



North Camino Ramon Specific Plan Final Environmental Impact Report State Clearinghouse No. 2010092014

City of San Ramon • May 4, 2012



Michael Brandman Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583

FINAL
Environmental Impact Report
North Camino Ramon Specific Plan
San Ramon, Contra Costa County, California

State Clearinghouse No. 2010092014

Prepared for:



City of San Ramon
Planning/Community Development Department
Planning Services Division
2401 Crow Canyon Road
San Ramon, CA 94583
925.973.2560

Contact: Mr. Lauren Barr, Senior Planner

Prepared by:

Michael Brandman Associates
Bishop Ranch 3
2633 Camino Ramon, Suite 460
San Ramon, CA 94583
925.830.2733

Contact: Mr. Jason Brandman, Project Director



Michael Brandman Associates

May 4, 2012

TABLE OF CONTENTS

Section 1: Introduction1-1

Section 2: Master Responses2-1
2.1 - Master Responses2-1

Section 3: Response to Written Comments3-1
3.1 - List of Authors3-1
3.2 - Responses to Comments.....3-1
 3.2.1 - Introduction.....3-1
 3.2.2 - Comment Letters and Responses.....3-2

Section 4: Responses to March 6, 2012 Planning Commission Meeting Comments..4-1
4.1 - List of Speakers4-1
4.2 - March 6, 2012 Planning Commission Meeting Minutes4-1
4.3 - Responses to March 6, 2012 Planning Commission Meeting Comments4-25
 4.3.1 - Responses4-25

Section 5: Errata.....5-1
5.1 - Changes to Draft EIR Text.....5-1

LIST OF TABLES

Table 4-1: Intersection Level of Service – Existing Plus Project and Year 2030
Plus Project4-33

SECTION 1: INTRODUCTION

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of San Ramon, as the lead agency, has evaluated the comments received on the North Camino Ramon Specific Plan Draft EIR. The responses to the comments and other documents, which are included in this document, together with the Mitigation Monitoring and Reporting Program, comprise the Final Environmental Impact Report (Final EIR) for use by the San Ramon City Council and Planning Commission in its review and consideration of the proposed project.

This document is organized into these sections:

- **Section 1 – Introduction.**
- **Section 2 – Master Responses.** Provides comprehensive responses to similar comments made by multiple authors and speakers.
- **Section 3 – Responses to Written Comments.** Provides a list of the agencies, organizations, and individuals who commented on the Draft EIR. Copies of all of the letters received regarding the Draft EIR and responses thereto are included in this section.
- **Section 4 – Responses to March 6, 2012 Planning Commission Meeting Comments.** Provides a list of the speakers who provided oral testimony at the March 6, 2012 San Ramon Planning Commission meeting concerning the Draft EIR and North Camino Ramon Specific Plan. A copy of the meeting minutes is provided in this section.
- **Section 5 – Errata.** Includes an addendum listing refinements and clarifications on the Draft EIR, which have been incorporated.

Because of its length, the text of the Draft EIR is not included with these written responses; however, it is included by reference in this Final EIR. None of the corrections or clarifications to the Draft EIR identified in this document constitutes “significant new information” pursuant to Section 15088.5 of the CEQA Guidelines. As a result, a recirculation of the Draft EIR is not required.

The Final EIR includes the following contents:

- Draft EIR (provided under separate cover)
- Draft EIR appendices (provided under separate cover)
- Responses to Comments on the Draft EIR and Errata (Sections 2, 3, 4, and 5 of this document)
- Mitigation Monitoring and Reporting Program (provided under separate cover)

SECTION 2: MASTER RESPONSES

Master responses address similar comments made by multiple persons through both written comments submitted to the City of San Ramon and oral comments made at the March 6, 2012 San Ramon Planning Commission Meeting. Master responses are provided in the order in which they are referenced in the responses in Section 3 and Section 4.

Below is a list of the master responses.

- Master Response 1 – Alcosta Boulevard Extension
- Master Response 2 – Traffic Scenarios and Future Projects
- Master Response 3 – Norris Canyon Road High Occupancy Vehicle Ramps
- Master Response 4 – School Impacts

2.1 - Master Responses

Master Response 1 – Alcosta Boulevard Extension

The Town of Danville and comment author inquired about the relationship of the Alcosta Boulevard extension to the North Camino Ramon Specific Plan. The Town of Danville noted that the Town of Danville General Plan does not contemplate such an improvement and stated that the Draft EIR did not evaluate the impact of this new roadway connection under either the Existing Plus Project or the Cumulative scenario and, thus, does not address the potential for traffic re-distribution within the local roadway network. A comment author asserted that the feasibility of the Alcosta Boulevard extension has not been adequately evaluated in the Draft EIR and cited topography, limits of existing right-of-way, conflicts with existing improvements (e.g., the Pacific Gas and Electric Company Technological and Ecological Services Research Laboratory), and existing vegetation as examples of items that have not been adequately evaluated. The author requested that the City of San Ramon prepare both north-south and east-west conceptual sections for the proposed roadway extension. The same author listed 12 specific mitigation measures for the proposed roadway extension.

The proposed Alcosta Boulevard extension is identified in the City of San Ramon General Plan 2030 (as set forth in Implementing Policy 5.4-I-4). As noted in General Plan 2030 Policy 5.5-I-4, this improvement requires the support and participation of the Town of Danville. As such, this improvement is considered conceptual, since the City of San Ramon does not have jurisdictional control over it. The North Camino Ramon Specific Plan references and incorporates this planned improvement into its circulation plan. However, the Specific Plan does not rely on this improvement to facilitate buildout of the plan or to mitigate any traffic impacts.

The Existing Plus Project traffic scenario did not account for the Alcosta Boulevard extension because this roadway does not currently exist. As such, this scenario appropriately omitted this planned improvement. Refer to Master Response 2 for further discussion.

The Cumulative 2030 scenario did account for the Alcosta Boulevard extension and associated re-distribution of traffic; refer to page 3.12-71 of the Draft EIR. The peak-hour turning movement volumes were generated using the latest CCTA regional travel demand forecasting model reflecting future land use and circulation forecasts, consistent with the City of San Ramon General Plan 2030 EIR. The CCTA Technical Procedures Manual states that the cumulative conditions scenario should include any development, consistent with the General Plan, that is expected to occur within five years, and all planned capital improvements that affect capacity. For phased developments, “. . . the analysis horizon should extend beyond completion of the final phase unless a separate traffic analysis is required for each phase.”

Regarding the comment about the Draft EIR failing to evaluate the feasibility of the Alcosta Boulevard extension, the Draft EIR provides a program-level evaluation of the proposed North Camino Ramon Specific Plan’s environmental effects. As acknowledged on page 2-62, development proposals that occur pursuant to the Specific Plan may be subject to additional environmental review, since limited information is known about the specific characteristics of future development proposals. Thus, it is not the intent of the Draft EIR to provide “project-level” CEQA coverage for every possible facet of the Specific Plan, including the Alcosta Boulevard extension.

Furthermore, no plan line studies have been prepared at the time of this writing; therefore, it would be speculative to make any statements about potential impacts to topography, limits of existing right-of-way, conflicts with existing improvements, and existing vegetation. For this same reason, it is not possible to prepare conceptual sections for the proposed roadway extension.

Finally, regarding the author’s request for 12 specific mitigation measures for the Alcosta Boulevard extension, such a request is premature, since the improvement has not been subject to project-level CEQA review.

Master Response 2 – Traffic Scenarios and Future Projects

Several comment authors and speakers at the March 6, 2012 Planning Commission meeting questioned whether the Draft EIR’s traffic analysis accounted for trips generated by other planned and approved projects in San Ramon. Those projects include the Dougherty Valley Specific Plan, the San Ramon City Center Project, the Northwest Specific Plan (Faria), and the St. James Place project.

Project-related intersection operations impacts were evaluated under Existing Plus Project conditions and Year 2030 Cumulative conditions. Each scenario is discussed separately.

- **Existing Plus Project conditions** represents the addition of the proposed project's traffic onto local roadways relative to existing traffic volumes and roadway configurations. This scenario relies on counts of existing traffic volumes; as such, it reflects land use activities that currently generate traffic. The purpose of this scenario is to identify what project impacts would be if the project built out in the near term. As a practical matter, the likelihood of the Specific Plan building out under such a compressed time frame is remote; therefore, this provides a conservative evaluation of near-term traffic impacts. It should be noted that this scenario does not account for the planned Norris Canyon Road High Occupancy Vehicle (HOV) Ramps, as this facility did not exist at the time traffic counts were taken.
- **Year 2030 Cumulative conditions** represents the addition of the proposed project's traffic in relation to the hypothetical buildout of the City of San Ramon General Plan 2030. The modeling parameters for this scenario are described in the Draft EIR, pages 3.12-69 through 3.12-71; to summarize, this scenario accounts for new population and employment growth contemplated by General Plan 2030, as well as planned transportation improvements including the Specific Plan roadway network and the Norris Canyon Road HOV Ramps; see discussion of CCTA's Technical Procedures Manual in Master Response 1. General Plan 2030 accounts for buildout of the Dougherty Valley Specific Plan, the San Ramon City Center Project, the Northwest Specific Plan, and the St. James Place Project. The purpose of this scenario is to identify the long-term traffic impacts of Specific Plan buildout, along with any necessary improvements.

In summary, the Draft EIR evaluated Specific Plan intersection operations impacts under two separate scenarios in order to identify short-term and long-term impacts. Each scenario is underpinned by logical and reasonable assumptions for preexisting (no project) traffic volumes that are in accordance with widely accepted industry standards for intersection operations analysis.

Master Response 3 – Norris Canyon Road High Occupancy Vehicle Ramps

The Town of Danville, several authors, and several speakers at the March 6, 2012 Planning Commission meeting inquired about the relationship of the planned Norris Canyon Road HOV Ramps to the Specific Plan. A recurring comment was whether the Draft EIR relied upon the proposed HOV ramps to mitigate project traffic impacts. One speaker at the March 6, 2012 Planning Commission meeting expressed a desire that the HOV ramp be available to all vehicles outside of peak hours and expressed concern that the traffic study did not break out single occupant vehicles from multi-occupant vehicles.

The Draft EIR Transportation section described a number of regional and local transportation plans and programs on pages 3.12-29 through 3.12-44. These plans and programs guide the implementation of planned transportation improvements. The Norris Canyon Road HOV ramps are programmed into the Tri-Valley Transportation Plan/Action Plan Update, a component of the Countywide Transportation Plan, and are partially funded from Contra Costa Measure J

Transportation Sales Tax Expenditure Plan. It should be emphasized that the Contra Costa Transportation Authority (CCTA) oversees Measure J, and the California Department of Transportation (and its overseer the California Transportation Commission) has jurisdiction over Interstate 680 (I-680). Thus, these agencies have discretionary authority over the Norris Canyon Road HOV ramps; the City of San Ramon does not.

As previously indicated, the Norris Canyon Road HOV ramps are not included in the Existing Plus Project scenario, as they did not exist at the time traffic counts were taken. The HOV ramps were included in the 2030 scenario along with the other transportation improvements described on pages 3.12-70 and 3.12-71. As discussed in Master Response 1, the CCTA Technical Procedures Manual states that the cumulative conditions scenario should include all planned capital improvements that affect capacity.

Under the Existing Plus Project scenario, the proposed project would contribute to unacceptable levels of service at Crow Canyon Road/I-680 Northbound Ramps, Crow Canyon Road/Crow Canyon Place, and Bollinger Canyon Road/I-680 Northbound Ramps. With the implementation of the improvements set forth in Mitigation Measures TRANS-1a through TRANS-1c, operations would be improved to acceptable levels. Accordingly, the Norris Canyon HOV Ramps are not necessary to achieve acceptable levels of service at any study intersection under the Existing Plus Project scenario.

Under Year 2030 conditions, which assume that all planned improvements listed on pages 3.12-70 and 3.12-71 in place (including the Norris Canyon Road HOV Ramps), all intersections would operate at acceptable levels. Thus, the Norris Canyon Road HOV Ramps are not considered “mitigation” because no significant impacts would occur that would require mitigation.

It should be noted that the Norris Canyon Road HOV Ramps were assumed to be accessible only to buses and multi-occupant passenger vehicles during the AM and PM peak periods, consistent with existing HOV lane restrictions on I-680. As such, HOV Ramp traffic volumes would be much lower than volumes at Crow Canyon Road/I-680 Ramps and Bollinger Canyon Road/I-680 Ramps, which would be open to all vehicles. Thus, the Norris Canyon Road HOV Ramps contribution to acceptable intersection operations under 2030 conditions would be fairly limited.

Finally, CEQA Guidelines Section 15126.4 requires that mitigation measures must be feasible (i.e., fully enforceable through permit conditions, agreements, or other legally binding instruments). Even if the Norris Canyon HOV Ramps were found to have the potential to mitigate project-related traffic impacts, they would not constitute feasible mitigation because the City of San Ramon lacks jurisdictional control over their implementation and, thus, does not have enforcement ability.

In summary, the Draft EIR’s traffic analysis does not rely on the Norris Canyon Road HOV Ramps to “mitigate” project-related traffic impacts; furthermore, this improvement would not meet CEQA standards for feasible mitigation in the context of the Specific Plan.

Note that comments about the Norris Canyon Road HOV Ramps are most appropriately directed to CCTA and Caltrans, as these are the lead agencies for this project.

Master Response 4 – School Impacts

The San Ramon Valley Unified School District (SRVUSD) and a comment author commented on the Specific Plan’s impacts on K-12 school facilities. SRVUSD and the comment author disputed the Draft EIR’s conclusion that the proposed project would not result in a need for new or expanded school facilities or adverse impacts on education was incorrect, because students generated by the Specific Plan may cause a need for additional classroom space. SRVUSD estimated that the Specific Plan would generate as many as 570 new K-12 students and noted that there are a total of 3,467 planned dwelling units within the Twin Creeks Elementary School, Iron Horse Middle School, and California High School attendance boundaries (including the Specific Plan)¹. SRVUSD indicated that it would need an additional elementary school, 14 additional middle school classrooms, and 16 additional high school classrooms to accommodate the student enrollment generated by the new residential dwelling units. SRVUSD indicated that site constraints at Iron Horse Middle School preclude the addition of 14 portable or permanent classrooms and, therefore, attendance boundary changes or the implementation of a year-round school schedule would likely occur. SRVUSD also indicated that California High School could only accommodate additional classrooms on existing playing fields or parking areas, which may further exacerbate traffic and circulation issues around the campus. SRVUSD and the comment author noted that the only recourse available for school districts is the collection of development fees, which fall short of covering costs associated with adequate school housing. SRVUSD indicated that it may need to seek other funding sources to develop new or expanded school facilities.

As background, in 1998, the California Legislature approved and the Governor signed into law the Leroy F. Green School Facilities Act of 1998. This legislation established a clear and unequivocal process for mitigating the impact of new development on K-12 school districts. The legislation provides school districts with the ability to assess impact fees on new development projects based on need (e.g., Level 1 fees, Level 2 fees, or Level 3 fees). However, the law—codified as Government Code Section 65995—also clearly establishes that payment of fees is the “full and complete mitigation” for provision of adequate school facilities and prohibits cities and counties from assessing additional fees or exactions for school impacts. This latter provision reversed three appellate court rulings from the late 1980s and early 1990s that suggested that local governments had the ability to assess such fees or exactions. To date, there have been no court rulings that have overturned all or portions of this legislation. In summary, the State has clearly delineated the process for mitigating impacts on K-12 school facilities and limits such mitigation to the payment of designated fees.

¹ The planned dwelling units are associated with the Crow Canyon Specific Plan (735 dwelling units), Northwest Specific Plan (744 dwelling units), North Camino Ramon Specific Plan (1,500 dwelling units), and San Ramon City Center Project (488 dwelling units). As explained in Response to SRVUSD-3, the School District’s North Camino Ramon Specific Plan dwelling unit figure “double counts” the 1,124 dwelling units that could potentially be developed within the Specific Plan boundaries.

The Draft EIR discussed impacts on K-12 school facilities on page 3.11-13. As noted on that page, the proposed project would be expected to increase K-12 enrollment in local schools and that the Specific Plan requires developers of new residential units to pay established school impact fees. The discussion noted that the SRVUSD is currently in the process of expanding existing and constructing new school facilities and has two voter-approved bond measures as well as development fees from which to finance capital improvements. Based on the SRVUSD's ongoing efforts to increase school capacity, the Draft EIR concluded that adequate classroom capacity would be expected to be available and, therefore, impacts were found to be less than significant. The discussion concluded by noting the previously mentioned state requirements concerning impacts on school facilities.

It should be emphasized that the CEQA Guidelines Appendix G checklist uses the following thresholds of significance for assessing impacts on public services (as stated on page 3.11-10 of the Draft EIR):

Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:

- a) Fire protection?
- b) Police protection?
- c) Schools?
- d) Parks?
- e) Other public facilities?

Because state law establishes that local governments can only assess established school impact fees and cannot require additional fees or exactions beyond such fees (such as requiring an applicant to construct a new school), the Draft EIR concluded that the proposed project would not cause significant environmental impacts associated with the provision of new or physically altered school facilities. Although the SRVUSD has identified a need for new school facilities and may use collected fees to fund construction of new or expansion of existing school facilities, the actual development of such facilities is outside the scope of the Draft EIR and is subject to a separate environmental review process. For these reasons, it was appropriate for the Draft EIR to state that the proposed project would not result in a need for new or expanded school facilities or adverse impacts on education.

Regarding the SRVUSD's comment that if all of the planned residential development located within the attendance boundaries of Twin Creeks Elementary School, Iron Horse Middle School, and California High School attendance boundaries occurred, it would need an additional elementary school, 14 additional middle school classrooms, and 16 additional high school classrooms, it should

be emphasized that this growth is projected to occur over a period 20 years, if not longer. As indicated by the SRVUSD in its comments, student generation rates change over time. Furthermore, several of the projects listed by SRVUSD may only be partially built or never be built, which would reduce potential student generation. Nonetheless, that SRVUSD identifies potential options for accommodating additional enrollment (e.g., adding portable classrooms, altering attendance boundaries, implementing a year-round school schedule) serves to indicate that the agency has a planning process in place to address potential future enrollment increases.

Finally, regarding the statements that school development fees are inadequate to cover the actual costs of developing new or expanded school facilities and additional funding sources may be necessary, note that state law affords school districts the ability to assess higher fees (Level 2 or Level 3 fees) if they can demonstrate that such a need exists. Likewise, the school district has two voter-approved bond measures that have provided funds for capital improvements for school facilities, and it has the ability to place additional bond measures on the ballot for voter consideration. Regardless, this issue is outside of the scope of the Draft EIR, as state law clearly establishes that payment of a school impact fee provides full and complete mitigation for impacts on school facilities.

SECTION 3: RESPONSE TO WRITTEN COMMENTS

3.1 - List of Authors

A list of public agencies, organizations, and individuals that provided comments on the Draft EIR is presented below. Each comment has been assigned a code. Individual comments within each communication have been numbered so comments can be cross-referenced with responses. Following this list, the text of the communication is reprinted and followed by the corresponding response.

Author Author Code

State Agencies

Department of Toxic Substances Control.....	DTSC
Department of Transportation	CALTRANS
Governor’s Office of Planning and Research.....	OPR

Local Agencies

Central Contra Costa Transit Authority	CCCTA
East Bay Municipal Utility District.....	EBMUD
Contra Costa County Flood Control & Water Conservation District.....	CCCFC
Contra Costa County Department of Conservation & Development	DC&D
Town of Danville.....	DANVILLE
Bay Area Air Quality Management District.....	BAAQMD
San Ramon Valley Unified School District.....	SRVUSD

Private Organizations and Individuals

Ann Cavazos.....	CAVAZOS
San Ramon for Open Government	SROG
Jim Blickenstaff.....	BLICKENSTAFF
The Preserve at Ironhorse Trail Owners Association	PRESERVE

3.2 - Responses to Comments

3.2.1 - Introduction

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of San Ramon, as the lead agency, evaluated the comments received on the Draft EIR (State Clearinghouse No. 2009052008) for the North Camino Ramon Specific Plan Project and has prepared the following responses to the comments received. This Response to Comments document becomes part of the Final EIR for the project in accordance with CEQA Guidelines Section 15132.

3.2.2 - Comment Letters and Responses

The comment letters reproduced in the following pages follow the same organization as used in the List of Authors.



Department of Toxic Substances Control



Matthew Rodriguez
Secretary for
Environmental Protection

Deborah O. Raphael, Director
700 Heinz Avenue
Berkeley, California 94710-2721

Edmund G. Brown Jr.
Governor

RECEIVED

February 28, 2012

MAR 02 2012

CITY OF SAN RAMON
PLANNING SERVICES

Mr. Lauren Barr
City of San Ramon
2401 Crow Canyon Road
San Ramon, California 94583

NORTH CAMINO RAMON SPECIFIC PLAN DRAFT ENVIRONMENTAL IMPACT
REPORT (DEIR); SCH # 2010092014

Dear Mr. Barr:

Thank you for the opportunity to comment on the DEIR for the Environmental Impact Report to be prepared for the subject Specific Plan. 1

The Department of Toxic Substances Control is a state agency that regulates hazardous substance remediation activities. As such, we review projects for which we are identified as reviewing agencies by the lead agencies for those projects. Your project was so identified. 2

We understand that the Specific Plan includes provision for development of mixed use areas in areas that have historically not been used for residential purposes. We further understand that individual development proposals undertaken pursuant to this Specific Plan will be subject to additional environmental review per the California Environmental Quality Act. We believe that such areas should be subject to a rigorous review for contamination that might require remediation prior to residential development. We suggest that, at a minimum, a Phase I Environmental assessment be conducted for implementation of each element of development, and that CEQA documentation for each element refer to the results of the review for contamination. This will help to ensure that the risk of contamination problems will be minimized during development activities. 3

Lauren Barr
February 28, 2012
Page 2

If you have any questions, please feel free to contact me at (510) 540-3772, or email me at dmurphy1@dtsc.ca.gov.

4

Sincerely,



Daniel Murphy, P.E.
Contra Costa County Unit Chief
Brownfields and Environmental Restoration - Berkeley

State Agencies

Department of Toxic Substances Control (DTSC)

Response to DTSC-1

The agency provided introductory remarks to preface its comments. No response is necessary.

Response to DTSC-2

The agency described its regulatory responsibilities. No response is necessary.

Response to DTSC-3

The agency noted that individual development proposals that occur pursuant to the Specific Plan would be subject to additional environmental review and requested that, at a minimum, a Phase I Environmental Site Assessment be conducted for implementation of each element of development. The agency suggested that CEQA documentation for each element refer to the results of the Phase I Environmental Site Assessment for potential presence of contamination.

The Draft EIR evaluated the potential presence of contamination and other hazards within the Specific Plan area; refer to Impact HAZ-2 (pages 3.6-10 through 3.6-13). The analysis identified specific properties that are listed on hazardous materials databases compiled pursuant to Government Code 65962.5 and evaluated the known conditions of each site. The block bounded by Camino Ramon (west), Fostoria Way (north), Iron Horse Trail (east), and Crow Canyon Road (south) was found to be an area that may contain contamination or other hazardous materials from previous land use activities; therefore, Mitigation Measure HAZ-2a requires that future land use activities undertake a site-specific Phase I Environmental Site Assessment. As such, the Draft EIR requires the preparation of a Phase I Environmental Site Assessment in areas where contamination is likely to be encountered.

