails to increase bicycle use.	T-3.1 through T-3.2	<i>Transportation Services Planning Services Engineering Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>In 2018, the City Council adopted the City’s first Bicycle Master Plan. Subsequently, bicycle facility improvements are being completed with projects such as the annual Pavement Management Program and the Citywide Bicycle Network Improvements and Enhancements CIP, including installation of Bike Buffer Lanes, Bike Conflicts Zones and new Bike Lanes.</i> • <i>The City continues to pursue funding for projects that improve connections and safety of the City’s bicycle system, such as the Transportation Development Act (TDA) grant.</i> • <i>Completed 90% design for the Iron Horse Trail Bicycle/Pedestrian Overcrossings at Bollinger Canyon Road.</i> • <i>Implemented Adult Bicycle Education program.</i> • <i>Received Bronze rating as a Bicycle Friendly Community by the American Cyclist Association.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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T-4	Use traffic calming measures to improve traffic flow, pedestrian orientation, and bicycle use.	T-4.1 through T-4.2	<p><i>Transportation Services</i></p> <p><i>Planning Services</i></p> <p><i>Engineering Services</i></p> <p><i>Public Services</i></p>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>During 2018 the City Council reviewed and adopted the City’s first Bicycle Master Plan. Subsequently, bicycle facility improvements are being completed with projects such as the annual Pavement Management Program and the Citywide Bicycle Network Improvements and Enhancements CIP, including installation of Bike Buffer Lanes, Bike Conflicts Zones and new Bike Lanes.</i> • <i>In 2020, adopted the of the Parks, Trails, Open Space and Recreation Master Plan that includes a primary focus on trail development, walkability, and connectivity for pedestrians and bicycles in San Ramon</i> • <i>The City continues to use traffic calming measures and participate in local programs designed to improve traffic flow and promote alternative transportation options, including:</i> <ul style="list-style-type: none"> ○ <i>The City completed the Residential Traffic Calming (RTC) program and updated the Program Policies and Tool Kit in 2021.</i> ○ <i>Implementation of the San Ramon Street Smarts Program which promotes bicycle safety through local school site bike rodeos, poster contests, Public Service Announcement contests and safety assemblies deferred due to COVID.</i> ○ <i>Facilitate and implement the Safe Routes to School Program that promotes walking as an alternative to driving to school deferred due to COVID. Program to be reinstated in 2022.</i> ○ <i>Administer the TRAFFIX School Bus Program as a transit alternative for 6 school sites in San Ramon. Program reduced</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<p><i>due to COVID, with limited service in 2020; and fully operational for school year 2021.</i></p> <ul style="list-style-type: none"> ○ <i>Implemented the 511 Contra Costa pilot program for students, Pass2Class, which provided students with “free” transit rides for the month of September.</i> ○ <i>As part The Preserve development (formerly Faria) Conditions of Approval, identified two locations for installation of permanent radar speed display signs.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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T-5	Increase the use of low and zero emission vehicles.	T-5.1 through T-5.2	<i>All Departments</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Building & Safety Services continues to issue building permits for installation of residential and commercial Electric Vehicle charging infrastructure.</i> • <i>Zoning Ordinance Text Amendment incorporates a development standard for new multi-family residential development with more than 100 units to provide at least one (1) Electric Vehicle charging station.(Adopted 2018)</i> • <i>Construction of an approved Hydrogen Vehicle Fueling Station was recently completed which supports Zero Emission Vehicle infrastructure.</i> • <i>The City continues to participate in local programs designed to promote alternative transportation options (511 Contra Costa Programs).</i> • <i>The City supported implementation of the Bishop Ranch Autonomous Vehicle Program.</i> • <i>Established the Electric Vehicle Infrastructure Committee</i> • <i>Over 250 Electric Vehicle (EV) public or private charging parking spaces throughout the City.</i> • <i>Obtained a grant and provided local funds for the installation of 4 new Electric Vehicle charging stations in Dougherty Valley. Design to be completed in 2022.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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T-6	<p>Improve the effectiveness of existing Transportation Demand Management Programs and ensure that new developments with large employee concentrations implement TDM Programs.</p>	T-6.1 through T-6.3	<p><i>Transportation Services Planning Services Engineering Services</i></p>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to participate in local programs designed to promote alternative transportation options and reduce community vehicle miles traveled, including:</i> <ul style="list-style-type: none"> ○ <i>In 2020, Bike to Work Day was cancelled due to COVID. Facilitated and participated in an alternate program created in 2020 titled Bike to Wherever Days and a Summer Bike Challenge implemented in 2021.</i> ○ <i>The City’s first Bike Master Plan was adopted in April 2018. Subsequently, bicycle facility improvements are being completed with projects such as the annual Pavement Management Program and the Citywide Bicycle Network Improvements and Enhancements CIP, including installation of Bike Buffer Lanes, Bike Conflicts Zones and new Bike Lanes.