Other areas within the Specific Plan were determined to have low likelihood of containing contamination because they (1) are not listed on hazardous materials databases compiled pursuant to Government Code 65962.5; (2) were developed after 1978 when the federal prohibitions on asbestos containing materials and lead-based paint went into effect; or (3) historically have contained uses that do not involve use, storage, transport, or disposal of large quantities of hazardous materials (e.g., office). As such, there was no evidence suggesting that contamination is or may likely be present; therefore, no mitigation was proposed.

Nonetheless, future applicants that seek to develop uses pursuant to the Specific Plan may elect to undertake the preparation of a Phase I Environmental Site Assessment for due diligence purposes. There are no provisions in the Specific Plan that inhibit or otherwise discourage this practice.

Response to DTSC-4

The agency provided concluding remarks to close its letter. No response is necessary.

DEPARTMENT OF TRANSPORTATION
111 GRAND AVENUE
P. O. BOX 23660
OAKLAND, CA 94623-0660
PHONE (510) 286-5541
FAX (510) 286-5559
TTY 711

RECEIVED

MAR 26 2012



*Flex your power!
Be energy efficient!*

CITY OF SAN RAMON
PLANNING SERVICES

March 26, 2012

CC680567
CC-680-R0.01
SCH# 2010092014

Mr. Lauren Barr
City of San Ramon
Planning Services Division
2226 Camino Ramon
San Ramon CA 94583

CALTRANS
Page 1 of 2

Dear Mr. Barr:

North Camino Ramon Specific Plan – Draft Environmental Impact Report

Thank you for continuing to include the California Department of Transportation (Department) in the environmental review process for the North Camino Ramon Specific Plan Project. The following comments are based on the Draft Environmental Impact Report (DEIR).

1

Signal Operations

Please provide an electronic copy of the Synchro analysis including SimTraffic simulations for the traffic study.

2

Pedestrian and Transit Considerations

Please describe any secondary impacts to pedestrian facilities resulting from mitigation measures for traffic impacts at the three intersections described in section 3.12-9 and Mitigation Measure (MM) TRANS-1a-1c, which include additional vehicular lanes and signal phasing alterations.

3

Under the Proposed Transit Center Relocation (Policy TRAN-1.2) section, please provide specific information on the timeline or development trigger for the proposed Transit Center relocation.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto the State right-of-way (ROW) requires an encroachment permit that is issued by the Department. Traffic-related mitigation measures should be incorporated into the construction plans during the encroachment permit process. See the website link below for more information.

4

<http://www.dot.ca.gov/hq/traffops/developserv/permits/>

Mr. Lauren Barr/City of San Ramon
March 26, 2012
Page 2

CALTRANS
Page 2 of 2

To apply, a completed encroachment permit application, environmental documentation, and five (5) sets of plans clearly indicating state ROW must be submitted to the address below.

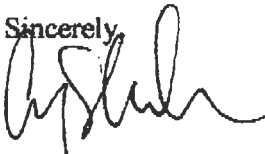
Michael Condie, District Office Chief
Office of Permits
California Department of Transportation, District 4
P.O. Box 23660
Oakland, CA 94623-0660

4
CONT

Please call or email Luis Melendez of my staff at (510) 286-5606 or Luis_Melendez@dot.ca.gov with any questions regarding this letter.

5

Sincerely,



GARY ARNOLD
District Branch Chief
Local Development – Intergovernmental Review

c: State Clearinghouse

Department of Transportation (CALTRANS)

Response to CALTRANS-1

The agency provided introductory remarks to preface its comments. No response is necessary.

Response to CALTRANS-2

The agency requested that a copy of the Synchro analysis (including Sim Traffic simulations) be provided for its review.

Synchro analysis was not completed as part of the traffic analysis. Consistent with the requirements of Measure C and Measure J, the City of San Ramon specifies that LOS should be based on the Contra Costa Transportation Authority (CCTA) methodology for signalized intersections. Therefore, the traffic analysis was conducted using TRAFFIX software in accordance with CCTA methodology. An electronic copy of the TRAFFIX network can be provided to Caltrans upon request.

Response to CALTRANS-3

The agency requested that the EIR describe any secondary impacts to pedestrian facilities resulting from Mitigation Measures TRANS-1a through TRANS-1c. The agency also requested specific information on the timeline or development trigger for the proposed Transit Center relocation.

Mitigation Measure TRANS-1a requires the installation of a northbound traffic lane and restriping the northbound approach for two left-turn lanes and two right-turn lanes at the I-680 northbound off-ramp at Crow Canyon Road. This would increase the crossing distance for pedestrians walking on Crow Canyon Road; however, adjustments would be made to the crosswalk and signal operation to account for the longer distance. As such, no significant impacts on pedestrian mobility would occur as a result of this mitigation measure.

Mitigation Measure TRANS-1b requires the modification of the signal operation at Crow Canyon Road/Crow Canyon Place from split phasing to protected phasing. The signal operation modifications would include corresponding adjustments for pedestrian crossings. As such, no significant impacts on pedestrian mobility would occur as a result of this mitigation measure.

Mitigation Measure TRANS-1c requires the installation of a third northbound right-turn lane at the I-680 northbound off-ramp at Bollinger Canyon Road. This would increase the crossing distance for pedestrians walking on Bollinger Canyon Road; however, adjustments would be made to the crosswalk and signal operation to account for the longer distance. As such, no significant impacts on pedestrian mobility would occur as a result of this mitigation measure.

Regarding the potential Transit Center relocation, a specific timeline or development trigger has not been identified, as this will depend on the redevelopment of individual properties within the Specific Plan area. As individual development projects are submitted for review, the City will monitor the situation and develop a schedule for relocation.

Responses to Written Comments

Response to CALTRANS-4

The agency provided standard language about the process for obtaining encroachment permits for work within the state right-of-way. No response is necessary.

Response to CALTRANS-5

The agency provided concluding remarks to close its letter. No response is necessary.



EDMUND G. BROWN JR.
GOVERNOR

STATE OF CALIFORNIA
GOVERNOR'S OFFICE of PLANNING AND RESEARCH



KEN ALEX
DIRECTOR

RECEIVED

MAR 28 2012

CITY OF SAN RAMON
PLANNING SERVICES

March 27, 2012

Lauren Barr
City of San Ramon
2401 Crow Canyon Road
San Ramon, CA 94583

Subject: North Camino Ramon Specific Plan
SCH#: 2010092014

Dear Lauren Barr:

The State Clearinghouse submitted the above named Draft EIR to selected state agencies for review. On the enclosed Document Details Report please note that the Clearinghouse has listed the state agencies that reviewed your document. The review period closed on March 26, 2012, and the comments from the responding agency (ies) is (are) enclosed. If this comment package is not in order, please notify the State Clearinghouse immediately. Please refer to the project's ten-digit State Clearinghouse number in future correspondence so that we may respond promptly.

Please note that Section 21104(c) of the California Public Resources Code states that:

"A responsible or other public agency shall only make substantive comments regarding those activities involved in a project which are within an area of expertise of the agency or which are required to be carried out or approved by the agency. Those comments shall be supported by specific documentation."

These comments are forwarded for use in preparing your final environmental document. Should you need more information or clarification of the enclosed comments, we recommend that you contact the commenting agency directly.

This letter acknowledges that you have complied with the State Clearinghouse review requirements for draft environmental documents, pursuant to the California Environmental Quality Act. Please contact the State Clearinghouse at (916) 445-0613 if you have any questions regarding the environmental review process.

Sincerely,

Scott Morgan
Director, State Clearinghouse

Enclosures
cc: Resources Agency

Document Details Report
State Clearinghouse Data Base
STATE OF CALIFORNIA



SCH# 2010092017 GOVERNOR'S OFFICE OF PLANNING AND RESEARCH

Project Title North Camino Ramon Specific Plan

Lead Agency San Ramon, City of

EDMUND G. BROWN JR.
GOVERNOR

KEN ALEX
DIRECTOR

Type EIR Draft EIR

Description The North Camino Ramon Specific Plan seeks to facilitate the redevelopment of the 255-acre Specific Plan area from an automobile-dominated, low-density commercial area to a transit-and pedestrian-oriented neighborhood that will be a community focal point with mix of uses. At buildout, the Specific Plan would allow 6.72 million s.f. of commercial development and 1,500 new residential dwelling units.

Lead Agency Contact

Name Lauren Barr
Agency City of San Ramon
Phone (925) 973-2560 **Fax**
email lbarr@sanramon.ca.gov
Address 2401 Crow Canyon Road
City San Ramon **State** CA **Zip** 94583

Project Location

County Contra Costa
City San Ramon
Region
Lat / Long 37° 46' 30" N / 121° 58' 15" W
Cross Streets Crow Canyon Road/Camino Ramon
Parcel No.
Township 2S **Range** 1W **Section** **Base** MDB&M

Proximity to:

Highways Hwy 680
Airports
Railways
Waterways San Ramon Creek
Schools SRV Unified
Land Use Commercial Service, Manufacturing/Warehouse, Mixed Use, Multiple Family - Very High Density, Office, etc.

Project Issues Agricultural Land; Air Quality; Archaeologic-Historic; Biological Resources; Drainage/Absorption; Flood Plain/Flooding; Forest Land/Fire Hazard; Geologic/Seismic; Minerals; Noise; Population/Housing Balance; Public Services; Recreation/Parks; Schools/Universities; Septic System; Sewer Capacity; Soil Erosion/Compaction/Grading; Solid Waste; Toxic/Hazardous; Traffic/Circulation; Vegetation; Water Quality; Water Supply; Wetland/Riparian; Growth Inducing; Landuse; Cumulative Effects; Aesthetic/Visual

Reviewing Agencies Resources Agency; Department of Fish and Game, Region 3; Office of Historic Preservation; Department of Parks and Recreation; Department of Water Resources; Resources, Recycling and Recovery; California Highway Patrol; Caltrans, District 4; Department of Housing and Community Development; Regional Water Quality Control Board, Region 2; Department of Toxic Substances Control; Native American Heritage Commission

Date Received 02/10/2012 **Start of Review** 02/10/2012 **End of Review** 03/26/2012
1400 10th Street P.O. Box 3044 Sacramento, California 95812-3044
(916) 445-0613 FAX (916) 323-3018 www.opr.ca.gov

Governor’s Office of Planning and Research, State Clearinghouse and Planning Unit (OPR)

Response to OPR-1

The comment letter is the standard form letter issued by the Office of Planning and Research, State Clearinghouse and Planning Unit confirming that the Draft EIR was distributed to various state agencies, and that the City of San Ramon has complied with review requirements for draft environmental review documents pursuant to CEQA. The letter referenced comments submitted to the State Clearinghouse by the Department of Toxic Substances Control and Caltrans, which have been previously addressed in this document. No further response is necessary.

Response to OPR-2

This comment consists of the “Document Details Report” provided in the State Clearinghouse database. No response is necessary.

The County Connection

2477 Arnold Industrial Way Concord, CA 94520-5326 (925) 676-7500 www.cccta.org

Mr. Lauren Barr, Senior Planner
Planning Services Division
City of San Ramon
2401 Crow Canyon Road
San Ramon, CA 94583

RECEIVED

MAR 12 2012

CITY OF SAN RAMON
PLANNING SERVICES

March 7, 2012

Re: Comments on North Camino Ramon Specific Plan – Draft EIR

Mr. Barr,

The Central Contra Costa Transit Authority (CCCTA) will certainly need to change the bus service provided in San Ramon when North Camino Ramon develops, and when the Norris Canyon off-ramp project as envisioned gets built. One element of the North Camino Ramon Plan would be to move the transit center from its current location to a site within the North Camino Ramon mixed use area. Moving the transit center and making route modifications to utilize Norris Canyon as opposed to Crow Canyon has the potential of improving transit service.

1

Our comments on the North Camino Ramon EIR relate to the need for ongoing discussions between the City and CCCTA as development occurs to ensure a transit center location and design that takes into consideration transit operating conditions and service plans. A new transit center will need a turnaround if Express buses are going to exit 680 at Norris, stop at the transit center then get back on the freeway at Norris.

2

Thank you for the opportunity to comment. I look forward to working with you as the plans for this area unfold.

3

Anne Muzzini
Director of Planning and Marketing, CCCTA

Clayton • Concord • Contra Costa County • Danville • Lafayette • Martinez
Moraga • Orinda • Pleasant Hill • San Ramon • Walnut Creek

Local Agencies

Central Contra Costa Transit Authority (CCCTA)

Response to CCCTA-1

The agency stated that CCCTA bus service will need to change in conjunction with buildout of the Specific Plan area and the proposed Norris Canyon Road High Occupancy Vehicle off-ramps. The agency noted that the Specific Plan contemplates relocating the existing transit center from Executive Parkway to a location near Norris Canyon Road and stated that would have the potential for improving transit service. No response is necessary.

Response to CCCTA-2

The agency indicated that CCCTA and the City of San Ramon should continue to have discussions as the Specific Plan builds out to ensure that the relocated transit center is appropriately located and designed and meets anticipated service needs. The agency indicated that the new transit center would need a turnaround for Express buses in order to maximize efficient service.

The City of San Ramon intends to work with CCCTA regarding transit improvements, including the potentially relocated transit center, as the Specific Plan builds out. CCCTA will be consulted regarding the transit center design, including location, design, and other features.

Response to CCCTA-3

The agency provided closing remarks to conclude the letter. No response is necessary.



March 19, 2012

RECEIVED

MAR 21 2012

CITY OF SAN RAMON
PLANNING SERVICES

Lauren Barr, Senior Planner
City of San Ramon
Planning Services Division
2401 Crow Canyon Road
San Ramon, CA 94583

Re: Draft North Camino Ramon Specific Plan and Draft Environmental Impact,
San Ramon

Dear Mr. Barr:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Draft North Camino Ramon Specific Plan (NCRSP) and the Draft Environmental Impact Report for the NCRSP prepared by the City of San Ramon (City). EBMUD has the following comments.

1

GENERAL

On page 9-3 of the Draft NCRSP, under Recycled Water, the fourth sentence of the first paragraph shall be revised to read:

“Recycled water ~~is~~ will be conveyed to Camino Ramon via a backbone line located within Iron Horse Trail right-of-way.”

On page 9-3 of the Draft NCRSP, under Recycled Water, the third and fourth sentences of the second paragraph shall be revised to read:

“~~DERWA~~EBMUD is currently planning/designing recycled water pipelines in the roadways and locations within the area listed below. When completed, all proposed recycled water mains will be operated and maintained by ~~DERWA~~ EBMUD.”

2

On page On page 9-3 of the Draft NCRSP, under Recycled Water, the second sentence of the third paragraph shall be revised to read:

“See Figure 9.2, Proposed Water (Potable and Recycled) for anticipated reclaimed water lines in addition to those currently planned by ~~DERWA~~ EBMUD.”

Lauren Barr, Senior Planner
March 19, 2012
Page 2

On page 3.13-2 of the Draft EIR, the second sentence of the second paragraph should be deleted:

“Raw water from Pardee Reservoir is transported approximately 91 miles to EBMUD water treatment plants and terminal reservoirs through the Pardee Tunnel, the Mokelumne aqueducts, and the Lafayette aqueducts. ~~Water flowing by gravity from Pardee Reservoir takes 30 to 45 hours to reach the East Bay.~~”

3

On page 3.13-5, under *Recycled Water Supply Projections* references the DSRSD 2005 Urban Water Management Plan (UWRMP). The City should note that DSRSD has issued the 2010 UWMP which can be found on the DSRSD website.

4

If you have any questions concerning this response, please contact David J. Rehnstrom, Senior Civil Engineer, Water Service Planning at (510) 287-1365.

5

Sincerely,



William R. Kirkpatrick
Manager of Water Distribution Planning

WRK:AMW:sb
sb12_045.doc

East Bay Municipal Utility District (EBMUD)

Response to EBMUD-1

The agency provided introductory remarks to open the letter. No response is necessary.

Response to EBMUD-2

The agency request three text edits to the North Camino Ramon Specific Plan.

Although not a comment on the Draft EIR, the City of San Ramon acknowledges this comment and will make the requested text edits to the Specific Plan.

Response to EBMUD-3

The agency requested that a sentence be stricken from a paragraph about EBMUD’s water supply in Section 3.13, Utility Systems.

The requested deletion has been made and is noted in Section 5, Errata.

Response to EBMUD-4

The agency requested a correction to the date of the latest version of the Dublin-San Ramon Services District Urban Water Management Plan in Section 3.13, Utility Systems.

The requested change has been made and is noted in Section 5, Errata.

Response to EBMUD-5

The agency provided closing remarks to conclude the letter. No response is necessary.

Barr, Lauren

RECEIVED

MAR 26 2012

CITY OF SAN RAMON
PLANNING SERVICES

From: Kara Schuh [kschu@pw.cccounty.us]
Sent: Monday, March 26, 2012 5:50 PM
To: Barr, Lauren
Cc: Teri Rie; Tim Jensen
Subject: North Camino Ramon Specific Plan DEIR

Dear Mr. Barr:

We have reviewed the Draft Environmental Impact Report (DEIR) for the City of San Ramon (City) North Camino Ramon Specific Plan, which we received notice of availability for on February 13, 2012, and submit the following comments:

1

1. In Section 3.7.2 under the Watersheds and Drainage Subheading of Hydrology and Water Quality Section, the DEIR indicates that the boundary between the San Ramon Creek and Watson Canyon Drainage is Crow Canyon Rd. According to our maps, the Zone 3B San Ramon Creek Watershed boundary is located along Norris Canyon Road within the DEIR project area. The parcels to the north of Norris Canyon Rd. drain to San Ramon Creek, while the parcels to the south drain to South San Ramon Creek. The boundary between Drainage Areas 94 and 75 also occurs along Norris Canyon Rd. This too indicates that the boundary between the watersheds is located at Norris Canyon Road and not Crow Canyon Rd as described in the DEIR.

2

Based on Exhibit 2-15 in the Project Description Section, it appears that a diversion of the watershed has already occurred since runoff from some parcels within the DEIR project area north of Norris Canyon Road is conveyed to the south by the City's storm drain system. In general, the Flood Control District does not allow diversions of the watershed. Since the diversion has already occurred and been in place for some time, we recommend that the City verify that South San Ramon Creek has adequate capacity to handle the additional flows caused by the original diversion.

2. We recommend that the EIR stipulate that future developments design and construct storm drain facilities to adequately collect and convey stormwater runoff, without further diversion of the watershed, entering or originating within the development to the nearest natural watercourse or adequate man-made drainage facility.
3. The DEIR indicates that "there are no known deficiencies within the existing drainage system". Based on this phrase alone it is not clear what efforts were made to determine whether or not deficiencies existed. Further detail should be provided on what research was done to arrive at the conclusion that there are no known deficiencies or we recommend that the adequacy and stability of the drainage facilities within the project area be studied to determine if local drainage design criteria are met. If those are not met, then the DEIR should discuss the potential impacts and propose mitigation measures to address those impacts.
4. The proposed project is located in unformed Drainage Areas 94 and 75, unformed drainage areas. Therefore there would be no drainage area fees due for development within the DEIR project area at this time.
5. We recommend that all developments in the San Ramon Creek Watershed be required to mitigate their adverse drainage impact upon the natural creeks. The following should be added to the mitigation measures for the future developments:

3

4

5

Mitigation for San Ramon Creek

- Mitigate the impact of additional stormwater runoff from those developments on San Ramon Creek by either of the following methods:

6

- a. Remove 1 cubic yard of channel excavation material from the inadequate portion of San Ramon Creek for each 50 square feet of new impervious surface area created by the development. All excavated material shall be disposed of off-site by the developer at his own cost. The site selection, land rights, and construction staking will be performed by the Contra Costa County Flood Control & Water Conservation District (FC District).

OR, upon written request by the developer:

- b. Provide for a cash payment in lieu of actual excavation and removal of material from the inadequate portion of San Ramon Creek. The cash payment will be calculated at a rate of \$0.10 per square foot of new impervious surface area created by the development. The added impervious surface area created by the development will be based on the FC District's standard impervious surface area ordinance. The FC District will use these funds to work on San Ramon Creek annually.

6
CONT

We appreciate the opportunity to review projects involving drainage matters and welcome continued coordination. If you should have any questions, please call me at (925) 313-2179 or e-mail me at kschu@pw.cccounty.us; alternately, you may contact Teri Rie at (925) 313-2363 or trie@pw.cccounty.us.

7

Sincerely,

Kara Schuh-Garibay
Civil Engineer
Contra Costa County Flood Control
& Water Conservation District
(925) 313-2179

Contra Costa County Flood Control & Water Conservation District (CCCFC)

Response to CCCFC-1

The agency provided introductory remarks to preface its comments. No response is necessary.

Response to CCCFC-2

The agency indicated that the description of the San Ramon Creek watershed and Watson Canyon Drainage watershed incorrectly stated that the boundary between the two watersheds was Crow Canyon Road. The agency indicated that its maps depicted the boundary along Norris Canyon Road.

The agency also noted that Exhibit 2-15 in the Draft EIR indicated that man-made diversions of the watershed may have occurred north of Norris Canyon Road, resulting in those parcels draining to the Watson Canyon Drainage watershed. The agency indicated that it generally does not allow such diversions, but since these have already occurred, the City should verify that South San Ramon Creek has adequate capacity to accommodate the additional flows caused by the diversion.

The description of the watershed boundaries has been corrected and is noted in Section 5, Errata.

Regarding the existing man-made diversions, these are believed to date back to the original development of the parcels, which occurred in the 1970s and 1980s. As such, runoff from this area has been draining into the Watson Canyon Drainage (and ultimately South San Ramon Creek) for 30 years or more without significant downstream drainage problems.

Response to CCCFC-3

The agency recommended that the EIR require that new developments design and construct storm drainage facilities to adequately collect and convey stormwater runoff without further diversion of the watershed.

The proposed North Camino Ramon Specific Plan seeks to rely on existing storm drainage infrastructure as much as possible. For those properties within the Specific Plan area that employ existing man-made diversions to the Watson Canyon Drainage watersheds, the City of San Ramon does not anticipate it will alter this existing condition unless compelling circumstances warrant otherwise. Likewise, properties that currently drain to their natural watershed would be expected to continue to do so, as the current storm drainage system facilitates this drainage pattern. As such, the City of San Ramon does not foresee further diversion of the watershed.

Response to CCCFC-4

The agency cited a statement in the Draft EIR on page 2-54 stating that “there are no known deficiencies within the existing drainage system” and indicated that it was not clear what efforts were made to determine whether or not deficiencies exist. The agency requested further detail about what research was done to arrive at the conclusion. The agency stated that if this statement is not correct, the EIR should discuss potential impacts and proposed mitigation to address those impacts.

Ruggeri, Jensen, Azar, Engineers, Planners, and Surveyors (RJA) developed the utility systems portion of the North Camino Ramon Specific Plan. RJA confirmed with City staff that the existing storm drainage system was designed to meet the 10-year storm conveyance requirements. RJA also confirmed with City staff that there were no known flooding, capacity, or other deficiencies with the existing storm drainage system.

Finally, City of San Ramon staff confirmed that there have been no flooding episodes or complaints about flooding associated with the storm drainage system that serves the Specific Plan area. Absent any evidence indicating that there are known deficiencies with the existing storm drainage system, there is no reason to believe that the statement in the Draft EIR is incorrect.

Response to CCCFC-5

The agency indicated that the Specific Plan boundaries are located in unformed Drainage Areas 94 and 75; therefore, no drainage fees would be required for development that occurs within this area. No response is necessary.

Response to CCCFC-6

The agency recommended that all development that occurs within the San Ramon Creek watershed be required to mitigate its adverse drainage impact by removing 1 cubic yard of channel excavation material from the inadequate portion of San Ramon Creek for each 50 square feet of new impervious surface area created by the development. The Flood Control & Water Conservation District would allow the developer to either perform the work itself or provide a cash payment to the agency to perform the work.

As stated in the Draft EIR on page 2-54, new development that occurs pursuant to the Specific Plan will be required to achieve no net increase in the quantity, duration, or peak flow of runoff into downstream waterways, including San Ramon Creek. As such, any existing downstream deficiencies within San Ramon Creek would not be exacerbated by buildout of the Specific Plan. For these reasons, the agency's proposed mitigation measure would not be necessary to mitigate impacts to San Ramon Creek.

Response to CCCFC-7

The agency provided concluding remarks to close its letter. No response is necessary.

**Department of
Conservation &
Development**

30 Muir Road
Martinez, CA 94553-4601

Phone: 1-855-323-2626

March 26, 2012

City of San Ramon
Planning/Community Development Department
2226 Camino Ramon
San Ramon, CA 94583
Attn: Mr. Lauren Barr, Senior Planner

RE: North Camino Ramon Specific Plan – Draft Environmental Impact Report

Dear Mr. Barr:

Please accept these comments from the Contra Costa County Department of Conservation and Development on the subject document.

The County's understanding is that the proposed plan accommodates 4,386,000 square feet of new commercial development and 1,650,000 square feet of new residential development resulting in 49,250 net new daily vehicle trips.

Page 3.12-6: Existing Traffic Conditions Analysis: Please expand on the description of how the study intersections were selected and provide the methodology that was used in selecting the intersections.

Absent a quantified methodology indicating the distribution of forecasted project trips the County requests that the following intersections be added to the analysis:

- Danville Boulevard/Stone Valley Road:
- Stone Valley Road/I-680 Northbound Ramps
- Stone Valley Road/I-680 Southbound Ramps
- Danville Boulevard/La Serena Avenue
- Danville Boulevard/Hemme Avenue
- Danville Boulevard/Camille Avenue

Page 3.12-45: Trip Generation: There is a summary table included in this section (Table 3.12-7: Net New Trips Over Existing Conditions with Development of Plan). Please provide a more detailed table quantifying rates, square feet, units, etc.

Page 3.12 – 69 Trip Distribution: Please elaborate on the methodology used to establish the noted trip distribution. In particular, the previous traffic reports and any origin/destination analysis.

**Contra
Costa
County**



RECEIVED

APR 3 - 2012

**CITY OF SAN RAMON
PLANNING SERVICES**

Catherine Kutsuris
Director

Aruna Bhat
Deputy Director
Community Development Division

Jason Crapo
Deputy Director
Building Inspection Division

Steven Goetz
Deputy Director
Transportation, Conservation and
Redevelopment Programs

DC&D
Page 1 of 2

1

2

3

4

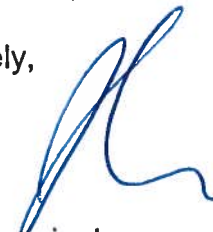
The analysis shows that interstate 680 will experience 200-700 additional pm peak hour trips in the existing plus project and 2,000-3,000 additional pm peak hour trips in the cumulative plus project condition. The model should be amended or additional discussion included to reflect the effect of these additional freeway trips on Danville Boulevard. As Danville Boulevard is often used as a bypass when the freeway is congested, the intersection analysis should account for additional trips diverting from the freeway onto Danville Boulevard.

5

Thank you for the opportunity to comment on this important plan.

6

Sincerely,



John Cunningham,
Senior Transportation Planner

cc: M. Halle, Public Works Department
L. Bobadilla, City of San Ramon

Contra Costa County Department of Conservation & Development (DC&D)

Response to DC&D-1

The agency provided introductory remarks to preface its comments. No response is necessary.

Response to DC&D-2

The agency requested that additional description of how the study intersections be provided, including the methodology used in the selection process. The agency requested that six intersections in Alamo be studied.

The scope of the Draft EIR’s traffic analysis, including the specific intersections that were evaluated, was developed by the City of San Ramon using guidance set forth in the CCTA’s Technical Procedures Manual, which states that “The analysis should include any signalized intersection to which at least 50 project trips would be added. Engineering judgment may be used to eliminate intersections from the analysis that are not controlling intersections or where critical movements are not affected as the project only adds through movements.”

Generally, study intersections consisted of all existing intersections within the 295-gross acre Specific Plan area, as well as nearby intersections on the major roadways that traverse the Specific Plan area (Crow Canyon Road, Alcosta Boulevard, Camino Ramon, Norris Canyon Road, and San Ramon Valley Boulevard), as these are the locations that would experience the most significant changes in peak-hour traffic volumes as a result of Specific Plan buildout.

Regarding the agency’s request that six intersections in Alamo be studied, all of these facilities are a minimum of 4 miles from the Specific Plan boundaries. These intersections are sufficiently far enough away that they would not experience significant changes in peak-hour traffic volumes as a result of Specific Plan buildout. As such, studying these intersections would provide no meaningful insight into project-related traffic impacts.

Response to DC&D-3

The agency referenced Table 3.12-7, which summarized the net increase in trip generation relative to existing trip generation, and requested that a more detailed table be provided that includes trip rates, square feet, units, and similar items.

The requested information is available in Appendix E of the Draft EIR on pages 65 through 95.

Response to DC&D-4

The agency requested more information about the methodology used to establish the trip distribution, in particular any traffic reports or origin/destination analysis.

The trip distribution was developed from existing traffic counts and travel patterns, and previous traffic reports, including the City of San Ramon General Plan 2030 EIR and the San Ramon City Center EIR. These documents are available on the City of San Ramon’s website.

Response to DC&D-5

The agency noted that the traffic analysis indicated that I-680 would experience 200 to 700 additional PM peak-hour trips during Existing Plus Project conditions and 2,000 to 3,000 additional PM peak-hour trips during Year 2030 Cumulative conditions. The agency stated that the traffic model should be amended or additional discussion should be provided to reflect the effect of these additional freeway trips on Danville Boulevard, which is often used as a bypass when the freeway is congested.

As shown in Exhibits 3.12-8a and 3.12-8b, the proposed project would add 476 PM peak-hour trips to northbound I-680 at Crow Canyon Road and 34 trips PM peak-hour trips to northbound I-680 at Bollinger Canyon Road, and it would receive 525 PM peak-hour trips exiting southbound I-680 at Crow Canyon Road under the Existing Plus Project scenario¹. In total, the project would add 510 PM peak-hour trips to northbound I-680 north of the Crow Canyon Road interchange and 525 PM peak-hour trips to southbound I-680 north of the Crow Canyon Road interchange.

For comparison purposes, as shown in Table 3.12-4, northbound I-680 north of the Crow Canyon Road interchange has an existing PM peak-hour traffic volume of 6,852 vehicles, and southbound I-680 north of the Crow Canyon Road interchange has an existing PM peak-hour traffic volume of 6,418 vehicles. The proposed project's additional trips would represent approximately 7 percent northbound and approximately 8 percent southbound of total freeway traffic.

As shown in Table 3.12-12, comparing the Cumulative No Project scenario to the Cumulative Plus Project scenario indicates that the buildout of the Plan would add 124 PM peak-hour trips to northbound I-680 north of Crow Canyon Road and 124 PM peak-hour trips to southbound I-680 north of Crow Canyon Road. Under the Cumulative No Project scenario, northbound I-680 north of the Crow Canyon Road interchange is projected to have a PM peak-hour volume of 9,088 vehicles, and southbound I-680 north of the Crow Canyon Road interchange is projected to have a PM peak-hour traffic volume of 8,334 vehicles. The proposed project's additional trips would represent less than 2 percent of total freeway traffic for each respective direction.

This indicates that the proposed project would not be a significant generator of trips to I-680 north of the Crow Canyon Road interchange and, therefore, would not be a significant contributor to any bypass traffic that uses Danville Boulevard through Alamo.

Furthermore, the traffic conditions represented by the Existing Plus Project and Year 2030 Cumulative scenarios are intended to represent typical weekday peak-hour conditions; they are not intended to represent unusual or atypical conditions such as a major accidents, special events, road construction, or other activities that may cause short-term congestion and prompt motorists to divert

¹ Note that project trips traveling onto southbound I-680 south of Crow Canyon Road or exiting from northbound I-680 at Crow Canyon Road have been omitted, since the agency's primary concern is Danville Boulevard in Alamo, which is located north of the Specific Plan area.

from their normal travel patterns. As such, it is not necessary to amend the model or include additional discussion about Danville Boulevard serving as a bypass when I-680 is congested.

Response to DC&D-6

The agency provided concluding remarks to close its letter. No response is necessary.



*"Small Town Atmosphere
Outstanding Quality of Life"*

Sent via electronic mail

RECEIVED

March 26, 2012

MAR 26 2012

Lauren Barr, Senior Planner
Planning/Community Development Department
Planning Services Division
City of San Ramon
2401 Crow Canyon Road
San Ramon, CA 94583

CITY OF SAN RAMON
PLANNING SERVICES

RE: Comments by the Town of Danville on the proposed North Camino Ramon Specific Plan - Draft Environmental Impact Report

Dear Mr. Barr:

The Town of Danville is in receipt of the City of San Ramon's North Camino Ramon Specific Plan (NCRSP) - Draft Environmental Impact Report (DEIR). The report provides an analysis on the proposed development of approximately 6.72 million square feet of commercial and residential land uses, of which approximately 5.98 million square feet would consist of new development, on approximately 295 gross acres located in the northern portion of San Ramon immediately south of the Town of Danville's city limit line.

1

We appreciate the opportunity to review this project, and our review will focus primarily on potential traffic-related impacts that the project could have upon the Town, the subregion and the region. Of specific concern to the Town is how the proposed new development within the Specific Plan could potentially affect regional traffic on Interstate 680 and the diversion of traffic from the interstate to alternative paralleling surface routes running north and south through the San Ramon Valley.

2

1. **Level of Service Methodology:** The DEIR states that the City of San Ramon uses the intersection Level of Service (LOS) analysis methodology required by the Contra Costa Transportation Authority's (CCTA) Technical Procedures, termed CCTALOS" [DEIR Page 3.12-7]. It is an important clarification to note that this selected methodology for calculating LOS is merely a minimum requirement.

3

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

Administration
(925) 314-3388

Building
(925) 314-3330

Engineering & Planning
(925) 314-3310

Transportation
(925) 314-3310

Maintenance
(925) 314-3450

Police
(925) 314-3410

Parks and Recreation
(925) 314-3400

March 26, 2012
Page 2

It is generally recognized that CCTALOS is a "planning methodology," is not intended for the detailed analysis of intersection operations, and has a number of shortcomings as noted by CCTA's Technical Procedures manual which states that "potential impacts from vehicle queuing may not be evident from the use of the Authority's LOS methodology alone" and that "local jurisdictions may need to use additional intersection analysis programs, such as Synchro or HCS-Signal, to documents queue lengths adequately."

The Town utilizes Synchro, an intersection analysis software that is based on the Highway Capacity Manual (HCM) that is capable of determining the full extent of the potential traffic impact of proposed new development, as a means of determining the most appropriate mitigations. Therefore, as a community that is located immediately to the north of the Specific Plan area, the Town encourages the project DEIR to also utilize a HCM-based intersection analysis software to study the impact of the proposed development.

2. **Traffic Study Intersections:** The DEIR analyzes focused study intersections located within or at the boundary of the Specific Plan area. Given the regional nature of the NCRSP, which would allow for growth equivalent to a doubling of the existing square footage, the Town requests that the traffic analysis include the following study intersections within Danville:

- San Ramon Valley Boulevard/Fostoria Way
- San Ramon Valley Boulevard/Greenbrook Drive
- San Ramon Valley Boulevard/Sycamore Valley Road
- Camino Ramon/Fostoria Way
- Camino Ramon/Greenbrook Drive
- Camino Ramon/Sycamore Valley Road

Given that these intersections are located within Danville, it is appropriate to study these intersections utilizing HCM methodology as a method of providing an equivalent comparison of the study intersections' performance based on previous studies that have included these intersections.

3. **Extension of Alcosta Boulevard:** The NCRSP proposes to extend Alcosta Boulevard, northward and westward into Danville, ultimately connecting with Fostoria Way at its eastern terminus. Please note that while this roadway proposes to extend into the Town limits, it does not exist (nor would it be envisioned) within the Danville's General Plan.

3
CONT

4

5

March 26, 2012
Page 3

Regardless, the DEIR does not analyze the impact of this new roadway connection in either the Existing Plus Project or the Cumulative Scenarios. Given the potential impacts resulting from this extension, including traffic re-distribution among the local roadway network, it would be appropriate for the DEIR to include an analysis of the traffic redistribution resulting from the new roadway connection.

5
CONT

- 4. **Internal Trip Reductions:** The traffic analysis in the DEIR utilizes a number of trip reduction factors that, as a net effect, lowers the overall number of traffic trips that would impact the roadway network during the peak hours. One reduction, referred to as "internal trip reductions," were made based on the acknowledgement that - given the variety of land uses - some trips generated by the project would not necessarily leave the project site during the peak hours.

While the DEIR refers to ITE's "Multi-Use Internalization Methodology" (page 3.12-45), it does not state the internal capture rate that is utilized in the traffic analysis nor does it specify how the rate is applied to each land use within the Specific Plan area. It would be appropriate to identify the rate of internal trip reduction, as it is applied to each land use category within each of the Specific Plan area "blocks," in the Trip Generation table that is typically included as a part of a traffic study.

6

- 5. **Pass-by Trip Reductions:** The traffic analysis in the DEIR also applied a trip reduction factor to the retail component of the proposed project (page 3.12-46). Pass-by trips are trips passing by on adjacent streets and stopping at the project as an intermediate stop between the origin and destination (e.g., between office and home). Similar to the comment noted above, the DEIR does not state the actual pass-by trip reduction rate that is utilized in the traffic analysis nor does it specify how the rate is applied to each land use within the Specific Plan area.

7

Therefore, it would also be appropriate to identify the rate of pass-by trip reductions, as it is applied to each land use category within each of the Specific Plan area "blocks," in the Trip Generation table that is typically included as a part of a traffic study.

- 6. **TDM and Transit Trip Reductions:** The traffic analysis in the DEIR utilizes an 8 percent trip reduction factor for general office use and 4 percent for medical/dental offices, based on the active transportation demand management (TDM) program in the Bishop Ranch Business Park. The CCTA's Technical Procedures establishes a range of allowable adjustment range based on local experience.

8

March 26, 2012
Page 4

Therefore, it would be appropriate to include in the Technical Appendix the basis for these TDM percentage reductions, and illustrate how this trip rate reduction is applied to each land use category within each of the Specific Plan area "blocks," in the Trip Generation table that is typically included as a part of a traffic study.

8
CONT

- 7. Trip Generation Table:** A traffic impact study should include a trip generation table that outlines in detail the trips generated by each land use category (preferably organized by each Specific Plan "block"), the trip generation rate used, and the trip reductions that have been applied to each land use category.

While the DEIR provides a summary of the project's trip generation (Table 3.12-7, page 3.12-49), it does not document the trip generation rate for each land use nor does it document how the trip reduction rates (internal trip capture, pass-by trips, TDM reductions) were applied to each land use. It would be appropriate for the DEIR to include a detailed matrix that demonstrates how project trips, by land use category, were generated; and how trip reductions were applied.

9

- 8. Trip Distribution:** The DEIR currently assigns an extremely low percentage (3%) of the project trip distribution to San Ramon Valley Boulevard, which is designated as a Regional Route of Significance and widely recognized as a parallel route that is often impacted by diverted traffic from I-680.

It would be appropriate to document in greater detail why the trip assignment to this regional route is at such a low percentage, particularly in light of the documented traffic congestion at the I-680/Crow Canyon Road intersection (No. 5) during the PM Peak in the Existing Plus Project scenario (0.94/LOS "E"). This high congestion level, particularly given that it was calculated using the CCTALOS methodology, would indicate a near daily diversion of northbound PM peak hour traffic onto San Ramon Valley Boulevard as a detour route.

10

Additionally, the DEIR does not analyze traffic diversion on Camino Ramon, which is the eastside north-south paralleling major collector road. Further, despite land use intensification immediately south of Fostoria Way, the DEIR states that the proposed project would not generate any northbound or eastbound traffic trips to and from the project site into the Town of Danville at the intersections of Fostoria Way/Camino Ramon and Fostoria Way/eastern driveway of Costco (Exhibit 3.12-8a, page 3.12-58, Intersection No. 1). It would be appropriate to document the reasons for the lack of project trips in the eastbound and northbound directions.

March 26, 2012
Page 5

9. **Cumulative Scenario:** The traffic analysis in the DEIR reports a significant improvement at a number of key intersections in the Cumulative Plus Project scenario (Table 3.12-11, page 3.12-73), which is generally the most congested scenario in light of the fact that the Cumulative scenario accounts for the impact of future growth within and outside of the immediate project area. Specifically, the following intersections show a significant improvement:

No.	Intersection	Existing + Project	Cumulative + Project
5	Crow Canyon Rd/I-680 NB Ramp	0.94/E	0.66/B
6	Crow Canyon Rd/Crow Canyon Pl	0.92/E	0.84/D
16	Bollinger Canyon Rd/I-680 NB Ramp	0.90/E	0.67/B

It would be appropriate to provide a more detailed analysis that documents the reasons for significant improvement in traffic conditions in cumulative scenario.

10. **Borel Property:** The 16.65-acre Armand Borel property (APN 218-090-031), which abuts the northwest corner of the NCRSP project area and located within the Town of Danville, carries land use designations dating back to the 1988 Town approval of General Plan Amendment Study GPA 85-2 (covering a 66.65 acre study area) that would provide for some mixture of residential use (a range of 3.5 to 4.5 acres at the northern limit of the property for Residential- Single Family-Medium Density 3-5 units per acre) and commercial use. While the land use approvals associated with GPA 85-2 has not yet been exercised, it is important that the DEIR traffic analysis accounts for the project traffic associated with this land use approval.

11. **Traffic Modeling/Traffic Area Zone adjustments:** Consistent with our discussion at a Danville/San Ramon staff meeting on July 20, 2011, the Town - as a part of its General Plan Update efforts - discovered a number of significant inaccuracies associated with a number of the Countywide Travel Demand Model's Traffic Area Zones (TAZs) within a significant portion of the northern NCRSP area. The TAZs did not accurately reflect existing housing and employment numbers. Given that the information in these TAZs serve as the foundation for accurate forecasting, it is important to document that the appropriate changes - provided by the Town on July 20, 2011 - have been incorporated.

12. **I-680/Norris Canyon HOV On-Off Ramps:** The NCRSP discusses the high occupancy vehicle-only ramps to/from Norris Canyon Road (page 2-37), but does not appear to address the impact (or improvement) of these ramps on the future circulation of the Specific Plan area in the cumulative scenario. It would appear to

11

12

13

14

March 26, 2012
Page 6

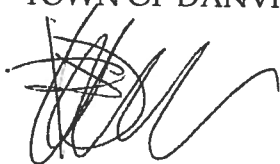
be appropriate to include an analysis, either quantitative or qualitative, of these programmed HOV ramps in the DEIR.

14
CONT

Again, we appreciate the opportunity to comment. If you have any questions regarding this letter, please do not hesitate to contact me at (925) 314-3313 or twilliams@danville.ca.gov

15

Sincerely,
TOWN OF DANVILLE



Tai J. Williams
Transportation Services Director

c: Town Council
Town Manager
Transportation staff
Development Services Director
Chief of Planning

Town of Danville (DANVILLE)

Response to DANVILLE-1

The agency summarized the project characteristics. No response is necessary.

Response to DANVILLE-2

The agency indicated that traffic is its primary concern, particularly impacts to I-680 and parallel surface streets that may serve as alternative routes to the freeway. The agency's specific comments on traffic are addressed in Response to DANVILLE-3 through Response to DANVILLE-14.

Response to DANVILLE-3

The agency noted that using CCTA methodology is merely a minimum requirement and is a "planning methodology" that is not intended for detailed analysis of intersection operations. The agency stated that the CCTA's Technical Procedures manual indicates that local jurisdictions may need to use additional intersection analysis programs such as Synchro or HCS-Signal to document queue lengths adequately. The agency noted that it uses Synchro and stated that it encourages the City of San Ramon to use a Highway Capacity Manual-based intersection analysis software to study the impact of the proposed project.

The CCTA Technical Procedures Manual states the following:

All participating jurisdictions must use the adopted LOS methodology in developing their General Plan Growth Management Element, monitoring LOS at Reporting Intersections, and preparing traffic impact studies. A jurisdiction may undertake additional analysis if desired. An example of such a supplemental analysis of delay is described in Section 7.3. At a minimum, however, a local jurisdiction must use the Authority's LOS method to comply with the GMP. If a jurisdiction elects to use another method for calculating LOS, it must be used in addition to the adopted methodology described in this section.

To summarize, the CCTA Technical Procedures Manual establishes that use of CCTA methodology is mandatory, with local jurisdictions having the discretion to use other methods if warranted. In this case, because the North Camino Ramon Specific Plan Draft EIR is a program-level document, the City of San Ramon elected to use CCTA methodology solely as the basis for evaluating traffic impacts, as this provides an appropriate level of analysis for this type of CEQA document. This level of analysis allows for the identification of major traffic improvements such as additional lanes on roadways or at intersections (refer to Mitigation Measures TRANS-1a through TRANS-1c).

Performing more detailed analysis (e.g., queuing) is premature, given the programmatic nature of the analysis. The City of San Ramon recognizes that more detailed evaluation of traffic will be required as part of the review of individual development applications that occur pursuant to the Specific Plan.

When those evaluations occur, it is anticipated that Highway Capacity Manual-based intersection analysis software will be employed.

Response to DANVILLE-4

The agency recommended that six additional study intersections be evaluated, including San Ramon Valley Boulevard/Fostoria Way, San Ramon Valley Boulevard/Greenbrook Drive, San Ramon Valley Boulevard/Sycamore Valley Road, Camino Ramon/Fostoria Way, Camino Ramon/Greenbrook Drive, and Camino Ramon/Sycamore Valley Road.

First, the intersection of Camino Ramon/Fostoria Way² was studied; refer to Exhibit 3.12-1.

As discussed in Response to DC&D-2, the City of San Ramon selected study intersections using guidance set forth in the CCTA’s Technical Procedures Manual, which states that “The analysis should include any signalized intersection to which at least 50 project trips would be added. Engineering judgment may be used to eliminate intersections from the analysis that are not controlling intersections or where critical movements are not affected as the project only adds through movements.”

Generally, study intersections consisted of all existing intersections within the 295-gross-acre Specific Plan area, as well as nearby intersections on the major roadways that traverse the Specific Plan area (Crow Canyon Road, Alcosta Boulevard, Camino Ramon, Norris Canyon Road, and San Ramon Valley Boulevard), since these are the locations that would experience the most significant changes in peak-hour traffic volumes as a result of Specific Plan buildout.

Regarding the five intersections mentioned by the Town of Danville, it should be noted that a comparison between the Year 2030 Cumulative No Project Condition and the Year 2030 Cumulative Plus Project Condition (see Exhibits 3.12-11a and b and Exhibits 3.12-12a and b) indicates that traffic volumes for movements entering and exiting Danville at the Camino Ramon/Fostoria Way/Crow Canyon Place and San Ramon Valley Boulevard/Crow Canyon Road intersections will remain approximately the same or slightly decrease. Therefore, intersections along San Ramon Valley Boulevard and Camino Ramon in Danville would not experience significant changes in traffic volumes, and studying these intersections would not provide any meaningful insight into project-related traffic impacts.