</i> ○ <i>Administer and staff the Transportation Demand Management Advisory Committee to address and promote local transportation alternatives and the 511 Contra Costa Commuter Programs.</i> ○ <i>Implemented Transit Benefit programs consistent with Senate Bill 1339 (2012).</i> ○ <i>Facilitated a virtual Employer Webinar in 2021 focusing on TDM program enhancements for the business community and emphasized the Innovate 680 programs/projects.</i> • <i>The City’s TDM programs and services are available to all San Ramon employers. The City encourages business to promote the 511 Contra Costa Commuter Programs at employment sites.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<ul style="list-style-type: none"> • <i>The 511 Contra Costa Countywide Incentive Programs have been incorporated into private sector TDM programs.</i> • <i>Bishop Ranch Office Park continues to operate their own nationally recognized Transportation Demand Management program which, in addition to the existing bus transit program, includes the BRiteBikes bicycle-share program to City facilities, vanpool program, subsidized transit passes and the installation of EV Charging stations. Program deferred in 2020 due to COVID. Program efforts focusing on return to office commuter programs.</i> • <i>The City supported implementation of the Bishop Ranch Autonomous Vehicle Program.</i> • <i>As part of the CityWalk development, residents will be offered free bus passes.</i>
T-7	Require projects to provide facilities that make travel by bicycle and transit more convenient.	T-7.1 through T-7.2	<i>Transportation Services Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to review new development applications to incorporate bicycle parking, storage, and other support facilities to make travel by bicycle and transit more convenient.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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T-8	Encourage the use of parking facility designs and parking management to reduce vehicle trips.	T-8.1 through T-8.2	<i>Transportation Services Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to review new development applications and participate in local programs to provide parking facility designs and parking management to promote alternative transportation options and reduce community vehicle miles traveled and vehicle trips.</i> • <i>The North Camino Ramon Specific Plan and the San Ramon Village Specific Plan promote new development with a “park-once-and-walk” environment, limiting the amount of land and structures devoted to parking facilities.</i> • <i>The City Center Project incorporates a shared parking structure design for multiple uses and tenants on-site.</i> • <i>Future phases of the City Center Project incorporate shared parking facilities for various uses, including retail, a hotel, and Belmont Village Senior Care Facility.</i> • <i>The City, in concert with Contra Costa Transportation Authority, issued a Request for Information to implement a Mobility on Demand bikeshare program, in 2021. Subsequently, an RFP has been circulated.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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T-9	Provide vehicle support infrastructure to encourage use of low- and zero-emission vehicles.	T-9.1 through T-9.2	<i>Transportation Services Planning Services Engineering Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Building & Safety Services continues to issue building permits for installation of residential and commercial Electric Vehicle charging infrastructure.</i> • <i>Construction of an approved Hydrogen Vehicle Fueling Station was completed which supports Zero Emission Vehicle infrastructure.</i> • <i>The City continues to participate in local programs designed to promote alternative transportation options (511 Contra Costa Programs).</i> • <i>The City supported implementation of the Bishop Ranch Autonomous Vehicle Program.</i> • <i>Established the Electric Vehicle Infrastructure Committee</i> • <i>Over 250 Electric Vehicle (EV) public or private charging parking spaces throughout the City</i> • <i>Obtained a grant and provided local funds for the installation of 4 new EV charging stations in Dougherty Valley. Design to be completed in 2022.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
Energy Strategies				
E-1	<p>Increase the use of energy conservation features, renewable sources of energy, and low-emission equipment in new and existing development projects within the City.</p>	E-1.1 through E-1.5	<p><i>Planning Services Building & Safety Services Engineering Services Public Services</i></p>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City continues to promote policies for solar ready roofs and reductions in impervious surfaces for stormwater management and to minimize heat island effect.</i> • <i>The City joined Marin Clean Energy (MCE) as the default energy provider for all residential and commercial properties with the automatic enrollment in 50 percent renewable energy service. The City has enrolled City Hall in the Deep Green 100 percent renewable energy service. MCE estimates the City of San Ramon MCE customer base emissions reduction when compared to PG&E (MCE customer base only) is approximately 52 percent (2020). 2021 emissions have yet to be determined.</i> • <i>Authorized a total of six (6) Property Assessed Clean Energy (PACE) Program options within the City.</i> • <i>Verify compliance with the Model Water Efficient Landscape Ordinance (MWELO) for new development within the City.