Response to DANVILLE-5

The agency noted that the North Camino Ramon Specific Plan proposes to extend Alcosta Boulevard from Crow Canyon Road to Fostoria Way and stated that the Town of Danville General Plan does not contemplate such an improvement. The agency noted that the Draft EIR did not evaluate the impact of this new roadway connection under either the Existing Plus Project or the Year 2030 Cumulative

² There are two intersections that are named “Camino Ramon/Fostoria Way.” Both were studied and were given the following names to distinguish between them: “Fostoria Way/Camino Ramon/Crow Canyon Place” (Study Intersection No. 1) and “Fostoria Way/Camino Ramon/Costco Driveway” (Study Intersection No. 2).

scenario and, thus, does not address the potential for traffic re-distribution within the local roadway network.

To clarify, the proposed Alcosta Boulevard extension is identified in the City of San Ramon General Plan 2030 (as set forth in Implementing Policy 5.4-I-4). The North Camino Ramon Specific Plan references and incorporates this planned improvement into its circulation plan.

The Existing Plus Project traffic scenario did not account for the Alcosta Boulevard extension because this roadway does not currently exist. As such, this scenario appropriately omitted this planned improvement.

The Year 2030 Cumulative scenario did account for the Alcosta Boulevard extension and associated re-distribution of traffic; refer to page 3.12-71 of the Draft EIR. The peak-hour turning movement volumes were generated using the latest CCCTA regional travel demand forecasting model reflecting future land use and circulation forecasts, consistent with the City of San Ramon General Plan 2030 EIR.

Response to DANVILLE-6

The agency referenced the internal capture reductions used in the trip generation calculation and requested that the rates be identified for each land use category within each of the Specific Plan blocks.

The requested information is provided in Draft EIR Appendix E on pages 65 through 95.

Response to DANVILLE-7

The agency referenced the pass-by trip reductions used in the trip generation calculation and requested that the rates be identified for each land use category within each of the Specific Plan blocks

The requested information is provided in Draft EIR Appendix E on pages 65 through 95.

Response to DANVILLE-8

The agency referenced the Transportation Demand Management and Transit reductions used in the trip generation calculation and requested specific information about the basis for the rates used and how they were applied to each land use category within each of the Specific Plan blocks.

The requested information is provided in Draft EIR Appendix E on pages 65 through 95.

Response to DANVILLE-9

The agency requested a trip generation table that outlines trips generated by each land use category, preferable by Specific Plan block, including rates and reductions by land use category.

The requested information is provided in Draft EIR Appendix E on pages 65 through 95.

Response to DANVILLE-10

The agency stated that the traffic analysis assigned 3 percent of project trip distribution to San Ramon Valley Boulevard, which is a parallel route to I-680 and is often impacted by diverted freeway traffic. The agency requested greater detail about why the trip assignment to this route used such a low percentage in light of traffic congestion at Crow Canyon Road/Crow Canyon Place, which implies that motorists are diverting onto northbound San Ramon Valley Boulevard during the PM peak hour. The agency also indicated that the traffic analysis did not evaluate a traffic diversion onto Camino Ramon in Danville, which parallels I-680 to the east. The agency requested documentation for the reasons for the lack of project trips in the northbound and eastbound directions.

The trip distribution was based on existing traffic counts and travel patterns, and previous traffic reports, including the City of San Ramon General Plan 2030 EIR and the San Ramon City Center EIR for the Existing Plus Project scenario only. The distribution of trips for the Year 2030 Cumulative scenario were developed from the CCTA regional travel demand forecasting model, as documented on page 3.12-72:

The traffic forecasting process compared the plus project model results with the no project model results and calculated the net difference in peak-hour roadway segment and freeway segment volumes. The net incremental difference was then added or subtracted to the Cumulative No Project volumes at each intersection approach, and distributed to the intersection turning movements based on the Cumulative No Project movements. The resulting turning movement volumes reflect the Cumulative plus Project peak-hour traffic volumes.

As previously stated, comparing the peak-hour volumes for the Year 2030 Cumulative No Project with Year 2030 Cumulative Plus Project scenarios at the Camino Ramon/Fostoria Way/Crow Canyon Place and San Ramon Valley Boulevard/Crow Canyon Road intersections indicates that traffic volumes will approximately remain the same or slightly decrease for the traffic traveling along Camino Ramon and San Ramon Valley Boulevard into and out of Danville. Therefore, the model assigned site-generated trips traveling to and from the north to other routes.

Response to DANVILLE-11

The agency noted that the traffic analysis indicates significant improvement in intersection operations during the Year 2030 Cumulative Plus Project scenario and requested further explanation about why operations would improve at Crow Canyon Road/I-680 Northbound Ramps, Crow Canyon Road/Crow Canyon Place, and Bollinger Canyon Road/I-680 Northbound Ramps.

The reduction in volume-to-capacity ratio (v/c) and LOS at these particular intersections can be attributed to proposed roadway improvements providing additional capacity at the freeway intersections and proposed timing improvements at the Crow Canyon Road/Crow Canyon Place intersection. In addition, other roadway capacity improvements in the Plan Area and regionally, and

a redistribution of traffic due to the proposed land use mix in the Plan Area and to account for the roadway improvements resulted in the v/c and LOS in the Year 2030 Cumulative scenarios.

Response to DANVILLE-12

The agency referenced the 16.65-acre Borel Property at the northwest corner of the Fostoria Way/Camino Ramon/Crow Canyon Place intersection, and indicated that the Town of Danville contemplates a mixture of residential and commercial uses on this property. The agency noted that although the land use approvals have not yet been exercised for this property, the Draft EIR's traffic analysis should account for the contemplated uses for this site.

The CCTA regional travel demand model for future years accounts for all future approved developments and land use modifications that are typically based on the General Plan designation. Currently, the Town of Danville General Plan designates this property "Commercial." As such, the CCTA model accounts for the future development of this property in its future Year 2030 Cumulative scenarios consistent with the proposed land uses in the Town of Danville's General Plan.

Response to DANVILLE-13

The agency referenced a meeting between the staffs of the City of San Ramon and Town of Danville that occurred in July 2011 and noted that a number of inaccuracies were found in the Countywide Travel Model Traffic Analysis Zones (TAZs) for the northern portion of the Specific Plan area at that meeting. The agency indicated that it wanted confirmation that the TAZs were corrected, based on the outcome of that meeting.

In accordance with the CCTA Technical Procedures, the most recent TAZ data were used in the traffic analysis for the Draft EIR.

Response to DANVILLE-14

The agency referenced the discussion of the Norris Canyon Road High Occupancy Vehicle ramps on page 2-37 and stated that the Draft EIR does not appear to address the impact of these ramps on future circulation under the Year 2030 Cumulative scenario. The agency stated that it would be appropriate to evaluate this improvement under that scenario.

The Norris Canyon Road High Occupancy Vehicle ramps are addressed in Master Response 3.

Response to DANVILLE-15

The agency provided concluding remarks to close its letter. No response is necessary.

RECEIVED

MAR 27 2012

CITY OF SAN RAMON
PLANNING SERVICES

RECEIVED

MAR 27 2012

CITY OF SAN RAMON
PLANNING SERVICES



**BAY AREA
AIR QUALITY
MANAGEMENT
DISTRICT**

March 27, 2012

Lauren Barr, Principal Planner
City of San Ramon
Planning/Community Development Department
Planning Services Division
2401 Crow Canyon Road
San Ramon, CA 94583

Subject: Draft Environmental Impact Report Prepared for the North Camino Ramon Specific Plan

Dear Mr. Barr,

Bay Area Air Quality Management District (District) staff reviewed the Draft Environmental Impact Report (DEIR) for the City of San Ramon's (City) North Camino Ramon Specific Plan (Plan). We support the City's commitment to implementing sustainability measures as part of the Plan which include a mix of land uses, a network of off-street pedestrian and bicycle facilities, enhancement of public spaces, reducing water demand, and parking management strategies.

District staff has the following specific comments on the environmental analysis in the DEIR.

Risks and Hazards Analysis

District staff supports the Plan's objective of minimizing adverse impacts to sensitive receptors through site planning and design techniques. We also support the inclusion of mitigation measure MM AIR-4, which directs future project applicants to utilize the District's roadway screening tools to assess local risk and hazard impacts. The District recommends that MM AIR-4 also reference the District's stationary source screening tools that allow for a location specific analysis. These tools can be downloaded at <http://www.baaqmd.gov/Divisions/Planning-and-Research/CEQA-GUIDELINES/Tools-and-Methodology.aspx>.

In addition, the District recommends that the Plan require analysis of potential new sources of pollution, including land uses that attract heavy duty diesel trucks, such as distribution centers and loading docks. These types of land uses can adversely impact nearby sensitive receptors if feasible mitigation measures are not applied to the project. These measures include:

- Require projects generating heavy duty truck traffic to designate truck routes that minimize exposure of sensitive receptors;
- For new projects that generate heavy duty truck traffic, require signage which reminds drivers that State law limits idling to five minutes;

- ALAMEDA COUNTY**
Tom Bates
Scott Haggerty
Jennifer Hosterman
Nate Milley
(Secretary)
- CONTRA COSTA COUNTY**
John Gioia
(Chairperson)
David Hudson
Mary Piepho
Mark Ross
- MARIN COUNTY**
Katie Rice
- NAPA COUNTY**
Brad Wagenknecht
- SAN FRANCISCO COUNTY**
John Avalos
Edwin M. Lee
Eric Mar
- SAN MATEO COUNTY**
Carole Groom
Carol Klatt
- SANTA CLARA COUNTY**
Susan Garner
Ash Kalra
(Vice-Chair)
Liz Kniss
Ken Yeager
- SOLANO COUNTY**
James Sperling
- SONOMA COUNTY**
Susan Gorin
Shirlee Zane
- Jack P. Broadbent
EXECUTIVE OFFICER/APCO

1
2
3

- Require the electrification of all loading docks and require that all heavy duty trucks plug into grid power and shut off their main engines to the extent feasible;
- Require operators of trucks delivering refrigerated goods to utilize a CARB-approved Transportation Refrigeration Unit (TRU) in lieu of utilizing the main engine; and
- Prohibit heavy duty truck parking in residential neighborhoods, or areas with other sensitive land uses

3
CONT

Criteria Pollutant Analysis

The traffic study used in the air quality analysis indicates that vehicle miles traveled will increase by 94%. This increase in VMT was found to be potentially significant and the DEIR references mitigation MM AIR-4 to reduce this impact below a level of significance. However, MM AIR-4 does not address VMT or reduce criteria pollutant emissions. Therefore, the following measures should be required of all new projects in addition to transportation demand measures that are already included in the Plan:

4

- Require commute-based trip reduction programs for businesses with 50 or more employees that may include transit subsidies, parking cash-out incentives, and carpool parking preferences;
- Require all businesses to provide bicycle facility amenities such as showers and lockers; and
- Require residential development to unbundle parking costs from rent or leases

Greenhouse Gas (GHG) Emissions Analysis

According to page 3.2-52 of the DEIR, the Plan utilizes the City's Climate Action Plan (CAP) to determine GHG emissions from implementation of the Plan would be *less than significant*. However, an environmental document that relies on a greenhouse gas reduction plan for a cumulative impacts analysis must identify measures specified in the greenhouse gas reduction plan which apply to later projects, and, if those measures are not otherwise required and enforceable, they should be incorporated as mitigation (see State CEQA Guidelines Section 15183.5).

5

We understand that several of the goals and policies in the Plan are consistent with the measures laid out in the CAP. However, a number of implementation actions in the CAP (e.g. E-1.2: require new development to achieve energy efficiency improvements consistent with state targets of 15%; E-2.2: achieve the state target of 20% reduction in water consumption; E-2.3: implement the state model water efficient landscape ordinance; E-3.3: continue to improve per capita solid waste rates, etc.) are briefly discussed in the Plan (e.g. Chapter Seven: Sustainability Guidelines) but it is not clear if these actions will be required of future projects within the Plan area. We recommend that the FEIR should provide a comprehensive analysis of all of the measures in the City's CAP and include in the Plan as mitigation those measures from the CAP that are not otherwise required to be implemented.

Mr. Barr

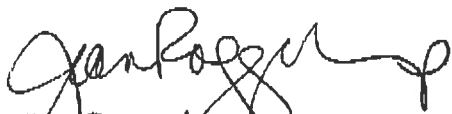
3

March 27, 2012

We appreciate the collaboration that the City and their consultants have provided to the District. District staff is available to assist in addressing these comments. If you have any questions, please contact Ian Peterson, Environmental Planner, at (415) 749-4783.

6

Sincerely,



Jean Roggenkamp
Deputy Air Pollution Control Officer

cc: BAAQMD Chair John Gioia
BAAQMD Director David Hudson
BAAQMD Director Mary Piepho
BAAQMD Director Mark Ross

Bay Area Air Quality Management District (BAAQMD)

Response to BAAQMD-1

The agency provided introductory remarks to preface its comments. No response is necessary.

Response to BAAQMD-2

The agency indicated its support for Mitigation Measure AIR-4, which concerns evaluation of toxic air contaminants for new residential uses developed pursuant to the Specific Plan, and recommended that the mitigation measure specifically reference the BAAQMD's screening tools.

Mitigation Measure AIR-4 includes a sentence reading: "Emissions from Interstate 680 shall be estimated using the BAAQMD roadway screening tool." As such, Mitigation Measure AIR-4 currently references the BAAQMD's screening tools. No further modifications are necessary.

Response to BAAQMD-3

The agency's noted that the Specific Plan's commercial uses have the potential to attract heavy duty diesel trucks and recommended a mitigation measure to protect sensitive receptors from toxic air contaminants. The agency's proposed mitigation measure would require (1) commercial uses generating heavy duty truck traffic to designate truck routes, (2) the posting of signage in loading dock areas advising truck drivers of state restrictions on idling, (3) installation of electrical outlets in loading areas to allow heavy duty trucks to plug into grid power instead of using the main engine, (4) the use of California Air Resources Board-approved Transportation Refrigeration Units in lieu of utilizing the main engine, and (5) prohibit heavy duty truck parking in residential areas or areas with sensitive land uses.

The Specific Plan contains a number of existing land uses that receive heavy duty diesel trucks deliveries on a regular basis. Examples include Lucky supermarket, the Shell gas station, the San Ramon Valley Unified School District maintenance facility, the San Ramon Post Office, the UPS facility, and the Toyota distribution facility. In addition, heavy duty diesel trucks serving the San Ramon Regional Medical Center and the Costco store in Danville travel on roadways within the Specific Plan area. As such, almost every existing road within the Specific Plan area is currently used by heavy duty diesel trucks, even if they are not officially designated as "truck routes."

New residential uses may be developed along existing public roadways and future public roadways contemplated by the Specific Plan. Because of the mixed-use characteristics of the Specific Plan, it is anticipated that trucks would be expected to use nearly all existing and future public roadways within the Specific Plan area. In cases where new residential uses are located in residential-only settings (e.g., an apartment complex), it would be expected that such uses would not be expected to receive heavy duty diesel trucks deliveries on a regular basis. However, because of the existing and planned characteristics of the Specific Plan area, it is not feasible to designate truck routes or restrict truck travel to such routes.

Regarding the agency's recommendations for signage, electrical outlets, and use of California Air Resources Board-approved transportation refrigeration units in lieu of main engines, these are superseded by state regulations that limit diesel engine idling to no more than 5 minutes. While measures that encourage alternatives to idling may be deemed to be appropriate for certain Specific Plan uses on a case-by-case basis, they would not be considered mitigation measures, since state regulations clearly establish a time limit on idling.

As for the agency's recommendation that heavy duty truck parking be prohibited in residential areas or areas with sensitive land uses, this is not considered feasible because of the planned mixed-use characteristics of the Specific Plan area. Trucks delivering to uses within the Specific Plan area may have a legitimate need to park (for example, because of federal limits on hours of service for drivers), and such parking areas may be near residential uses or sensitive receptors. Given the anticipated intensification of floor area ratio (FAR) within the Specific Plan area (from the current 0.3 FAR to as high as 0.7 FAR), areas suitable for truck parking would be expected to be very limited, but this is not expected to be a frequent or recurring activity that puts future residents at risk for unhealthful exposure to diesel exhaust.

Finally, Mitigation Measure AIR-4 requires new residential uses developed pursuant to the Specific Plan to evaluate Toxic Air Contaminant exposure using the BAAQMD's screening tools and ARB's Land Use Handbook. This is considered the most effective mitigation measure for addressing sensitive receptor exposure to diesel exhaust because it would allow for the most precise analysis of toxic air contaminant exposure in relation to residential receptors and, if necessary, the identification of appropriate measures to minimize exposure (such as the use of specific-types of filters of HVAC systems). Thus, the City of San Ramon believes that Mitigation Measure AIR-4 is the most appropriate and feasible method for mitigating sensitive receptor exposure to toxic air contaminants and can fully mitigate this potential impact to a level of less than significant.

Response to BAAQMD-4

The agency referenced the vehicle miles traveled (VMT) analysis on pages 3.2-43 and 3.2-44 (Impact AIR-1) and noted that the proposed project would increase VMT by 94 percent. The agency noted that the analysis stated that this was potentially significant and referenced Mitigation Measure AIR-4 to reduce this impact to a level of less than significant. The agency noted that Mitigation Measure AIR-4 did not contain any measures to reduce VMT and questioned the conclusion. The agency recommended that additional mitigation be required, including (1) requiring commute-based trip reduction programs for business with 50 or more employees, (2) requiring all business to provide bicycle facility amenities such as showers and lockers, and (3) requiring all residential development to unbundle parking costs from rent or leases.

Impact AIR-1 evaluated project consistency with the BAAQMD's Air Quality Plan. This analysis used three criteria to assess consistency:

- Criterion 1: Does the project support the primary goals of the Air Quality Plan?
- Criterion 2: Does the project include applicable control measures from the Air Quality Plan?
- Criterion 3: Does the project disrupt or hinder implementation of any Air Quality Plan measures?

The analysis for Criterion 1 discloses that Impact AIR-4, Sensitive Receptors, was found to be potentially significant. Impact AIR-4 is determined to be less than significant after incorporation of Mitigation Measure AIR-4. Therefore, the impact for Impact AIR-1 states “potentially significant impact” because Impact AIR-4 is potentially significant.

For the other two criteria, the analysis found that the proposed project would include applicable control measures from the Air Quality Plan and not disrupt or hinder implementation of any Air Quality Plan measures. For the third criterion, the analysis was supported by the VMT calculation in Table 3.2-11, which found that VMT would increase at a lower rate than the project population increase. As explained on page 3.2-44, the VMT per population would be significantly higher in the project area if not developed with the project. For this reason, the VMT increase was determined not to be significant and no mitigation was required.

In summary, the agency’s comment is predicated on the erroneous assumption that the VMT increase was found to be significant in the context of Criterion 3, which is not the case; only Criterion 1 was found to be potentially significant.

Response to BAAQMD-5

The agency stated that the finding of less than significant for cumulative greenhouse gas emissions based on implementation of the City’s Climate Action Plan (CAP) requires measures from the CAP that are not otherwise required or enforceable should be incorporated as mitigation measures in project EIRs. Specifically listed are energy efficiency improvements of at least 15 percent beyond Title 24 requirements and 20 percent reduction in water consumption consistent with state targets, and implementation of the water efficient landscape ordinance for projects within the Plan area. The North Camino Ramon Specific Plan includes Sustainability Guidelines in Chapter 7, but the implementation of the measures for individual future projects was not clear to the agency.

The North Camino Ramon Specific Plan provides the next step in the planning process implementing the General Plan and the Climate Action Plan. The Specific Plan provides a detailed vision for development of the Plan area that is fully consistent with the CAP as described in the Specific Plan and analyzed in the EIR. The final step in the planning process will occur when the City conducts its review of individual projects for consistency with the Specific Plan and City development standards. The Specific Plan on page 7-1 identifies the process for projects in the following paragraph:

The Design Guidelines in this Chapter apply to both public and private sector projects related to new buildings, parking lot/structure design and signage. They are drawn from observations of successful similar projects and well-accepted design

principles. While they are not hard and fast rules, any alternative approaches are expected to satisfy the intent of the Guidelines. In the event that no guideline exactly addresses a specific condition, the principles set forth in this Chapter will be used to determine acceptability.

The intent of these Design Guidelines is to:

- Encourage a diversity of project types and land use mixes.
- Avoid trendy designs in favor of timeless building styles.
- Emphasize ground-floor interest and detail to encourage a pedestrian environment.
- Enhance a sense of interconnectivity between buildings and neighborhoods within the Plan Area.
- Enhance the connectivity and visual relationships between buildings and public spaces.
- Encourage visual diversity.
- Emphasize a human scale.
- Encourage sustainability, Green building, and energy efficiency.

While the Guidelines provide some flexibility in implementation, the City clearly states in the Specific Plan that it will determine acceptability during project review. The City takes its plans seriously and will ensure that the land use and design measures are enforced during project review. No mitigation measures are needed to ensure implementation of land use and design measures included in the CAP.

The CAP includes several building related measures with percentage reduction targets as mentioned by the commenter. The City intends that compliance with these measures will be determined through a third-party green building rating program or alternative means acceptable to the City. Page 7-20 of the Specific Plan states:

The New building applicants are encouraged to participate in third party green building rating programs (Build It Green, LEED, etc.) as a mechanism to quantify the construction and operational sustainability for their projects. For Leadership in Energy and Environmental Design (LEED) rated projects, a minimum Gold Certification or higher is recommended for projects within the Plan Area. Rating systems, other than LEED, are recommended to achieve a corresponding level of efficiency and sustainability within the context of their own rating system.

If a project proponent chooses an alternative means of compliance, the City will approve any documentation submitted in support of energy and water efficiency improvements included in the project. This is reflected in Specific Plan Policy UTL 5.2.

Solid waste reductions are best achieved through citywide educational programs and services provided to all businesses and residents. The City already requires adequate space in waste receptacle storage areas to allow separation of recyclables from other waste. It is up to individual business owners and homeowners to choose to recycle. Therefore, the project will achieve solid waste reduction goals by participating in existing and future programs developed by the City for this purpose that are applicable to all.

Response to BAAQMD-6

The agency provided concluding remarks to close its letter. No response is necessary.



SAN RAMON VALLEY UNIFIED SCHOOL DISTRICT
3280-A Crow Canyon Road, San Ramon, CA 94583
FACILITIES DEVELOPMENT
Office (925) 552-5986 FAX (925) 328-0560

April 11, 2012

RECEIVED

APR 20 2012

City of San Ramon Planning Services Division
Lauren Barr, Senior Planner
2401 Crow Canyon Road
San Ramon, CA 94583

**CITY OF SAN RAMON
PLANNING SERVICES**

RE: North Camino Ramon Specific Plan, Draft Environmental Impact Report

Dear Mr. Barr,

Thank you for the opportunity to respond to the City of San Ramon's North Camino Ramon Specific Plan (NCRSP) Draft Environmental Impact Report. In the Executive Summary of the report it states that, "Development and land use activities contemplated by the Specific Plan would not result in a need for new or expanded school facilities or adverse impacts on education." This statement is incorrect as it relates to the NCRSP specifically and as it relates to the cumulative effect of future development within the City of San Ramon. Students generated by new growth within the NCRSP will result in the need for additional classrooms at all grade levels. Accommodating students from the NCRSP area exclusively or in conjunction with growth from other future developments may cause the need for additional classrooms, new school facilities, student diversions or potential boundary changes if students can't be accommodated within their existing residential boundaries.

On page 3.11-4 of the report it erroneously mentions that Bollinger Canyon Elementary School as one of four schools that would serve the NCRSP. Bollinger Canyon Elementary school boundary only serves students on the west side of I680. Greenbrook Elementary school would be the other school that serves the NCRSP. Greenbrook would house students on the north side of Crow Canyon Road and west of I680. Currently, there are no residential units planned for this section of the NCRSP. Therefore, the three schools that would serve the plan are Twin Creeks Elementary, Iron Horse Middle and California High Schools.

According to the North Camino Ramon Specific Plan, it is estimated that there could potentially be 1,500 new multi-family units developed. Based on current Student Generation Rates, this would generate approximately 270 additional Kindergarten through 5th grade students, 150 middle and 150 high school students. As stated above, the resident schools for these students would be Twin Creeks Elementary, Iron Horse Middle and California High Schools. Currently, each of these schools is either at capacity or over capacity with no additional space to accommodate students generated by new growth.

Below is a chart (See Exhibit A) showing future development planned within the City of San Ramon and more specifically within the Twin Creeks, Iron Horse and California High school boundaries:

**City of San Ramon Future Developments
Exhibit A**

Development	Resident Schools	Units	Housing Type	SFD	SFA	MF
CROW CANYON SPECIFIC PLAN						
Purdue/Omega	Twin Creeks /Iron Horse/Cal High	155	Multi-Family			155
Deerwood/Omega	Twin Creeks /Iron Horse/Cal High	344	Multi-Family			344
Deerwood/Old Crow Canyon	Twin Creeks /Iron Horse/Cal High	236	Multi-Family			236
Total		735		0	0	735
NORTHWEST SPECIFIC PLAN						
Chu Property	Twin Creeks /Iron Horse/Cal High	44	Single Family	44		
Faria Ranch	Twin Creeks /Iron Horse/Cal High	400	Single Family	400		
Faria Ranch	Twin Creeks /Iron Horse/Cal High	84	Single Family Attached		84	
Faria Ranch	Twin Creeks /Iron Horse/Cal High	216	Multi-Family			216
Total		744		444	84	216
NORTH CAMINO RAMON SPECIFIC PLAN						
Sub-Area A	Greenbrook Elem/Charlotte Wood Middle/SRVHS	0	Multi-Family			0
Sub-Area B	Greenbrook Elem/Charlotte Wood Middle/SRVHS	0	Multi-Family			0
Sub-Area C	Greenbrook Elem/Charlotte Wood Middle/SRVHS	0	Multi-Family			0
Sub-Area D	Twin Creeks /Iron Horse/Cal High	250	Multi-Family			250
Sub-Area E	Twin Creeks /Iron Horse/Cal High	440	Multi-Family			440
Sub-Area F	Twin Creeks /Iron Horse/Cal High	350	Multi-Family			350
Sub-Area G	Twin Creeks /Iron Horse/Cal High	460	Multi-Family			460
Total		1500		0	0	1500
CITY CENTER	Twin Creeks /Iron Horse/Cal High	488	Multi-Family			488
Total Future Housing Units	Twin Creeks /Iron Horse/Cal High	3467		444	84	2939

4 CONT.

As one can see from the chart above, the NCRSP is only a portion of the estimated future growth anticipated for development within the school boundary area being addressed. The district recently revised its Student Generation Factors based on new growth that has occurred over the last five years. The chart below (See Exhibit B) shows the factors that are applied to different housing types in an effort to determine approximately how many students the district can expect from new development projects.

5

**San Ramon Valley Unified School District
Student Generation Factors
February 2012
Exhibit B**

Housing Type	K-5	6-8	9-12
Single Family Detached	0.46	0.21	0.18
Single Family Attached	0.40	0.14	0.10
Multi-Family	0.18	0.10	0.10

5 CONT.

If we apply the estimated unit counts by development in Exhibit A to the Student Generation Factors in Exhibit B we can estimate the number of students expected from future growth, see Exhibit C below. Exhibit C shows the potential future growth within the Twin Creeks, Iron Horse, and California High school boundaries. Although it may be possible to accommodate the growth expected exclusively by the North Camino Ramon Specific Plan by adding portables to the perspective schools or through possible boundary changes or diversions it is clearly not possible to accommodate the cumulative effect of all the planned future growth without the addition of new school facilities.

**Potential Impact of future Growth in the City of San Ramon on San Ramon Valley Unified School District
Exhibit C**

Schools	March 2012 Enrollment	Designed Capacity	Future Growth CCSP	Future Growth NSP	Future Growth City Cnt	Future Growth NCRSP	Total Students from Growth	Total Students Current plus Future	Additional Capacity Required
Twin Creeks Elementary	541	592	132	277	88	270	767	1308	-716
Iron Horse Middle	972	960	74	127	49	150	400	1372	-412
California High School	2499	2400	74	110	49	150	383	2882	-482

CCSP: Crow Canyon Specific Plan
NSP: Northwest Specific Plan
City Cnt: City Center
NCRSP: North Camino Ramon Specific Plan

If all future development occurred as planned the district would need one additional elementary school, approximately 14 additional middle school classrooms and 16 additional high school classrooms. Due to

6

7

site constraints on the Iron Horse Middle School site it would not be possible to add 14 additional portables and/or classrooms to that site. Therefore, boundary changes, diversions or the possibility of year round school would need to occur. Students could possibly be diverted to Charlotte Wood or Pine Valley Middle schools where portables/classrooms would need to be added. The only place to add additional portables to California High School would be on existing play fields or within the existing parking areas. If the parking areas are used this would further exacerbate traffic and circulation issues in and around the campus.

7 CONT.

In summary, the statement that future growth in the City of San Ramon and specifically within the NCRSP will not require new or expanded school facilities is not true. Given today's enrollment numbers, to accommodate future growth generated by the NCRSP would result in the addition of approximately 11 additional elementary, six middle and six high school classrooms. The district may be able to accommodate students being generated exclusively from the North Camino Ramon Specific Plan but it can't accommodate an accumulation of several, or all, future developments planned without the addition of new school facilities. Build-out of the NCRSP may be years away, while other developments within the subject school boundaries will be occurring in the near future. Currently, the only recourse for school districts is the collection of developer fees. These fees fall extremely short of covering costs associated with adequate school housing. In order to accommodate future growth within the district, the district may be required to seek other funding sources to acquire new and/or expand existing school facilities.

8

Respectfully,



Tina Perault
Senior Planning and Development Manager

San Ramon Valley Unified School District (SRVUSD)

Note to reader: This letter was submitted to the City of San Ramon on April 20, 2012, following closure of the public review period. Although the City is not legally obligated to prepare responses to late comments, it has nonetheless elected to do so in the interest of addressing all relevant concerns.

Response to SRVUSD-1

The agency stated that the conclusion in the Executive Summary that the proposed project would not result in a need for new or expanded school facilities or adverse impacts on education was incorrect because students generated by the Specific Plan may cause a need for additional classroom space.

School impacts are discussed in Master Response 4.

Response to SRVUSD-2

The agency stated that the Draft EIR erroneously indicates in Table 3.11-4 that Bollinger Canyon Elementary School serves the Specific Plan area. The agency indicated that Greenbrook Elementary School would serve new residential units developed on the north side of Crow Canyon Road; however, it noted that no such units are planned.

Table 3.11-4 has been revised to strike the reference to Bollinger Canyon Elementary School. The change is noted in Section 5, Errata.

Note that the Specific Plan zoning districts for the area north of Crow Canyon Road do not prohibit residential uses. Thus, it is possible that new residential uses could be developed in this area, which would be within the attendance boundary for Greenbrook Elementary School.

Response to SRVUSD-3

The agency indicated that the proposed project could develop as many as 1,500 multi-family residential units and, thus, based on student generation rates, add approximately 270 elementary school students, 150 middle school students, and 150 high school students.

This estimate (1) does not account for the existing dwelling unit development potential within the Specific Plan boundaries and (2) assumes that all new residential development consists of multi-family units. In the case of the former point, the City of San Ramon General Plan 2030 currently contemplates 1,124 dwelling units within the Specific Plan boundaries; therefore, this development potential should be credited against the Specific Plan's residential potential of 1,500 units to avoid double counting these units. If this approach were used, it would yield a net increase of only 376 dwelling units.³ In the case of the latter point, the assumption that all dwelling units would be multi-family is incorrect, as the Specific Plan contemplates a variety of residential products, which may include single-family attached, townhomes, condominiums, apartments, senior housing, and

³ Further underscoring this point, the SRVUSD's estimate does not account for the under construction St. James Place Project, which is located within the Specific Plan boundaries and consists of 125 single-family dwelling units.

live/work units. As such, the estimate of 570 new students enrolling in local schools as a result of the Specific Plan is likely an “upper bound” prediction.

School impacts are discussed in Master Response 4.

Response to SRVUSD-4

The agency provided a table (Exhibit A) showing planned development within the Twin Creeks Elementary School, Iron Horse Middle School, and California High School attendance boundaries. The table indicated that there are 3,467 planned dwelling units with the attendance boundaries of the three schools, which include 1,500 dwelling units associated with the Specific Plan.

Refer to Response to SRVUSD-3 for discussion of the Specific Plan’s dwelling unit potential.

School impacts are discussed in Master Response 4.

Response to SRVUSD-5

The agency referenced another table (Exhibit B) showing student generation rates by school type and dwelling unit type. Refer to Response to SRVUSD-3 for further discussion.

Response to SRVUSD-6

The agency stated future enrollment growth within the Twin Creeks Elementary School, Iron Horse Middle School, and California High School attendance boundaries attributable to the Specific Plan may require the addition of portable classrooms on each campus or changes to attendance boundaries; however, when included in the context of other planned residential growth, new school facilities would be required.

Refer to Response to SRVUSD-3 for discussion of the Specific Plan’s dwelling unit potential.

School impacts are discussed in Master Response 4.

Response to SRVUSD-7

The agency indicated that if all of the planned residential development listed in Exhibit A occurred, the SRVUSD would need an additional elementary school, 14 additional middle school classrooms, and 16 additional high school classrooms. The agency indicated that site constraints at Iron Horse Middle School preclude the addition of 14 portable or permanent classrooms and, therefore, attendance boundary changes or the implementation of a year-round school schedule would likely occur. The agency indicated that California High School could only accommodate additional classrooms on existing play fields or parking areas, which may further exacerbate traffic and circulation issues around the campus.

School impacts are discussed in Master Response 4.

Response to SRVUSD-8

The agency reiterated its previous comments about the Draft EIR, incorrect stating that new or expanded school facilities would not be required to serve the Specific Plan and the need for new temporary or permanent school facilities if all approved residential projects are developed as contemplated. The agency noted that the only recourse available for school districts is the collection of development fees, which fall short of covering costs associated with adequate school housing. The agency indicated that it may need to seek other funding sources to develop new or expanded school facilities.

School impacts are discussed in Master Response 4.

February 21, 2012

Dear San Ramon City Council,

Overall I am pleased with the North Camino San Ramon Specific Plan. Thinking 20 years ahead of time is a good idea and the plan itself contains a high degree of detail that incorporates sustainable practices. We can be sensitive to the businesses existing in this area but we also need to plan for what is best for San Ramon's residents and its future economic vibrancy.

I am very pleased to see sustainability guidelines addressed in the design section of the document. As mentioned in the plan, sustainability addresses environmental, economic, and social benefits which will benefit to the residents, visitors, workers, and businesses in San Ramon.

Following are a few comments and suggestions that I have regarding the plan.

- 1) The city should consider screening businesses and possibly residents that want to be located in the planning area to ensure that they use sustainable practices and install energy-efficient and water-conserving appliances so that the sustainable infrastructure won't go to waste with those that wouldn't adhere to sustainable practices.
- 2) I am also pleased to see the integration of third-party rating systems such as LEED and Build-It-Green into the design. I suggest that the City also investigate LEED for Neighborhood Development to see if that rating can be achieved with this project.
- 3) I suggest adding preferential parking for high fuel-efficiency vehicles to encourage energy-efficiency and also incorporating charging stations for electric cars. I also suggest encouraging a system of car-sharing so residents who don't want to own a car but need one every once in a while, can have access to one. This system is being implemented successfully in high-density areas such as San Francisco. Companies that do this now are www.getaround.com and www.zipcar.com.
- 4) I strongly urge the City to add pedestrian/bicycle overpasses at the three major intersections of the Iron Horse Trail with roads including Crow Canyon, Norris Canyon, and Bollinger Canyon to reduce the hazards to adults and children who use the trail for commuting to work and school and for recreation. The City Center and the North Camino San Ramon developments will create increased vehicle traffic and will present a high degree of hazard for those crossing at the trails.
- 5) The plan should incorporate a maximum height restriction that is no more than two or three stories in most places and no more than five stories in very few areas limited to office buildings and parking. In most sections of Chapter 6 a minimum building height was included in the tables and drawings. A maximum height should be included in the drawings and tables for each Block so that it is clear to the reader.
- 6) The funding of this plan should not rely on increased property taxes for current San Ramon residents. I doubt that anyone will vote for it since the economic benefit will be mostly for future residents.

Thank you,

Anne Cavazos
San Ramon Resident

Private Organizations and Individuals

Anne Cavazos (CAVAZOS)

Response to CAVAZOS-1

The author provided comments on the Specific Plan, including recommendations for use of energy efficiency measures, water efficiency measures, adherence to green building standards, preferential parking for high fuel-efficiency vehicles, electric vehicle charging stations, pedestrian/bicycle overcrossings on the Iron Horse Trail, and height restrictions for buildings developed pursuant to the plan. The author indicated that the funding of the plan should not rely on increased property taxes on San Ramon residents.

These comments pertain to the Specific Plan itself and not the analysis contained in the Draft EIR. No response is necessary.

RECEIVED

MAR 21 2012

CITY OF SAN RAMON
PLANNING SERVICES

From: San Ramon for Open Government

By Jim Gibbon AIA

Date: 3-21-12

RE: City of San Ramon – North Camino Ramon Specific Plan Draft EIR

Comments about the Draft EIR deficiencies

1. CEQA Guidelines Section 15130 requires the consideration of cumulative impacts within the EIR when the project incremental effects are cumulatively considerable. The increased traffic impacts of the NCRSP have not been studied as compared to the probable future projects already approved by the city. The projects not studied are the unfinished part of the Dougherty Valley, City Center, Faria Project, and St. James Place Project. These four projects have approvals that cumulatively add 6000 housing units to the city translating to more traffic than considered in the EIR study about traffic impacts and the affect on the road ways and freeway. 1
2. Air Quality and Greenhouse Gases will have cumulative impacts beyond what was studied when considering the additional impacts of other projects already approved by the city but not built (see above for List). The adverse affect of this added impact was not studied as cumulative impact to the city air quality. 2
3. Noise levels will have a cumulative impact beyond what was studied when considering the additional impacts of other projects already approved by the city but not built (see above for List). The adverse affect of this added impact was not studied as cumulative impact to the city noise. 3
4. Population and Housing will have a cumulative impact beyond what was studied when considering the additional impacts of other projects already approved by the city but not built (see above for List). The adverse affect of this added impact was not studied as cumulative impact to the city population. 4
5. Public Service and Recreation will have a cumulative impact beyond what was studied when considering the additional impacts of other projects already approved by the city but not built (see above for List). The adverse affect of this added impact was not studied as cumulative impact to the city parks and schools requirements for the added population impact. No allowance is studied for the General Plan required minimum required 6.5 acres of park land per thousand population. 5

Jim Gibbon

San Ramon for Open Government (SROG)

Response to SROG-1

The author referenced CEQA Guidelines Section 15130, which sets forth standards for cumulative impact analysis, and stated that the Specific Plan’s traffic impacts have not been considered in conjunction with other future projects including the Dougherty Valley Specific Plan, the San Ramon City Center Project, the Northwest Specific Plan (Faria), and the St. James Place project.

Traffic scenarios and future projects are addressed in Master Response 2.

Response to SROG-2

The author stated that the Specific Plan will have cumulative impacts on air quality and greenhouse gases beyond what were disclosed in the EIR, because the traffic analysis did not include future projects including the Dougherty Valley Specific Plan, the San Ramon City Center Project, the Northwest Specific Plan (Faria), and the St. James Place project.

Cumulative effects on air quality and greenhouse gases were evaluated in Section 4, Cumulative Effects. As indicated in that section, the geographic scope of the cumulative on air quality and greenhouse gases analysis is the San Francisco Bay Area Air Basin, which is the area governed by the Bay Area Air Quality Management District (BAAQMD). It should be emphasized that air quality is regulated at an air basin level and not an individual jurisdiction level; thus, the scope of the cumulative air quality and greenhouse gases effects analysis includes the entire Air Basin, not just San Ramon. The Specific Plan’s population growth and vehicle miles traveled are consistent with the BAAQMD’s 2010 Clean Air Plan—the regional air quality planning strategy; therefore, no cumulative considerable impacts on air quality planning would occur. Additionally, the Specific Plan was found to achieve the greenhouse gas reduction objectives set forth in the City of San Ramon’s Climate Action Plan; therefore, no cumulative considerable impacts on greenhouse gas emissions would occur. Because all of the projects listed by the author are within the Air Basin, they were accounted for in the cumulative air quality and greenhouse gases analysis.

Response to SROG-3

The author stated that the Specific Plan will have cumulative impacts on noise beyond what was disclosed in the EIR, because the traffic analysis did not include future projects, including the Dougherty Valley Specific Plan, the San Ramon City Center Project, the Northwest Specific Plan (Faria), and the St. James Place project.

As explained in Master Response 2, the Year 2030 Cumulative traffic analysis accounted for all of the projects mentioned by the author. Year 2030 Cumulative traffic noise levels were assessed in Impact NOI-1 and mitigation is proposed to reduce impacts to a level of less than significant. This conclusion was reiterated in the cumulative noise analysis in Section 4, Cumulative Effects.

Response to SROG-4

The author stated that the Specific Plan will have cumulative impacts on population and housing beyond what was disclosed in the EIR, because the EIR did not include future projects, including the Dougherty Valley Specific Plan, the San Ramon City Center Project, the Northwest Specific Plan (Faria), and the St. James Place project.

Cumulative effects on population and housing were evaluated in Section 4, Cumulative Effects. As indicated in that section, the geographic scope of the cumulative population and housing analysis is the San Francisco Bay area region, which is the area encompassed by the Association of Bay Area Governments' (ABAG) population and employment projections. The Specific Plan's population and employment projects are consistent with General Plan 2030, which includes all of the projects listed by the author; therefore, it was concluded that the proposed project's cumulative population and housing impacts would not further exacerbate any inconsistencies between ABAG's projections and General Plan 2030. Because all of the projects listed by the author are contemplated by General Plan 2030, they were accounted for in the cumulative population and housing analysis.

Response to SROG-5

The author stated that the Specific Plan will have cumulative impacts on public services and recreation beyond what was disclosed in the EIR, because the EIR did not include future projects, including the Dougherty Valley Specific Plan, the San Ramon City Center Project, the Northwest Specific Plan (Faria), and the St. James Place project.

Cumulative effects on public services and recreation were evaluated in Section 4, Cumulative Effects. As indicated in that section, the geographic scope of the cumulative public services and recreation analysis is the City of San Ramon. The cumulative public services and recreation analysis found that development that occurs pursuant to the Specific Plan would provide development fees and public facilities to the City of San Ramon any other service providers to ensure that adequate levels of service are maintained. Other development projects, including all of the projects listed by the author, are subject to the same standards; therefore, the Draft EIR concluded that no cumulative considerable impacts on public services and recreation would occur.

City Planners, and EIR Consultants.
City of San Ramon.

Fax #: [925] 866-1436

Att: Lauren Barr

March 25, 2012

RECEIVED

MAR 26 2012

CITY OF SAN RAMON
PLANNING SERVICES

Re: Comment Letter to DEIR for North Camino Ramon Specific Plan.

From: Jim Blickenstaff; Chair, Mt. Diablo Sierra Club.

Thank you for the opportunity to address this matter.

TRAFFIC:

The DEIR has made flawed, and technically unsupportable assumptions, as to alterations in human behavior when it comes to dynamics of traffic – apparently in attempting to reduce obviously significant traffic impacts from this project, to “less than significant.” These will need to be redone with realistic and evidentiary supportable expectation.

The FEIR will be inadequate under CEQA law if it does not correct the very limited view of overall [cumulative] impacts resulting from the additional traffic of this project, taken in conjunction with ALL traffic resulting from several other plans - already entitled - that bear directly on roadway connections essential to this project.

Therefore; cumulative impacts evaluation will need to incorporate the additional multiple 1,000's of daily car trips [dct's] not yet realized from the following approved plans:

- + Remaining unbuilt units from Dougherty Valley.
- + Civic Center Project.
- + Remaining unbuilt commercial and business projects in Bishop Ranch.
- + Crow Canyon Specific Plan.
- + North West Specific Plan.

Additionally, traffic mitigation for the current Lead Plan will need to be viewed without the proposed Norris Canyon Rd. HOV on/off ramps. The growing community opposition and upset

to the concept, makes this option problematic – at best.

1
CONT

PARKS:

This Plan will result in an additional Park deficit of around 24 acres; utilizing historic General Plan based Goals and Policies requiring a total of 6 ½ per 1,000 new residents. Cumulative impacts will also need to be fully examined in this category. This plan will only exacerbate an already growing and serious deficiency in Park acreage resulting from the Crow Canyon Specific [about a 9 acres shortfall], and the Civic Center Project [about an 8 acres shortfall].

Appropriate mitigation will require a real world cost evaluation for the purchase of sufficient Park acreage; and identifiable, functional, locations. This applies specific to this project; but funding required for full cumulative park mitigation, will need to be part of a complete evaluation. The first choice for adequate and full mitigate for parks would be actual acquisition of land on or near the Project site. Failing this; an in-lieu development fee; using today's dollar value per acre on available locations; can be calculated that will allow for the actual purchase of the necessary acreage to fully mitigate for parks. It will not be the currently tokenistic fee now typically assigned by the City. In fact, the City would be hard put to find any significant acreage purchased as a result of their relatively nominal 'in-lieu park fee.' Augmentation funding; such as from bonds, or the General Fund, should be presented as a likely component for full parks mitigation.

2

“Linear Parks” is a generous interpretation of the limited park function of placing grass and other minor park-like amenities on narrow and low value/unbuildable right-of-ways coincidental to current, or new, roadway/utility right of ways/easements. They cannot be presented as substitutes, or “in-lieu of”, actual, sufficiently functional land with space and dimensions that allow the usages necessary for classification as Park. By the standards considered here; the grass between the east/west lanes of Bollinger Canyon Rd. , east of I-680, could be called a “linear park.” The FEIR should acknowledge limited value of so-called Linear Parks, and not use them in calculating the very significant - and growing - actual specific, and cumulative, park acreage deficiency.

SCHOOLS:

The same issue as to a categories' overall cumulative impacts should be addressed here, as was necessary in the both 'Traffic, and 'Parks.'" At a minimum; this project will result in .68 student age residences per household. Or; about 1,000 additional grammar/mid/high school students. Sufficient and adequate mitigation for such an influx, has yet to be presented by this EIR. Complicating the problem is the insufficiency, in previous environmental study attempts to anticipate and properly mitigate impacts. For example; in Dougherty Valley a seriously flawed assumption as to average number of residents per household [it was literally half of what actually occurred], has led to a severe shortfall in needed school facilities. The problem has yet to be resolved. The school age children from the roughly 2,000 more entitled unit still to be built from the N.W. Specific Plan, the C.C. Specific Plan, and the Civic Center Project, will greatly exacerbate a growing problem originating with the flawed Dougherty Valley "projections."

3

Actual dollar facility construction costs for the nearly 1,000 new students from this project will need to be calculated. Commiserate fees per housing unit and business square footage will need to be assigned that will fully mitigate just the impacts from this project. In addition; the degree to which the plan will inevitably add [when actual, historically inadequate fees are implemented] to a cumulative, and growing school facilities crisis, will need accurate and real world projections. That is; when development fees fall grievously short of necessary funding, as they invariably will; the FEIR should calculate the predictable disparity, and the significant costs for the School District [taxpayer] to bridge the gap.