</i> • <i>Zoning Ordinance Text Amendment incorporates performance standards requiring the use of recycled water when feasible for dust control and other construction related activities and requiring recycled water landscape irrigation. (Adopted 2018)</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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				<ul style="list-style-type: none"> • <i>Building & Safety Services continues to issue building permits for installation of residential and commercial solar permits. Approximately 638 building permits were issued in 2020. Approximately 945 building permits were issued in 2021 (46 percent increase from the most recent 2018 and 2019 reporting period).</i> • <i>New City Hall was completed in May 2016 and incorporates LEED-Silver features.</i> • <i>In 2017, the City conducted energy upgrades to the Permit Center and Police Department buildings.</i> • <i>In 2021, construction began on an Emergency Operations Center (EOC) addition at 2401 Crow Canyon Rd. as part of a Joint Public Safety Building between the City Police Department and the San Ramon Valley Fire Protection District.</i>
E-2	Reduce energy use from the transport and treatment of water (20% reduction goal for new development).	E-2.1 through E-2.3	<i>Planning Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Verify compliance with the Model Water Efficient Landscape Ordinance (MWELO) for new development within the City.</i> • <i>Zoning Ordinance Text Amendment incorporates performance standards requiring the use of recycled water when feasible for dust control and other construction related activities and requiring recycled water landscape irrigation. (Adopted 2018)</i> • <i>The City continues to pursue landscape turf irrigation conversion projects which result in reduced water consumption.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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E-3	<p>Improve the City’s recycling and source reduction programs to make continued progress in minimizing waste. (Show reduction in per capita waste rate. Increase purchasing of recycled content materials.).</p>	E-3.1 through E-3.3	<p><i>Public Services Administrative Services Building & Safety Services</i></p>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City provides outreach education, monitoring and reporting in support of the State commercial recycling and composting mandates.</i> • <i>Aggressive recycling programs were included in a new 15-year solid waste franchise for 2020-2035. Organics (food scraps, food soiled paper, yard trimmings, clean wood) recycling was expanded to include all customers (single-family, multi-family, and commercial) with few exemptions. New containers with standardized color coding (blue = recycle, green = organics, gray = garbage) and labels were provided to all customers.</i> • <i>The Franchise Agreement with ACI of San Ramon requires the contractor to divert 90% of San Ramon’s solid waste from landfill by 2029 via City-supported initiatives and programs.</i> • <i>The Franchise Agreement requires the contractor to use CNG fueled collection vehicles.</i> • <i>The City provides outreach education, monitoring and reporting in support of the State commercial recycling and composting mandates.</i> • <i>The City is in compliance with State diversion and recycling requirements. The most recent State annual report (2020) shows that San Ramon disposed of 2.2 lbs./resident/day. This low rate is reflective of a significant decrease in commercial disposal generation resulting from the COVID-19 pandemic. The State-determined target for San Ramon is a disposal rate of no more than 5.7 lbs./resident/day.</i> • <i>In 2020 and 2021, the City updated the solid waste sections of the Municipal Code to be consistent with the new franchise agreement</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
				<p><i>and compliant with SB 1383 and other pending state solid waste regulations. The City requires all San Ramon residents and businesses to recycle their organic materials.</i></p> <ul style="list-style-type: none"> • <i>Implemented online reporting system for construction/demolition debris recycling in 2016.</i> • <i>Implemented commercial composting program in 2016.</i>
Regional Cooperation Strategies				
R-1	Participate in regional programs and initiatives that reduce greenhouse gas emissions.	R-1.1 through R-1.3	<i>All Departments</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Review during Development Review Process & CEQA process.</i> • <i>Planning Services continues to monitor and participate (as needed) in the regional planning process to address the Sustainable Communities Strategy requirements of SB 375 and other State laws related to housing and development.</i> • <i>City staff monitors and participates in the Contra Costa County Climate Leader Program and forums as applicable to City goals and issues.</i> • <i>The City joined Marin Clean Energy (MCE) and has a Council Member on the MCE Board of Directors.</i> • <i>The City has provided information and is listed on the Solar Road Map website and has provided information in support of the American Solar Transformation Initiative, PACE programs.</i> • <i>The City approved a Hydrogen Vehicle Fueling Station as part of the California Energy Commission Commission's Alternative and Renewable Fuel and Vehicle Technology Program.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
				<ul style="list-style-type: none"> • <i>City Staff continues to participate in the Air District’s Contra Costa County & Tri-Valley Resource Teams on Air Quality.</i> • <i>City Staff is continuously engaged with regional and local transportation agencies (511 Contra Costa, MTC and ACT) to address local transit priorities.</i> • <i>The City is a member of the Innovate 680 program, responsible to study and implement projects and programs along the I-680 corridor to reduce peak hour trips, increase participation in transit and commute alternatives, update transit infrastructure, implement connected arterial ramp metering program, and develop a mobility on demand application. Local agency staff and local elected official are represented on the Regional Committee.</i>