AFFORDABLE HOUSING:

Again, in this case, as others, "in-lieu" fees as an effective tool to comply with the promise of 25% affordable housing, have historically been grossly insufficient. Actual fee per non-'affordable' unit, that fully funds the required 25% needs to be proposed as a proper mitigation. [Hint; the actual full mitigation cost per unit will be many times the typical City fee]. The FEIR will need to examine likely supplemental funding; such as the Cities' General Fund, as sources to augment

4

the development fees shortfall, so as to accomplish full mitigation. As it is now; standard practices of the City will leave the necessary mitigations - as with those in EIR categories mentioned above- largely unfunded. One more “unavoidable impact?” -- One more quality of life issue for the residents of San Ramon? -- One more “overriding consideration?”

4
CONT

ALTERNATIVE LEAD PLAN:

This N. C. R. Specific Plan is largely the same plan that was part of the earlier proposed San Ramon General Plan 2030. But G. P. 2030, including this plan, was voted down by city residents last election [Measure W], 72%no to 28%yes. The economics of growth has dramatically constricted since the inception of '2030. Likewise, community sentiment toward growth has become more restrained - as reflected in the “landside” vote against the last City General [growth] Plan. This Lead Plan is of another time – now gone. Apparently, bureaucratic and political inertia is slow to adjust to paradigm changes. Even so; the FEIR will need to address the context of recent events [‘setting’] into which a plan, so thoroughly rejected by the voters, is being pushed once again by the City of San Ramon.

The following is an alternative plan that better connects with new economic and social realities, and in that way, would better serve as the ‘Lead Plan:’

First, there needs to be recognition that the area within the N.C.R.S.P. boundaries is already developed. The plan presented by the City is more suited, more workable, for unfettered land. In the N.C.R. Area, it fits [to the extent it fits at all] more as a Redevelopment Plan - and should be looked at as such. But, at this time, the area in question is working and functioning as it is; both economically, and socially. It is not a ‘distressed area.’ There appears to be little justification for an extensive and broadly disruptive ‘redevelopment’ of the region.

5

Therefore; a more appropriate - alternative - plan, here, would be much smaller in scope; more measured in its approach, more compatible with current uses; more phase structured in its approach; and planned for each stage of the way thru a Stake Holders Task Force. Thereby arriving at a consensus plan for development. Something sorely lacking with the current proposal. Triggers for each phase could be key moments in time when significant acreage becomes less encumbered with

contractual/ownership/lease obligations. For example; prior to 2020, when the lease on the Lucky's Shopping Center is about to expire. Or, when several contiguous landowners are in agreement to have the City [i.e., Task Force] take a new look as to future uses for their properties. Notice how this approach depends less on a vision from City Planners, and more on a vision derived from the community. Measure W made it clear a change in approach is in order. Lessons not learn by this Plan only serve to reinforce the point.

5
CONT

Sincerely,



Jim Blickenstaff.

Chairman; Executive Committee, Mount Diablo Sierra Club.

cc: Interested Parties.

Jim Blickenstaff (BLICKENSTAFF)

Response to BLICKENSTAFF-1

The author stated that the Draft EIR’s traffic analysis is “flawed” and underpinned by “technically unsupported assumptions” and erroneously concludes that impacts would be less than significant. The author stated that the traffic analysis failed to account for vehicle trips from other entitled projects, including the Dougherty Valley, the San Ramon City Center Project, remaining unbuilt entitlements associated with the Bishop Ranch Business Park, the Crow Canyon Specific Plan, and the Northwest Specific Plan. The author also stated that the traffic mitigation must be evaluated without the proposed Norris Canyon Road HOV ramps.

Traffic scenarios and future projects are addressed in Master Response 2.

Response to BLICKENSTAFF-2

The author stated that buildout of the Specific Plan would result in a parkland deficit of 24 acres based on the General Plan’s parkland-resident ratio of 6.5 acres per 1,000 residents. The author stated that the cumulative impacts of this parkland deficit need to be examined in conjunction with the Crow Canyon Specific Plan (which he alleged would result in a deficit of 9 acres) and the San Ramon City Center Project (which he alleged would result in a deficit of 8 acres). The author stated that appropriate mitigation would involve a “real world cost evaluation” for the purchase of sufficient parkland acreage and identifiable, functional locations. The author asserted that the City’s current parkland fee is inadequate to accomplish this objective and stated that additional funds, including from the General Fund, would be necessary to fully mitigate parkland impacts.

The author also referenced the Specific Plan’s proposed linear parks and stated that these are insufficient substitutes for parkland and, therefore, should not be credited against the required parkland contribution.

Impacts on parks, trails, and community facilities were addressed on pages 3.11-14 and 3.11-15 of the Draft EIR. The analysis stated that the proposed Specific Plan included park facilities, including a 1.25-acre linear park associated with The Commons, a 2.0-acre park associated with the Village Green, enhanced connectivity to the Iron Horse Trail via the Iron Horse Trail Link, and a 2-acre multi-use open space area associated with residential development on the south side of Norris Canyon Road. The analysis also noted that the Specific Plan requires applicants to provide parks, open space, or other public spaces or pay “in lieu of” fees. Based on these features and requirements, the EIR concluded that impacts on parks, trails, and community facilities would be less than significant.

As stated on pages 3.11-7 and 3.11-8 of the Draft EIR, the following General Plan policies concern parks:

- **Guiding Policy 6.5-G-1:** Create and maintain a high-quality public park system for San Ramon.

- **Implementing Policy 6.5-I-1:** Maintain a standard of 6.5 acres of public parks per 1,000 residents at General Plan buildout, with only usable acreage considered in meeting this standard.
- **Implementing Policy 6.5-I-2:** Provide varied community park and recreational opportunities accessible to all City residents.
- **Implementing Policy 6.5-I-3:** Maintain a minimum size of 2 acres or more for neighborhood parks.
- **Implementing Policy 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.
- **Implementing Policy 6.5-I-5:** Require residential developers to make dedications to the City’s park system.
- **Implementing Policy 6.5-I-6:** Encourage contributions to the City’s park system by non-residential developers.
- **Implementing Policy 6.5-I-7:** Complete all parkland dedication requirements for each development prior to occupancy.
- **Implementing Policy 6.5-I-8:** Encourage the development of landscaped and dedicated open spaces, parkways, trail systems, and special community service facilities in new developments.

As indicated in the various policies, the City of San Ramon seeks to create a variety of parks and recreational amenities within the City limits. In particular, Implementing Policy 6.5-I-8 references “landscaped and dedicated open spaces, parkways, trail systems, and special community service facilities in new developments.” Thus, linear parks and trails may be eligible facilities for meeting the City’s parkland standard of 6.5 acres per 1,000 residents, based on design characteristics and approval by the City of San Ramon. Thus, the author’s statement that linear parks are insufficient substitutes for parkland is his opinion and is not supported by the General Plan text.

Regarding the payment of fees, the City of San Ramon has an adopted development fee schedule that includes an “in lieu of” fee for parkland. The City has the discretion to accept “in lieu of” fees as an alternative to parkland dedication. This is a widely employed approach by jurisdictions throughout the State of California.

The parkland fee formula is set forth in the City’s Subdivision Ordinance (Section C-5 143) and is outlined below using the example of a 100-unit residential project:

100 units x 2.68 persons per unit = 268 residents
0.268 resident (1,000s of residents) x 6.5 acres/1,000 residents = 1.74 acres of parkland
1.74 acres x \$1.0 million/acre (appraised value) = \$1.74 million
\$1.74 million x 1.2 (20% for offsite improvements) = **\$2,088,000 fee**

The City’s Subdivision Ordinance sets the fee amount and includes a “self-adjusting” mechanism to ensure the fees reflect market conditions. Although the author does not believe the current fee amount is adequate, no evidence was presented to support this claim.

Response to BLICKENSTAFF-3

The author stated that impacts on schools were not adequately evaluated in the Draft EIR. The author asserted that the project would generate 0.68 student per dwelling unit or approximately 1,000 additional K-12 students, but insufficient mitigation has been proposed for this impact. The author claimed that the environmental study for the Dougherty Valley Specific Plan underestimated new students by half, resulting in more new enrollment than forecast. The author stated that the proposed project’s new enrollment needs to be considered in conjunction with the Dougherty Valley, the San Ramon City Center Project, the Crow Canyon Specific Plan, and the Northwest Specific Plan; actual dollar cost for new school facilities will need to be calculated; commensurate fees assessed to new residential and commercial uses; and whether these fees would be adequate to fund all necessary school facilities.

School impacts are discussed in Master Response 4.

Note that the student generation rate and student enrollment estimated cited by the author do not reflect those provided by SRVUSD; refer to Comment SRVUSD-3 and Comment SRVUSD-5.

Response to BLICKENSTAFF-4

The author stated that the Specific Plan relies upon of “in lieu of” fees for affordable housing to achieve the objective of 25 percent work force housing. The author claimed that a mitigation measure is needed requiring non-affordable units pay fees to fully fund the 25 percent of units that are contemplated for work force housing.

To clarify, the manner in which affordable housing is produced (that is, inclusionary housing, offsite housing, density bonus, “in-lieu of” payments) are not CEQA issues *per se*, since they do not have physical impacts on the environment. As such, the Draft EIR appropriately did not evaluate the actual means by which applicants may satisfy their affordable housing requirements, since that it is outside of the scope of the Draft EIR. Instead, the Draft EIR disclosed that the Specific Plan establishes an objective of 25 percent work force housing, and the potential dwelling units associated with this objective were included in the buildout total for the Specific Plan⁴.

Response to BLICKENSTAFF-5

The author asserted that the North Camino Ramon Specific Plan is largely the same plan that was part of the original version of General Plan 2030 that was rejected by the San Ramon electorate in 2010. The author stated that economic conditions and community sentiment towards growth have changed

⁴ Specific Plan Policy VIS 3.5 establishes that this 25 percent workforce housing is to be achieved as follows: 15 percent via new construction within the Specific Plan boundaries and 10 percent via payment of “in lieu of” fees.

since the Specific Plan was initiated, and the Final EIR should address these events in the setting section.

The author proposed an alternative plan that is smaller in scope and which would be developed by a stakeholders' task force. The alternative plan would allow the task force to evaluate development proposals based on when current ownership or leasing arrangements change or expire (such as with the Lucky supermarket in Crow Canyon Commons) or when several adjoining landowners are in agreement to redevelop their properties. The author asserted that this was in line with the outcome of the Measure W ballot measure.

To clarify, North Camino Ramon Specific Plan was not part of the Measure W ballot measure that was rejected by the San Ramon electorate in 2010. As such, the author's implicit suggestion that the San Ramon voters rejected the Specific Plan is incorrect.

Regardless, the San Ramon City Council adopted a revised version of General Plan 2030 in April 2011, which included Implementing Policy 2.3-I-18 that called for the City to prepare and develop the North Camino Ramon Specific Plan. As such, the City of San Ramon's consideration of the proposed North Camino Ramon Specific Plan is in conformance with the adopted version of General Plan 2030.

The City of San Ramon has an established process where property owners seeking to redevelop their properties can apply to do so. Such proposals would be reviewed by the City's Architectural Review Board, the Planning Commission, and—ultimately—the City Council. As such, the author's proposed task force would be largely redundant to existing City processes for evaluating development proposals.

The Preserve at Ironhorse Trail Owners Association

A Professionally Managed Association

March 26, 2012

City of San Ramon
Planning Commission
2401 Crow Canyon Road
San Ramon, CA 9458

RECEIVED

MAR 26 2012

CITY OF SAN RAMON
PLANNING SERVICES

RE: North Camino Ramon Specific Plan
Draft Environmental Impact Report

Dear Planning Commission Chair Kerger, Vice Chair Viers, and Commissioners Benedetti, Sachs, and Wallis:

Thank you for providing the Preserve at Iron Horse Trail Owners Association the opportunity to review and respond to the North Camino Ramon Specific Plan ("the Plan"). I have reviewed the Draft Environmental Impact Report and Specific Plan with our Board of Directors ("the Board"), and have identified the following critical issues and concerns:

1

NOTIFICATION

Government Code §65091(a)(3) permits an 1/8 page display advertisement for applications that affect more than 1,000 properties, in lieu of providing a mailed notification to all properties who reside within 300-feet of the real property that is subject to the hearing. However, the Board is concerned about the lack of public notification and public participation. The Preserve at Iron Horse Trail Owners Association received its first notice, dated February 10, 2012, more than three-years after the onset of the process. Furthermore, the Board believes that the public notice was misleading by not including the Alcosta Blvd. extension as part of the Project Area. In response to this concern, Senior Planner Barr indicated that this area is not part of the Specific Plan Project Area, as it was previously adopted as part of the San Ramon General Plan 2030. While this "improvement" is identified in the San Ramon General Plan 2030 (Figure 5-1, Circulation Network), as a Planned Collector Street, it is not identified in Figure 5-4, Bicycle Network. The Project Area boundaries mapped in the public notification fail to adequately identify the entire scope of work leading to a non-transparent process. The Board requests that the Draft Environmental Impact Report be amended and re-circulated after identified concerns are addressed.

2

ALCOSTA BLVD. EXTENSION

The Board's primary concern is the proposed Alcosta Blvd. extension and the associated impacts on the private portion of Fostoria Way, which is incorrectly identified as Fostoria Parkway in the General Plan. Currently, the portion of Fostoria Way, located east of Camino Ramon is a dead-end two-lane road. The Board questions the accuracy of the Existing Plus Project Conditions Level of Service ratings identified for the Fostoria Way / Camino Ramon / Crow Canyon Place and Fostoria Way / Camino Ramon / Costco Driveway intersections. The proposed Alcosta Blvd. extension would divert traffic and congestion from Crow Canyon Road to Fostoria Way, particularly during morning and evening commute traffic. The Draft EIR fails to adequately analyze the potential impacts associated with this component of the project.

3

In addition to the impacts on traffic and congestion, the feasibility of the Alcosta Blvd. extension has not been adequately addressed. Constraints include topographic conditions, limits of existing right-of-way, conflicts with existing improvements (particularly with the PG&E property and utilities), and existing vegetation. The Board requests that the City prepare conceptual sections for the right-of-way, showing

4

The Preserve at Ironhorse Trail Owners Association

A Professionally Managed Association

the proposed improvements in relation to the existing constraints. The sections shall be north/south across Fostoria Way and east/west across the Alcosta Blvd. extension.

4
CONT

If the Alcosta Blvd. extension is pursued, the Board requests the following mitigations:

1. Limit the extension to two-lanes, not the proposed four-lane collector street.
2. Maintain the existing private guest parking spaces on the northern side of Fostoria Way.
3. Convert the street from a private street to a public street, where the City of San Ramon and/or the Town of Danville assumes all responsibility for maintenance of the street.
4. Agree to maintain Fostoria Way with a Pavement Condition Index rating of 80 or higher.
5. Pay the owners of the existing private street fair market value or better for the acquisition of said property.
6. Limit the expansion of the right-of-way to the southern side of Fostoria Way.
7. Widen the sidewalks along either side of Fostoria Way and the Alcosta Blvd. extension.
8. Incorporate traffic calming measures, such as bulb-outs, to limit the speed of through traffic along the Alcosta Blvd. extension and Fostoria Way.
9. Underground the utilities along the southern side of Fostoria Way.
10. Incorporate street trees and new landscaping along either side of Fostoria Way and the Alcosta Blvd. extension. Replace the existing gate/fencing along the southern side of Fostoria Way, along the PG&E property, and shift the improvements away from the street to enhance the pedestrian experience.
11. Replace the light fixtures within the Fostoria Way right-of-way with a pedestrian friendly fixture, similar to the ones utilized in the Preserve at Iron Horse Trail's parking lot.
12. Realign the Iron Horse Trail Crossing at Fostoria Way. See below.

5

IRON HORSE TRAIL CROSSING

The Board is concerned with the existing unsafe condition where the Ironhorse Trail crosses Fostoria Way. Currently, the trail segments located north and south of Fostoria Way do not align. Pedestrians and bicyclists routinely jaywalk at this location, rather than utilizing the crosswalk. The Board requests that the southern portion of the Ironhorse Trail be shifted to the east to align with the portion of the trail north of Fostoria Way. Additionally, the Board requests that traffic calming measures be incorporated at this location, such as a crossing signal that notifies vehicular traffic of approaching pedestrians. A similar measure is utilized at the Greenbrook Drive crossing.

6

We strongly commend the City for initiating this project and benefiting the residents, employees, and visitors of San Ramon and Danville. Provided the aforementioned concerns are addressed, then the Board can support the Plan as proposed. Thank you once again for the opportunity to offer our comments on the project. If you have any questions, please feel free to contact me at (925) 457-2880 or at Michael.Paul.Cass@gmail.com.

7

Sincerely,



Michael P. Cass
Board President
Preserve at Iron Horse Trail Owners Association

C: Board of Directors, Preserve at Iron Horse Trail Owners Association
Lauren Barr, Senior Planner, City of San Ramon

The Preserve at Ironhorse Trail Owners Association (PRESERVE)

Response to PRESERVE-1

The author provided opening remarks to preface the letter. No response is necessary.

Response to PRESERVE-2

The author recited state requirements for notification of surrounding property owners and indicated that property owners within his development (The Preserve at Ironhorse) only received the first notice about the project in February 2012 even though the Specific Plan process began 3 years earlier. The author stated that the public notice was misleading because it did not include the Alcosta Boulevard extension in the project area. The author recounted a communication he had with a City of San Ramon staff member who noted that the Alcosta Boulevard extension is contemplated by General Plan 2030, which was previously adopted by the San Ramon City Council in April 2011 and, therefore, was not a specific aspect of the proposed Specific Plan. The author noted that while the Alcosta Boulevard extension is indeed shown on General Plan 2030 Figure 5-1 (Circulation Network), the roadway extension is not shown on General Plan Figure 5-4 (Bicycle Network). The author stated that the Draft EIR should be amended to rectify this inconsistency and recirculated.

In accordance with state law, the City has mailed notice of all Specific Plan public hearings to property owners whose properties are located within the Specific Plan boundaries, as well as those properties are within 300 feet of the boundaries. It should be noted that the City of San Ramon held a series of workshops regarding the Specific Plan between 2009 and 2011; these events are not considered “public hearings” in the context of state noticing requirements; therefore, radius mailings were not required. Regardless, the author (1) acknowledged receiving notice of the Draft EIR availability in February 2010; (2) attended the March 6, 2012 Planning Commission meeting; and (3) submitted written comments on the Draft EIR in a timely manner. Thus, he and his organization had the opportunity to review and comment on the project and its environmental effects. Furthermore, he and his organization will continue to receive notice of all future meetings associated with the project.

Regarding the issue of the Alcosta Boulevard extension not being disclosed on the public notice, Government Code Section 65094 merely requires the notice provide a “a general explanation of the matter to be considered, and a general description, in text or by diagram, of the location of the real property.” The public notice mailed by the City of San Ramon to properties included a map of the specific plan boundaries and a summary of the proposed project. Although the notice did not discuss the Alcosta Boulevard extension, this in itself does not constitute a violation of state noticing requirements.

For these same reasons, any discrepancies within the General Plan between Figure 5-1 and Figure 5-4 also do not constitute a violation of state noticing requirements, nor do they trigger a need to revise and recirculate the Draft EIR. Refer to Master Response 1 for further discussion of the Alcosta Boulevard extension.

Response to PRESERVE-3

The author indicated his organization’s primary concern was the proposed extension of Alcosta Boulevard from Crow Canyon Road to Fostoria Way and associated impacts on private property. The author noted that the City of San Ramon General Plan 2030 incorrectly identifies Fostoria Way as “Fostoria Parkway.” The author questioned the accuracy of the Existing Plus Project level of service values for the intersections of Fostoria Way/Camino Ramon-Crow Canyon Place and Fostoria Way/Camino Ramon-Costco Driveway, because of the potential for the Alcosta Boulevard extension to divert traffic off Crow Canyon Road. The author claimed that the Draft EIR failed to adequately analyze the potential impacts associated with this component of the project.

The Alcosta Boulevard extension is discussed in Master Response 1, and traffic scenarios and future projects are discussed in Master Response 2.

Regarding the author’s claim that the City of San Ramon General Plan 2030 incorrectly identifies Fostoria Way as “Fostoria Parkway,” this facility is currently named “Fostoria Way.” General Plan Implementing Policy 5.5-I-4 contemplates widening and constructing this facility as a four-lane facility from Camino Ramon east to the Alcosta Boulevard extension. When this occurs, the roadway may be renamed “Fostoria Parkway,” consistent with its new lane geometry and alignment. Regardless, whether the roadway is referred to as “Fostoria Way” or “Fostoria Parkway” has no bearing on the legal adequacy of the Draft EIR.

Response to PRESERVE-4

The author asserted that the feasibility of the Alcosta Boulevard extension has not been adequately evaluated in the Draft EIR. The author cited topography, limits of the existing right-of-way, conflicts with existing improvements (e.g., the Pacific Gas and Electric Company Technological and Ecological Services Research Laboratory), and existing vegetation as examples of items that have not been adequately evaluated. The author requested that the City of San Ramon prepare both north-south and east-west conceptual sections for the proposed roadway extension.

The Alcosta Boulevard extension is discussed in Master Response 1.

Response to PRESERVE-5

The author listed 12 “mitigations” his organization would like to see implemented if the Alcosta Boulevard extension is pursued.

The Alcosta Boulevard extension is discussed in Master Response 1.

Response to PRESERVE-6

The author stated that his organization is concerned with the existing Iron Horse Trail crossing at Fostoria Way, which he characterizes as “unsafe.” The author noted that trail has an offset alignment at this roadway and pedestrians and bicyclists routinely “jaywalk” at this location. The author requested that the City of San Ramon realign the portion of the trail located south of Fostoria Way to

align with the portion located north of the roadway and install traffic calming measures such as a crossing signal that notifies motorists of approaching trail users.

Regarding the Iron Horse Trail, Contra Costa County owns the 100-foot-wide former San Ramon Branch Line corridor, and East Bay Regional Parks District leases a 20-foot-wide corridor for use as public Class I bicycle trail (refer to Draft EIR page 3.11-6). Furthermore, the 100-foot-wide former railroad corridor is used for two major utility pipelines (the Central Contra Costa Sanitary District “San Ramon Interceptor” and the Kinder-Morgan jet fuel pipeline) and a Pacific Gas and Electric Company, 230-kilovolt, overhead power transmission line (refer to Draft EIR pages 3.6-4 and 3.13-6). Any trail realignment activities would require cooperation of these agencies and utility providers, and the City of San Ramon cannot reasonably assume that this would occur.

Furthermore, the City of San Ramon does not believe the existing trail crossing at Fostoria Way is “unsafe,” as characterized by the author. This segment of Fostoria Way has a curb-to-curb width of approximately 36 feet, on-street parking, and a posted speed limit of 25 miles per hour. The roadway dead-ends east of the Iron Horse Trail crossing. The existing trail crossing is designated with street markings and signage, which are considered appropriate traffic control devices for a roadway with these characteristics.

As shown in Exhibit 3.12-3a, Fostoria Way east of Camino Ramon/Costco Driveway hosts 81 outbound and 108 inbound AM peak-hour trips, and 102 outbound and 111 inbound PM peak-hour trips. Based on observations of traffic patterns on Fostoria Way, most of the trips originate from or are destined to the Fostoria Terrace residential development or the automotive-related business on the south side of Fostoria Way and, thus, do not cross the Iron Horse Trail. Assuming 25 percent of trips in each direction crossed the trail, this would translate to 20 outbound AM peak-hour trips, 27 inbound AM peak-hour trips, 26 outbound PM peak-hour trips, and 28 inbound PM peak-hour trips. This is an extremely low volume of peak-hour traffic and would not warrant the installation of traffic calming devices on this roadway segment.

In summary, the author’s proposed trail realignment is outside of the jurisdictional control of the City of San Ramon, and the proposed traffic calming devices are not warranted by existing peak-hour traffic volumes on Fostoria Way.

Response to PRESERVE-7

The author provided closing remarks to conclude the letter. No response is necessary.

SECTION 4: RESPONSES TO MARCH 6, 2012 PLANNING COMMISSION MEETING COMMENTS

The City of San Ramon solicited public comments on the North Camino Ramon Specific Plan Draft Environmental Impact Report (Draft EIR) (State Clearinghouse No. 2010092014) on March 6, 2012 at a San Ramon Planning Commission meeting. Comments were provided in oral form and summarized in the meeting minutes. Although the City of San Ramon is not obligated to respond to oral comments by the California Environmental Quality Act (CEQA), the City has nonetheless elected to respond to the comments made at the meeting in order to address concerns and questions related to the evaluation of the proposed project's environmental impacts in the Draft EIR. These written responses become part of the Final EIR for the project in accordance with CEQA Guidelines Section 15132.

This section is organized as follows:

- **Section 4.1** – List of Speakers
- **Section 4.2** – Minutes of the March 6, 2012 San Ramon Planning Commission Meeting
- **Section 4.3** – Responses to March 6, 2012 Planning Commission Meeting Comments

4.1 - List of Speakers

A list of the speakers who provided comments on the Draft EIR at the March 6, 2012 Planning Commission Meeting is presented below. The Planning Commission received oral testimony on two separate agenda items: the Draft EIR and the North Camino Ramon Specific Plan. Several speakers provided oral testimony on both items. Speakers are listed in the order in which they first spoke.

Speaker

Patricia Baran	Harry Sachs (Planning Commissioner)
Joanne Hollender	Jeanne Benedetti (Planning Commissioner)
Jim Blickenstaff	Eric Wallis (Planning Commissioner)
Jim Gibbon	Roz Rogoff
Michael Cass	Jeff Rachmil
Jonathan Winslow	Kevin L'Hommedieu

4.2 - March 6, 2012 Planning Commission Meeting Minutes

The following pages are the meeting minutes from the March 6, 2012 Planning Commission meeting.

**MINUTES OF THE
PLANNING COMMISSION REGULAR MEETING**

March 6, 2012

A regular meeting of the Planning Commission for the City of San Ramon was called to order by Chair Kerger at 7:00 p.m., Tuesday, March 6, 2012 in the Council Chambers 2222 Camino Ramon, San Ramon.

ROLL CALL

Present: Commissioners, Benedetti, Sachs, Wallis, Vice Chair Viers, Chair Kerger

Absent: None

Staff: Phil Wong, Planning Director; Debbie Chamberlain; Division Manager; Ryan Driscoll; Assistant Planner; Cindy Yee; Associate Planner; Lauren Barr; Senior Planner; Michael Roush, Interim Deputy City Attorney; Luisa Amerigo, Recording Secretary

Audience: 20

- 1. CALL TO ORDER**
- 2. ROLL CALL**
- 3. PLEDGE OF ALLEGIANCE**
- 4. PUBLIC COMMENTS OR WRITTEN COMMUNICATION**
- 5. ADDITIONS AND REVISIONS -None-**
- 6. CONSENT CALENDAR**
6.1 Minutes from the February 7, 2012 meeting. Approved
- 7. CONTINUED ITEMS AFTER CLOSING OF PUBLIC HEARING -None-**

8. CONTINUED ITEMS – OPEN PUBLIC HEARING

8.1 San Ramon 2012 Zoning Ordinance Text Amendment (TA 10-410-001 and IS 12-250-001). Staff Report by: Cindy M. Yee

Note to reader: this agenda item is unrelated to the North Camino Ramon Specific Plan; therefore the minutes associated with this item have been omitted.

8.2 North Camino Ramon Specific Plan (SP 09-800-001). Staff Report by: Lauren Barr

Lauren Barr, Senior Planner gave a background summary of the proposed North Camino Ramon Specific Plan. The Project area is approximately 295 acres bounded generally by the City limits to the north, Executive Parkway to the south, Highway 680 to the west, and Alcosta Boulevard to the east. Mr. Barr added that this is long range planning and intended to be a flexible plan using smart growth concepts.

Chair Kerger opened the public hearing.

Roz Rogoff – San Ramon resident stated that the size of the proposed project was a concern. Ms. Rogoff further stated that the plan should be broken into two sections north and south. Ms. Rogoff expressed a concern in the increased number of housing units. Ms. Rogoff added that she would like to see more upscale retail stores and to limit the size of stores and reduce the height of the buildings. Ms. Rogoff further added that she also had a concern with the traffic associated with the project. She further added if the plan is changed how does it affects the Environmental Impact Report.

Jeff Rackmil – San Ramon resident stated that he is against the proposed plan. Mr. Rackmil added that even though the HOV ramp project is not part of the proposed plan to think of the ramps as a way to mitigate traffic is short sighted.

Jonathan Winslow – ZKS Real Estate stated that he is in favor of the plan. Mr. Winslow added that he has encouraged the City to be flexible and letting the market dictate where uses go in the plan.

Pat Baran - San Ramon resident stated that she is not in favor of the proposed project. Ms. Baran expressed her concerns about traffic, and the proposed housing. Ms. Baran also submitted a letter from Ms. P. Komperda, which was read into the record.

Jim Gibbon – San Ramon resident sated that North Camino Ramon Plan should be revised. Mr. Gibbon further expressed his concerns about the traffic impacts and height of buildings.

Jim Gibbon – San Ramon resident stated that North Camino Ramon Plan should be revised. Mr. Gibbon further expressed his concerns about the traffic impacts and height of buildings.

Michael Cass – Danville resident stated that the North Camino Ramon Specific Plan is a good plan. Mr. Cass stated that live/work units should be considered which would also reduce traffic. Mr. Cass added that senior housing should be considered.

Kevin L’Hommedieu – San Ramon resident stated that he is against the proposed project. Mr. L’Hommedieu further stated that he has concerns with the increased housing and additional traffic.

Jim Blickenstaff – San Ramon resident stated that the plan has many useful functions but it’s not compatible with the area. Mr. Blickenstaff added that traffic would be a concern in the area and building height.

Joanne Hollender – San Ramon stated she is against the project. Ms. Hollender further stated that she has concerns with the potential traffic impacts and parking issues. Ms. Hollender added that the project is a good concept but we need to have pedestrian crossings at Bollinger to Crow Canyon Roads.

Chair Kerger closed the public hearing.

Commissioner Sachs commented that the parking policies and assumptions need to be looked into further. Commissioner Sachs added that affordable housing is also a concern and would like further clarification. Commissioner Sachs also added why are we trying to hit a home run related to the Sustainable Communities Strategy, perhaps we should let it develop rather than getting out in front. Commissioner Sachs further added that removing a portion north of Crow Canyon should be considered.

9. PUBLIC HEARING – NEW ITEM

9.1 Draft Environmental Impact Report (SCH 2010092014) for the North Camino Ramon Specific Plan (SP 09-800-001). Staff Report by: Lauren Barr.

Verbatim Minutes

Grant Gruber, Project Manager with Michael Brandman Associates gave a brief PowerPoint presentation on the North Camino Ramon Specific Plan Draft Environmental Impact Report.

Chair Kerger opened the public hearing.

Chair Kerger stated that a late communication was received from the Department of Toxic Substances Control and would be placed in the record.

Debbie Chamberlain Division Manager stated: Through the Chair if I might just clarify that, the testimony taken now is strictly on the EIR. But we do have a separate public comment on the specific plan itself. So there are two public hearings being held tonight so the speakers understand that the speakers are speaking on the draft.

Chair Kerger stated: This is on 9.1, which is the EIR correct.

Pat Baran San Ramon resident stated: Well I have difficulty separating the two. If you need to shut me up you can and I can talk later. I have difficulty in my mind separating the Environmental Impact Report from the plan itself I think they interact. Can I start?

Chair Kerger stated: You certainly can if it has to do with the Environmental Impact.

Pat Baran stated: Because what I am addressing and I think what other people I know, addressing is what we see is the impact of this proposed change so to me it is the Environmental Impact. But like I said, I have trouble separating it from the plan itself. But it is the impact of the plan that my concerns are is that alright.

Chair Kerger stated: I have a Planning Commissioner that is a bit.

Commissioner Wallis stated: Do I look that way? Chair Kerger: Yes, yes.

Commissioner Wallis stated : Ah no, I think what our staff was trying to say is that on 9.1 the issue isn't what the affects of the plan are going to be. But we have a draft environmental impact report which says here what we foresee the effects of the plan to be, and the question in this particular part of the proceedings is does that report adequately address the impacts that are set forth in the plan. So what really has to do with was the report adequate not whether the plan as a whole.

Pat Baran stated: I think that the report is flawed.

Commissioner Wallis stated: Ok but that is what we want to hear.

Pat Baran stated: The Environmental Impact Report is flawed in my view.

Chair Kerger stated: Ok but what we need you to tell us is which part of that impact report do you feel is flawed.

Pat Baran stated: I will.

Chair Kerger stated: And what areas you're concerned about.

Pat Baran stated: Ok and then if I need talk on the other section I can talk in that section to.

Chair Kerger stated : I will let you do that.

Pat Baran stated : Ok. Thank you. Anyhow, my name is Patricia Baran and I live at 2209 Tahiti Drive in San Ramon. Lived there since 1978 some of all have seen me before and were in Country View homes, which is if you think of the intersection of Crow Canyon.

Chair Kerger stated : Ms. Baran do me a favor and everyone else that comes up here you speaking to the Commission.

Pat Baran stated: Ok.

Chair Kerger stated : And not to the audience

Pat Baran stated: Ok.

Chair Kerger stated : We want to see your face.

Pat Baran stated : Ok.

Chair Kerger stated : Alright thank you.

Pat Baran stated: It's ah if you of the intersection at Crow Canyon and Alcosta Country View homes is the next street up. So we are very very close to the specific area. And I have reviewed the plan and I have reviewed the impact report and addressing the environmental impact report, I noticed that it said ah that there would be regarding transportation there would be less than significant impact on transportation by the implementation of this plan. And this plan compared with the present day would mean a million plus additional square feet than what are there now and it would mean 1500 housing units that are not there now. So I am looking at now verses the future ok and the impact report says transportation less than significant impact and its says noise less than significant impact by implementing this plan. Ah, in my view as a person that has lived there for a very long time there is going to be very significant impact to ah transportation and to noise when this plan is implemented And so for those reasons I feel that the impact report is flawed. It is does not, I speak as a person a person not a person writing the report and I say it is going to be much more than significant impact there is going to be a significant impact and when I read the impact the environmental impact report it talked about well we will restripe this lane and will take care of traffic problems by restriping this lane.

Chair Kerger stated : So your biggest concerns are transportation and noise.

Pat Baran stated: Traffic and noise are my biggest concerns.

Chair Kerger stated: Alright.

Pat Baran stated and when I looked at my records, I see that I have spoken before I spoke back in September 2010 about those concerns. So I have spoken before and I spoke recently to the Council meeting. I also but to go into specifics I can do it at a later time. I

also have a letter that one of my neighbors gave me that wants me to read to the commission tonight also.

Chair Kerger stated: And that is about the EIR? The Environmental Impact Report or is it about the project.

Pat Baran stated Well it is about the impact if this plan is implemented and the negative impact it is going to have.

Chair Kerger stated: She is concerned about the project not about the environmental impact.

Pat Baran stated the negative impact the plan would have. And I have now just pointed out I consider to be two flaws in the Environmental Impact Report.

Chair Kerger stated Ok. So I will also put you down for the next one.

Pat Baran stated Thank you very much I appreciate it.

Chair Kerger stated: Yep, thank you. Joanne Hollender

Joanne Hollender stated: Good Evening, my name is Joanne Hollender I live at 3424 Java Drive in San Ramon. I lived in San Ramon over 33 years I lived here when Alcosta Blvd did not go through Crow Canyon Road through. I seen what this city has looked like in the beginning I can see what it can look like now and I can what the plan looks like from the plan. Environmentally I guess is my real concern I have absorbed a tremendous amount of transportation issues just recently. I am retired from the City of Santa Clara after working 20 years there I know what is when you talk about planning. But I also know about reality about day to day living in a city such as San Ramon. Seeing the traffic and the noise I have had to call Building ordinances for leaf blowers blowing at 3:30 in the morning to clean a parking lot and you can talk to your code enforcement man to confirm that.

I am concerned about the high density, high density without square footage of office space is going to impact the traffic, the noise level the inability to get through town. The quality of life will go down it will not improve I have seen that. The traffic lights don't work the lane traffic lanes they just Crow Canyon is backed up during lunch time, morning and evening. You can't from here to there I have to take an alternate route to get to Costco because I cannot come to Crow Canyon I live in Country View just off Crow Canyon Road. It is very difficult now the reality is quite different from what you have in your environmental report. I assure you reality is quite different and more is not necessarily better.

I don't know what the objective is of San Ramon but being that we back up to Danville, and Danville is not very corporative in wanting any of our traffic we have to deal with it. I think we need to look more closely at this issue those environmental report are not written by people who live here day to day so I appreciate your time I hope you give this

consideration it is a very important it impacts of all of living in San Ramon and quality of life. I do not want to move because it goes downhill just because we want more. Santa Clara is that way and let me tell you it is a mess people are moving out and I San Ramon to be that way down the road. It is a great city and don't want to see it ruined. So thank you very much for your time.

Chair Kerger stated : So let me see if I understand. You too are also concerned about the traffic and about the nose.

Joanne Hollender stated and the density.

Chair Kerger stated: And the density of the project.

Joanne Hollender stated: Yes.

Chair Kerger stated: Ok.

Commissioner Wallis stated: Can I ask a question?

Chair Kerger stated: Sure

Commissioner Wallis stated: Density referring to the project as a whole or residential or?

Joanne Hollender stated: Primarily office ahh but ah again I have been told by the planners that there is going to be reverse commuting and what not and people will be going out and people will be coming in and that will be adding to actual conjunction but I disagree with that. I see that everyday now how packed it is with the commuters that come into San Ramon which I think is about 30,000.00 people a day. Being home all the time now I see it and to really appreciate that difference. The weekend is such a difference you can get around town because we do not have all these people. It is not going to be well taken with all this commercial space primarily space. Thank you for your time.

Chair Kerger stated: Jim Blickenstaff:

Jim Blickenstaff stated: Good Evening Donna and Planning Commission.

Chair Kerger stated: Did you turn your cell phone off Jim?

Jim Blickenstaff stated yeah.

Chair Kerger stated: You did? Now you did.

Jim Blickenstaff stated : It better not go off.

Chair Kerger stated: Not while you're up here.

Jim Blickenstaff stated: Um, I'm glad we have a couple of 3 more weeks to comment on the draft EIR. This is just too very rough summary where the EIR is and where they need to go. I'll to make a distinction here to keep it on the EIR matter because there is a vaguely (vagueness) when you talk about impacts and when you talk about projects. Umm traffic turns out to be a big issue here.

It is the big issue and an EIR cannot it is insignificant it is huge and there is a history here that relates to traffic that the EIR well advised to evaluate. It starts with Dougherty Valley and the Settle Agreement that gave entitlements to traffic capacity at key intersections. Traffic out of Dougherty Valley and then from there we went to a Civic Center with development agreement and a lawsuit that has to do with traffic issues that tie to those same key intersections and will add traffic numbers in a significant way to that coming down the road from Dougherty Valley. Well have Bishop Ranch in general as it expands adding to traffic of ahh that is not there yet but it is going to be there.

Then we have the North Camino Ramon Plan that will had hugely to traffic and just because the delta between what maybe be on paper from the old plan and what this plan may allow is small. The delta between what is there now and what this plan would change in terms of increases of square footage of five plus million and housing and 1500 etc is enormous so that kind of impact you need to look at in terms of the change of where we are now. Not just traffic from the North Camino Ramon Plan but from the traffic all those three other categories I mentioned before.

They are all accumulative and there will be quite severe and, and to the extent that they degrade the quality of life I think that is almost a given I do not see a solution to it. But in terms of the solutions the city is looking at we have to be very cautious about one's solutions and that is the Norris Canyon HOV off ramps. There is a huge resistant to the impacts those have had in southern and western San Ramon from the resident now it is starting to be felt. It is justifiable there for a lot negative impacts that will have on the neighborhoods and ambiance of the community. And to the extent that North Camino Ramon ahh excuse me Norris Canyon Off Ramp HOV off ramps would be a mitigation to the traffic we see coming down line. I think you want to move very cautiously on that not just defer it to Cal Trans or CCTA ahh but look at alternatives if you want to call them that where there are no HOV off ramps. Because I can see that would end up being well hopefully from my point of view that will end up happening we will not have that kind of impact on the neighborhoods as Bishop Ranch issues that have to do with traffic.

The EIR needs to look at traffic the way I mentioned earlier and also in terms of mitigations that do not intrude these off ramps on Norris Canyon. There are couple of there issues I have but I can utilizes 8.2 items to cover those and then the other thing it's kind of off the cuff there will be a letter from San Ramon for Open Government before the 26 of March.

Chair Kerger stated: Ok, I expected that but let me ask you one question this HOV and the Cal Trans project has been out there for quite some time. How many of those public hearings did you go to and voice your opinion to the impact to the San Ramon community.

Jim Blickenstaff stated: I went to the scoping session. You remember Measure J.

Chair Kerger stated: I, Absolutely

Jim Blickenstaff stated: Caldecott tunnel, Highway 4 , all these issues and when you went down there was small print on San Ramon but people were voting on Caldecott tunnel expansion with Measure J there will looking oh good we getting off ramps to San Ramon. If you package things together and it sometimes, it is disingenuous when you come back and say oh why weren't you voting for the off ramp to San Ramon?

Chair Kerger stated: And I ask that because I, I really respect you're critiquing the EIR's because I think we learn from you and question I mean we looked. I don't want people thinking that you're just coming and not doing due diligence. Because I think that nine times out of ten Jim Blickenstaff does the due diligence and does look at it.

Jim Blickenstaff stated: Well thank you for saying that I try.

Chair Kerger stated : Well, I know. But I just want others to know. Not so many that come up do that. I appreciate the fact that you do.

Jim Blickenstaff stated: Well sometimes it gets on people's radar a little later than others.

Chair Kerger stated: Well you and I did Dougherty Valley for how many years.

Jim Blickenstaff stated: Forever we still doing Dougherty Valley.

Chair Kerger stated: Thank you.

Jim Blickenstaff stated: Thank you.

Chair Kerger stated: Does anyone else have questions of Mr. Blickenstaff.

Jim Gibbon stated: Good Evening Planning Commissioners my name is Jim Gibbon I live at 410 Gregg Place. I want to talk about the traffic study that is in the EIR. Its studies existing conditions and proposed conditions and then project a lot of mitigation to show that the proposed is less significant than any impact. The problem with that is that it disregards and doesn't even mention the study the Environmental Impact Report that was done for City Center. As if the City Center was in a different County. The City Center was a project it was a EIR done for it.

It was an actual project that has two million square feet of retail and five hundred homes. You would think with this EIR they would even mention the impacts and the complimentary impacts together in terms mitigation but no, this project appears to be in a different hemisphere.

Is it a matter of like Dougherty Valley whoever gets there first gets the bacon and all other projects have to stall and stop because traffic is so bad. Or do you actually get a traffic study that talks about the accumulation of approved projects.

I'm not talking about a Specific Plan I am talking about an approved project that Alex Mehran indicates that he is going to build. And this is going to complicate that building because you have approved another plan that adds another three or four million square feet of space and another 1500 units. Not even taken into consideration a plan that was actually feasible that is actually going to be built. And then take on top of that the Dougherty Valley agreement that you're violating the Dougherty Valley agreement without even mentioning the conditions of the Dougherty Valley agreement in this EIR.

If you take the City Center the Dougherty Valley agreement is over that project. Tells you exactly the mitigation so that Dougherty Valley is not impacted or the traffic is over burdened by Dougherty Valley. Dougherty Valley agreement says that if you put so much traffic on Crow Canyon and Bollinger heading into the freeway if you put so much traffic you have to stop Dougherty Valley from being built because of its impacts on Bishop Ranch.

This project has similar impacts on Bishop Ranch and their existing Bishop Ranch ability to function is going to be impacted. But not where in this EIR does it mention Dougherty Valley agreement which Alex Mehran signed on to because he knew there were going to be stoppages if you over built. Second thing is that you're proposing 1500 housing units in this project along with 500 housing units in City Center and no schools and no mitigation for it and no traffic study for it and no solution to that. And you already know that Dougherty Valley is already impacted which is impacting the schools in San Ramon. The traffic study talks about this is what we have right now in a down economy and this what we are going to have and how we are going to mitigate it. One of the mitigation on City Center was bicycles on Iron Horse Trail guess what the same mitigation applies to this there are not even mentioning the City Center as the mitigation ah bicycles for City Center and now they are using the same bicycles for this project. I think you need to be skeptical about a project that an EIR that basically negates and neglects what you already approved. You would think you would want some understanding some and some comparisons and I thank you.

Chair Kerger stated: Jim let me just see if I understand you have actually three issues here. You have the fact you don't believe the traffic study is adequate. It's flawed.

Jim Gibbon stated: It does not cover.

Chair Kerger stated: It does not address the City Center.

Jim Gibbon stated: That's right.

Chair Kerger stated: Correct. The other thing is the next item that I or issue is the violation of the Dougherty Valley Agreement or not addressing it. The third item is that there are no school provisions of with the number of housing units that are being proposed.

Jim Gibbon stated: And I think that is an environmental issue.

Chair Kerger stated: I, I just want to make sure that we are all on the same page.

Jim Gibbon stated: Ok.

Chair Kerger stated: So that when we respond to these we have everybody's down there. And I am going to try to do this with everyone and that is why I repeat what I am saying. So, I understand what you're saying and so do the consultants and staff so thank you. Ok.

Chair Kerger stated: The next person I have is Michael Cass.

Michael Cass stated Good Evening Chair Kerger and members of the Planning Commission. Thank you for the opportunity to comment on the EIR associated with the Specific Plan which is before you this evening.

Chair Kerger stated: I see that you live in Danville on Fostoria Way which is right on the border.

Michael Cass stated: Correct, I live directly northeast of the project.

Chair Kerger stated: ok. Great.

Michael Cass stated: First I would like to commend you I think a lot of the things you're proposing are great improvements. I think you're efforts to go more pedestrian oriented relaying on more transportation are a great thing. Saying that I do have some concerns I would like to bring before you this evening. First I would disks the notification that has transpired associated with the item before you. You've been this is the first hearing for the EIR however you have had multiply meetings, workshops, etc associated with the specific plan as a whole. This is the first notice that I have received for this item and this is an item that has been going through review for a couple of years.

Chair Kerger stated: Let me get clarification about your residencies and how far we go. This is something that I will ask staff about. Go ahead.

Michael Cass stated: Ok. Based on that what I ask is not for you to stop the process but what I ask you to do is actually extend the 45 days comment period to allow a reasonable period of time. My other reason why I am actually requesting that is that the notice that I did receive has a very specific boundary with the specific plan which directly correlates.

Chair Kerger stated: Ok now you are confusing me. First you said you did not get notice now you're telling me the notice you got wasn't specific enough.