Climate Adaptation Strategies				
ADPT-1	New projects shall assess the significance of increased wildfires, decreased water supply, changes in agriculture, increased flooding, and any other potential impacts from climate change in California Environmental Quality Act documents.	--	<i>Planning Services Engineering Services Public Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>All new development projects are assessed based on the requirements of CEQA which include assessments of potential impacts wildfires, water supply, changes in agriculture, increased flooding, and any other potential environmental impacts.</i> • <i>The City continues to work with the San Ramon Valley Fire Protection District to assess and address wild-fire risks in the urban-wildland areas. San Ramon Valley Fire Protection District conducts an annual fuel modification program to reduce the risk of wildfire in identified State and local Fire Hazard Severity Zones.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
				<ul style="list-style-type: none"> • <i>Ongoing grass and brush fuel modification to minimize wildfire risk on local GHAD District lands.</i> • <i>The City routinely conducts sediment removal and erosion repairs in local creeks and culverts to address potential flooding concerns.</i> • <i>Stormwater LID Low-impact development techniques are associated with stormwater management strategies for new development and are required for all new development proposals subject to the Regional Water Quality Control Board permit requirements.</i> • <i>The City conducts routine Flood Plain studies of drainage areas within the City.</i> • <i>The City continues to participate in the FEMA National Flood Insurance Program's Community Rating System.</i> • <i>The City has an adopted local Hazard Mitigation Plan, which is a component of the Contra Costa County Plan, and includes a matrix of 39 local initiatives to address potential hazards, which include many of those associated with climate adaptation.</i>
ADPT-2	Create an outreach and/or rebate program that encourages businesses and residents to construct graywater and rainwater collection systems on their properties. A minimum of one City employee should have appropriate training regarding these systems to help interested parties develop systems.	--	<i>Public Services Engineering Services</i>	<ul style="list-style-type: none"> • <i>Graywater system information is available at the City Permit Center.</i> • <i>Zoning Ordinance Text Amendment incorporates regulations allowing landscape irrigation systems with graywater subject to the California Plumbing Code requirements. (Adopted 2018)</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

Strategy Number	CAP Strategy	CAP Implementation Action	Implementation Responsibility	Implementation Status Update
ADPT-3	Developers shall provide an assessment of a project’s potential impacts on the local and sub-regional storm drainage systems, so that the City can determine appropriate mitigation to ensure that system capacity and peak flow restrictions are not exceeded.	--	<i>Engineering Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>New development is required to provide a stormwater control plan that addresses the potential impacts to the stormdrain system.</i> • <i>Stormwater LID Low-impact development techniques are associated with stormwater management strategies for new development and are required for all new development proposals subject to the Regional Water Quality Control Board permit requirements.</i> • <i>New developments are required to conduct hydrology studies to demonstrate that stormwater runoff is not increased.</i>
ADPT-4	To reduce flood peaks, reduce sedimentation, temporarily store floodwaters, recharge aquifers and restore environmental flows, flood management should be integrated with watershed management on open space, agricultural, wildlife areas, and other low-density lands.	--	<i>Engineering Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>The City routinely conducts sediment removal and erosion repairs in local creeks and culverts to address potential flooding concerns.</i> • <i>The City conducts routine Flood Plain studies of drainage areas within the City.</i> • <i>The City continues to participate in the FEMA National Flood Insurance Program’s Community Rating System.</i> • <i>The City has an adopted local Hazard Mitigation Plan, which is a component of the Contra Costa County Plan, and includes a matrix of 39 local initiatives to address potential hazards, which include many of those associated with climate adaptation.</i>

Appendix B: Biennial Climate Action Plan Report (2020 to 2021 Reporting Period)

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ADPT-5	Low-impact development techniques should be used in new development to infiltrate and store runoff.	--	<i>Engineering Services Planning Services</i>	<ul style="list-style-type: none"> • <i>On-going.</i> • <i>Stormwater LID Low-impact development techniques are associated with stormwater management strategies for new development and are required for all new development proposals subject to the Regional Water Quality Control Board permit requirements.</i> • <i>New development is required to provide a stormwater control plan that addresses the potential impacts to the stormdrain system.</i> • <i>Began implementing Green Infrastructure requirements where feasible as project Conditions of Approval for new development projects.</i>