Michael Cass stated: Correct, which I am just about to clarify.

Chair Kerger stated: Ok.

Michael Cass stated: So the concern I have with the notice that was provided includes a map of the project area associated with the specific plan. There are improvements if you go into the specific plan and into the environmental impact report namely the proposed Alcosta Blvd extension that extends from Crow Canyon to Fostoria where I reside

Chair Kerger stated: Where you live.

Michael Cass stated: Yes. In speaking with a member of your planning staff earlier today I was informed that was an extension that was actually incorporated as part of the General Plan. I pulled up your General Plan map to inform myself so I can speak educated before you this evening and your planning staff member is correct. That is an improvement that you are already showing that already has been some analyses. However there is a discrepancy the Specific Plan and EIR speak to a road extension which includes some bike some class two bike lanes. However if you look at the same General Plan that was referenced it does not include those bike extensions. So what I am putting before is I think a fairly substantial flaw analysis that done to date with the environmental impact report in terms of the key impacts of that proposed road and bike way extension and the additional impacts namely transportation and congestion it will place on Fostoria Way within the Town of Danville.

Second issue that I have beyond that is in regards to Iron Horse Trail at the Fostoria Way crossing which is right at the city and town limits there is any area where the crosswalk goes across the street and the San Ramon and Danville side of the trail do not align. There is a lot of J walking occurs and unsafe condition. If you are to have that road extension there would be additional traffic in that area and that existing unsafe condition.

What I recommend that you do is you look at improvement within the Iron Horse Trail on the San Ramon side you could realign the trail within that right of way so it would a direct cross rather encourage individuals to J walk. What I also recommend that you do associated with those impacts in that area that you put together a conceptual cross section that would show the change from a two-lane street to a four-lane street with bike lanes of either side as well as parking. I do not believe there is ample right of way in that area to accommodate all of those improvements and that portion of Fostoria Way is a private street not public street. The concern I would have with those proposed improvements in addition what I previously mentioned has to do with the North side of Fostoria Way is private guest parking associated with area I live. If you would make those improvements, we would no longer have guest parking which would have a trickle effect on the surrounding neighborhood.

Chair Kerger stated: Let me make sure that I understand and I really want some clarification from you about notification. Because first you said you did not get noticed and then you said you got a notice had map so talk to me so that's what I heard.

Michael Cass stated: That's not quite what I said so I want to clarify that.

Chair Kerger stated: So that's why I am asking. So please clarify it.

Michael Cass stated: What I indicated that this was the first notice that I received for a process that has been going on since 2009 and understand this is the first hearing that you have had on the DEIR and the EIR isn't separate from the rest of the process and so I am questioning the transparency.

Chair Kerger stated: Ok, I hear you. Ok the next thing and thank you for that clarification. The next thing I have is the road way and bike extensions ok, that was the other issue then you're talking about the realignment of the Iron Horse Trail and the Iron Horse Trail staff needs to or consultant needs to say let me just say I travel Iron Horse Trail a lot in through the whole trail the area your being specific about is not unique and so I do not know and staff will have to tell us who responsibility who is in charge who's preview is the Iron Horse Trail I don't think we own it we don't I think it is somebody's else. To realign anything I am just saying that I would like clarification of that.

Michael Cass stated: Can I comment on that.

Chair Kerger stated: You may comment after I finished with the other items. I'm sorry I am getting old and I have a train of thought if I lose something it is going to be gone. So your recommendation alignment and the conception and you're talking about right of ways. Correct me if I am wrong you're talking about right of ways for the trail correct. You think there is ample right of way on both sides of it to be able to realign it is that what you're saying.

Michael Cass stated: Yes.

Chair Kerger stated: Then my next question to you, which is vital what is your profession.

Michael Cass stated: I am a planner.

Commissioner Wallis stated: I just want to clarify something. As I understood part of the concern you had was on the proposed extension of Alcosta to punch it through to Fostoria and that was including not just the road but also bike ride right of ways and whether the impacts of that had adequately been discussed in the EIR and also the proposed widening of Fostoria from the proposed Alcosta extension down whether there was sufficient room for both traffic and bike ways along the existing route. I just want to make sure I understand that.

Chair Kerger stated: Ok. Now you said there was something else you wanted to add.

Michael Cass stated: You raised the issue that the Iron Horse Trail is outside San Ramon preview and I completely understand and often times with EIR there will be discussion about mitigations that local jurisdiction as well as other jurisdictions could do or that could conditionally required if there were to be a adjacent project put before you. So even if it's not your responsibility I encourage you incorporate that as a mitigation at this time.

Chair Kerger stated: I hear ya, I hear ya.

Michael Cass stated: The example that I would give is that road is not within your area either so you should treating them consistently.

Chair Kerger stated: Ok. Let me see if I have anybody else. I have Pat. Roz you did not want to talk on the EIR. Is there anyone else who wishes to speak on the EIR. Go ahead Jonathan.

Jonathan Winslow stated: I don't have a card for this. I have a question I have not read very far on the EIR so I apologize about asking this question but I am confused. What I understand the EIR as I understand it address the impact of the Specific Plan compared to what is already approved not as to compared to existing.

Chair Kerger stated: Jonathan let me explain something to you what we are asking for public comment is for the public to tell us what they don't like about the EIR and for us I would be happy to have staff talk to you and discuss what those differences are.

Commissioner Sachs stated: Madam Chair I would like to hear his comment I just want to hear what he has to say unfiltered and we can decide the relevant of what he is saying.

Jonathan Winslow stated: What I am saying is that it is not clear to me so maybe what my comment is that I like it to be clear. I am not asking you a question because I know you will not respond.

Chair Kerger stated: I did not understand your question.

Jonathan Winslow stated: It is not clear to me and partially from the past several months and listening to questions from the public it's not clear if the EIR or Specific Plan but we are talking about the EIR here addresses the change from what existing to what is in the specific plan or what's already planned and approved in comparison to the Specific Plan.

Chair Kerger: That is something the consultant can address.

Jonathan Winslow stated: As a follow up to that Mr. Gibbon was saying was the traffic study compared to the existing to existing to what is in specific plan that seems different from the EIR to what has already been approved.

I think the EIR is looking is at the impact to what is approved already and the specific plan. Mr. Gibbon was saying that the traffic study compared to the existing to what is in specific plan so I have not read the traffic study I don't know it just seemed like a conflict.

Chair Kerger stated: Ok anyone else. I close the public hearing. Now we will accept additional written comments through March 26.

Debbie Chamberlain stated: That is correct there are also comments from the Commissioners we would be glad to accept those tonight also. Ah, but after comments from the Commissioners the formal motion is we would close the public hearing and continue to accept written comments until March 26.

Chair Kerger stated: Mr. Sachs do you have any comments.

Commissioner Sachs stated : Um for the consultants I, if you could provide me some clarification with traffic on this and I will just go through some of these that I have. I am looking at your specific plan area projected project development on 3.2-44 and it is a very basic table, which gives a very basic overview number which shows the vehicle miles traveled and the existing miles traveled are computed to be 394,812. Under the proposed plan you would have almost a double of that to 766,510. You showed a 95% increase in vehicles miles traveled. You list that as a potential significant impact, which I find to an accurate statement. You list a mitigation measure, which confused me on this on the following page.

You list a mitigation measure AIR-4 on 3.2-51 and when I read that mitigation measure, I don't see the relevance to mitigating a doubling of traffic in that area. So you can provide me some inside on that. AR4 talks about residential projects and health assignment risks. I want to talk and get some clarification on the next meeting about traffic levels on this plan. Because some of the comments we heard tonight from the public about traffic I think, I show some of the concerns in looking at some of these specific numbers. Traffic, you give let's take a look at 3-12-72 and I am going to compare that over to let me find it.

Chair Kerger stated 3-12-2

Commissioner Sachs stated: I am going to compare it with 3-12-57, 57 existing plus project conditions so you basically are taking into account what we have now and you add the project into it and it's the intersection level of service. In what you see is a degradation of level of service on 1,2,3,4,5,6,7,8,9,10,11,12,13, out of the measured intersection during peak or a.m. hours take your pick I circled them in here. You go forward and you take when you go to the table 3-12-11, which is on 3.12.-11 when you go to the accumulative plus project conditions these levels of service amazingly improve over today's conditions I could not believe it.

I looked for your rational your rational is that if we take the CCTA ok the Contra Costa Transit Authority Regional Travel Demand Model ok and if we take a traffic analysis zone in the Specific Plan area and we modify it in other words if we take data point that the CCTA provides us and we overlay that data point on to your existing plus conditions we will have an improvement in traffic. So by so basically how I read this and I have been dealing with data points for 20 years and education now I am not even going to sit here and say that I am some sort of expert in planning having been on this Commission for six but I think one of the residents really kind my thought on it I can take data points and manipulate all day long. And I can put overlays on data points and show you that standard deviations can be expanded modified or contracted on behavior point's people's behavior I can do this for you. You take a data point and say because we're manipulating land use patterns and basically behavior anticipated behaviors with regards to transportation that is going to decrease that is going to improve levels of service on all these intersections that are measured. Eighteen of them on these on this EIR I completely disagree with that line. I read this four times and the more I read it the more

I could not believe it. So explain to me the next time we meet how by overlaying a TAZ you can amazingly improve traffic better than it is today. By adding, I am not to concern about the commercial by adding residential in here you going improve traffic and I think there is some what I heard and what I looked at this that we are not taking into account 3,000 unbuilt Dougherty and City Center we taking into account what is here now. So not even factoring unbuilt already approved your saying what we have now existing plus the proposed project you have level of service degradation at major intersections points here. And then you say if we apply a CCTA data point or analysis or change on here we have these they improve. I guess the way Ricky Richardo used to tell Lucy you have a lot of explaining to do. I am really interested how the consultants can explain that to me. I do have another point on that, it is an important point because you have blocked out this grid. So I am looking for the Commission purview for the consultants at exhibit 3.12-6 it's called Project Development Subareas. Its 23, 46 and 49 on 3.12 ok and on the following page there's a graph on 3.12-49 now according to this plan when you look at this they show sub block group 3 its subarea E1, E2, F1 and F2 those are going to be the major residential focus points not entirely but the major points in our plan when you look at the block group and you compare it to our hybrid plan which we adopted. Most of the residential is targeted in the lower quadrant of block group three ok. You go to the chart and the chart is programming.

Chair Kerger stated: I'm sorry Harry your saying that E2 is where you're saying the majority of it is.

Commissioner Sachs stated: Right, if you take a look at E3, F2 and G4 if you take a look if go to the front and you take a look at the hybrid where we have designated most of residential to go is right in this quadrant ok.

You go to the chart on the following page table 3-12-7 net new trips over existing conditions in the area where you are targeting where we are proposing to put a majority of the residential you're targeting the out bound and peak trips at 269 and the inbound peaks trips at 264. Heavy reliance on other modes of transportation in other words heavy assumptions. Major assumptions

Chair Kerger stated : Wait, let me ask this you're talking about different peak hours.

Commissioner Sachs: AM or PM and you know what they are both relevant to me because what I am saying is that to me that is a major under estimation of the number of inbound and outbound trips on that particular intersection which happens to be Camino and Norris. Ok. And that HOV is not going to do single occupancy, so you're going crawl on Bollinger to get off and on the freeway.

There is major and I think it is a flawed assumption yes this will ultimately be predestination friendly and it will have bicycle lanes but you're talking because this is a sustainable community strategy we are talking we are talking about major behavior assumption being built where people are going to ditch their cars.

Yes and no I don't even want to argue that point I want to argue the reality that I think that particular number when even if you assume 2/3 of the 1500 were to be targeted in that quadrant which would be 1000 units and we have already approved 125 in that area. We are only report 270 inbound and outbound. Major problem I find traffic I think this traffic analysis really screams to me red flag, red flag, red flag. A couple of more points and I pass it because we will have another time. But I wanted to get these out so the consultants can educate me in the next meeting. So those are my traffic points ok. In order to be a PDA and I asked staff this at the Joint meeting with the City Council.

There is no residential requirement numbers to be a PDA to meet the sustainable community strategy stuff that we are all mandated to do yada , yada, yada, we do not have to have specific numbers. Our General Plan calls for 1124 when we started doing the hybrid it was around 900 we jumped to 1500 we are basically saying that our voter approved plan is we are going to go pass that by 33% and I have a major problem with that. Because it adds to density and the point I want to make here is that I need some help understanding if we are saying that we want to facilitate economic development in this area ok and my understanding of the economic development strategic plan that we adopted took into account San Ramon as a whole entity here we are in this plan saying we and what I heard staff saying we can't get the retail commitment unless we hit a certain number of residential units in this area.

Which actually goes against our economic development strategic plan if you look at that plan it takes into account San Ramon as a whole area I wish to put out there we can meet and provide new retail opportunities without hitting this residential member that is proposing this plan I would like to have some discussion about the 1500 units and I would like to have staff to educate me next time I sit where did that number come up why are we going above and beyond the voter approved 2020 General Plan. I have not missed a meeting on this and I don't remember us ever having this conversation let's go to 1500. When we did the hybrid study it was around 900.

That is a major problem because I truly believe and I don't care that this is 20 years out folks, friends, to me that is an irrelevant point in this discussion and I wish not to hear it. Because 20 years or 20 days the impact on what's already built is cumulative so I put that out there. Let me just take a look to see if there is anything major that I need to clarification on. There was really traffic well it boils down to traffic and residential units I have some other things like parts and yada, yada we can get into that later.

Chair Kerger stated: No, no, there is no time for yada, yada, yada later. Lets yada, yada, yada now.

Commissioner Sachs stated: Ok lets yada, yada, yada now ok I will be real quick.

Chair Kerger stated: They need to respond to our concerns and if you keep delaying what the concerns are it is a disservice not only to this whole concept but also to get a response we can live with. I want to know what your concerns are so let's get it out.

Commissioner Sachs stated: Ok let me just get it out there.

Chair Kerger stated: We asked the public to do that so I ask you the same.

Commissioner Sachs stated : Absolutely ok. And this was brought up at the joint City Council meeting where again we had the issue about parks. When we meant as a group back in January as a group in 2011 with Parks, Transportation, EDAC, Housing and the Planning and we did a workshop on this the dialogue that came out the concerns that came out one the concerns that came out was the park space and again it came out that the park concept was lacking or need to be further defined or expanded.

Chair Kerger stated: No, I think I brought up the subject that it was inadequate.

Commissioner Sachs stated: The amount of GHG that goes on in here that you provided analysis for your talking about a 15% increase yet we are calling it less than significant we can mitigate because we are going to ask people to improve their HVAC and air conditioning units that is one of the mitigation measures again I find that to be very inadequate mitigation measure ah give me some clarification on how you can increase after and again this is assuming maximum build out if you hit 1500 if you hit your retail and I understand this and if we adopt this we are giving permission for that to happen if we set the bar here we are saying we can go here show me how that is not by doing a by just doing a tinkering HVAC systems and AC systems as a mitigation measure you make Greenhouse Gas Emissions less than significant impact I did not see that. This calls for parking, major concern on parking if you go through the plan well we will talk about the parking later but I do concerns on the parking which calls for a police substation.

Chair Kerger stated: The substation can be very similar to what we have at Dougherty Valley.

Commissioner Sachs stated: Absolutely what that tells me is that you have some needs here with regard to public safety. Because you are going to a density level.

Chair Kerger stated: But you need to project for the future.

Commissioner Sachs stated: Absolutely

Chair Kerger stated: You know it is very similar pardon me , but this is a dialogue which we need to have because the Dougherty Valley certainly when we were going through Dougherty Valley there were certain resources and infrastructure that wasn't addressed manly religious facilities, schools which we finally fought for that. So I think it is a positive thing to have some of these represented in the Specific Plan when your planning long range.

Commissioner Sachs stated: I agree with you but what has been presented I think probably this comment should be reserved for the actual plan itself.

Chair Kerger stated: Ok.

Deputy City Attorney Michael Roush stated: yeah I was going to interject it seems that, that the comment seems to be going more to the plan instead of the environmental impact it is good dialogue but probably address it later.

Commissioner Sachs stated: I have hit my EIR concerns, traffic and housing units where we need to get some clarifications.

Commissioner Benedetti stated: I just want to add to the traffic and I brought this up at the joint meeting. I have spoken to staff about my concern about transportation and transportation circulation. I think it is in the best interest of the City to have and I know the Norris Canyon HOV is a separate project in assumptions made there by Cal Trans right now currently that HOV lane will be a HOV lane utilized by busses and HOV vehicles during peak hours. But it is in the best interest of the City to allow mix use vehicles accessed to those ramps practically if we are doing this plan to entice retail and sales tax increase to allow mix use vehicles to HOV lane during non peak times.

That way single vehicles can use those ramps to access this ramps where there is going to be new retail. But I am concerned that the traffic study doesn't which if you go down to Santana Row traffic and vehicles was indentified that EIR when Santana Row was approved. I just want to make sure that we are doing a good job assessing impact of single vehicles coming of those ramps and what that impact is into the common area in the off peak times.

Between the morning commute and evening commute and the weekends and maybe even if you look at the points we are assessing if you look at exhibit 3.12-9A ah which is after page 58 or anyone of the pages page 59 3.12.-58 exhibit 3.12.-8A choose or excuse me you have to actually look at 9A because the diagram gets better.

Choose a data point like where the new transit station maybe because that is where you are going to be heavier with pedestrian and bicycle traffic. Choose a data point that goes north into the common area where you're going to have cars interacting with pedestrian. That's what I am actually concerned we are going to get traffic jams. Where is the parking going to be I think we should be looking at where the vehicles are going to be traversing to try to go parking and park. And looking at where the single vehicles coming off HOV so I am extending Harry's comments.

Because I am also concerned with the traffic assessment on how Norris Canyon and San Ramon Valley can actually increase in service on the with the results and maintain a service of level "A". When I look at the mitigation and what mitigation is being proposed and really you really do not see mitigation being proposed that is really being spelled out. What's happening on San Ramon Valley Blvd there is nothing really that is being proposed. But yet that intersection on Norris Canyon and San Ramon Valley Blvd is being maintained as an "A" when you look at the effects maybe it just dividing down into what mitigation is the Dougherty Valley agreement being incorporated is the city center agreement being incorporated maybe I just need to know because of my own curiosity what is being incorporated into the model.

Chair Kerger stated: Ok. Thank you. Commissioner Walls

Commissioner Wallis stated: I have a question of staff is the traffic report a publicly available document.

Debbie Chamberlain stated: Yes, it is it is an appendices to the EIR and found in the CD Rom in the back of the document.

Commissioner Wallis stated: The second question I had is I mean it is clear the discussion we had tonight has been 95% on the issue about traffic patterns and intersections. I was wondering whether if the consultant and staff were going to have adequate time between now and the next meeting to A: Respond to some of this points and B: put together a package that would walk at least some of us through the analysis that was done on the traffic on the bases of what facts were relied upon and perhaps more importantly what assumptions were built into the traffic report so that when we actually come to a public hearing we have been prepared and hopefully some of the questions have been answered then we can use what little time we have to focus on the issues which still remain.

Debbie Chamberlain stated: Well, the Commission is part of the Environmental review processes which is part of the project. All the comments we received tonight we are going to go away for about 6-8 weeks however long it takes and we are going to prepare Response to Comments Document. That document then comes back to the Commission for a public hearing at some point and probably be companioned with the plan itself. So at that time the Planning Commission is going to analyze all of the responses received adequate to address the comments provided.

Commissioner Wallis stated: So you're looking at 6-8 weeks for round two.

Debbie Chamberlain stated: There will be no further comments on the EIR beyond March 26 of this month. All written comments are received and then we will respond to those comments and that final EIR response to comments is subject to another public hearing.

Chair Kerger stated: Let the public know what happens at public hearing if in fact they disagree with what is and what is the final EIR.

Debbie Chamberlain stated : Well the Commission has to recommend the document to the City Council. They feel that the questions have not been answered to properly they can direct the consultant to return with additional with analysis if necessary we can look at modifications to the plan that is what the public hearing process is all about.

Chair Kerger stated : Ok thank you that is what I wanted to know. Do you have anything else Mr. Wallis

Commissioner Wallis stated: No, That was my simple question

Chair Kerger stated : Ok. Mr. Viers do you.

Vice Chair Viers stated: No.

Chair Kerger stated : I guess the time line was real important for me and those have been addressed. I want to thank everyone who came and spoke on the EIR and to get the feedback and address all issues. I thank you.

Debbie Chamberlain stated : I need a motion.

Chair Kerger stated: Ok.

It was moved by Commissioner Sachs that we continue the public hearing is that what we are doing

Debbie Chamberlain stated : No, we have closed the public hearing we are asking that the Planning Commission continue to accept written comments until March 26, 2012. And direct us to prepare response to those comments received tonight and return to the commission a date to be determined.

Commissioner Sachs stated: I so move that.

Chair Kerger stated all in favor.

All Planning Commissioners we in favor.

9. PUBLIC HEARING – NEW ITEMS-

10. NON-PUBLIC HEARING ACTION ITEMS - None-

11. STUDY SESSION/COMMISSIONER LIAISON REPORT AND INTEREST ITEMS/STAFF REPORTS.

12. ADJOURNMENT

There being no further discussion, Chair Kerger adjourned the meeting at 9:50p.m.

Submitted, Luisa Amerigo

4.3 - Responses to March 6, 2012 Planning Commission Meeting Comments

4.3.1 - Responses

Responses have been prepared for all comments pertaining to the Draft EIR. In cases where multiple speakers made a similar or related comment, the response is addressed in a master response provided in Section 2 of this document. In all other cases, an individualized response has been provided.

Please note that the Planning Commission meeting involved two public hearings, the first concerning the Draft EIR and the second relating to the North Camino Ramon Specific Plan. Because of the overlap in comments that occurred during the two hearing items, the summary of testimony for each individual accounts for all comments made during both hearing items.

Patricia Baran

Summary of Testimony

Ms. Baran stated that she was concerned about the Draft EIR's analysis of traffic and noise impacts. She indicated that she felt that the traffic analysis did not properly account for population growth from the new residential units and that the mitigation was inadequate because it only required lane restriping. Ms. Baran also read a letter into the record written by one her neighbors and expressed her opposition to the project.

Response

The Draft EIR's traffic analysis is addressed in Master Response 2.

Although the speaker did not provide any specific comments on the noise analysis, it appears that she felt the analysis was inadequate because of her concerns about the traffic analysis. Refer to Master Response 2.

Joanne Hollender

Summary of Testimony

Ms. Hollender stated that she was concerned about the Draft EIR's analysis of traffic and noise impacts. She mentioned existing noise problems with leaf blowers being used during the early morning hours. Ms. Hollender expressed concern that the high-density uses contemplated by the plan would exacerbate existing traffic and noise impacts, and that the Draft EIR did not accurately portray existing traffic congestion. Ms. Hollender stated that there was a need to have a pedestrian crossing from Bollinger Canyon Road to Crow Canyon Road.

Response

The Draft EIR's traffic analysis is addressed in Master Response 2.

Although the speaker did not provide any specific comments on the noise analysis, it appears that she felt the analysis was inadequate because of her concerns about the traffic analysis. Refer to Master Response 2.

Jim Blickenstaff

Summary of Testimony

Mr. Blickenstaff indicated that the Draft EIR's traffic analysis does not fully account for future traffic from approved development in the Dougherty Valley, the San Ramon City Center, and Bishop Ranch Business Park, which results in the understating of traffic impacts. Mr. Blickenstaff referenced to proposed Norris Canyon Road High Occupancy Vehicle (HOV) ramps and indicated that these will have negative impacts on the surrounding residential neighborhoods to the west. He stated that the City should consider alternatives to the Norris Canyon Road HOV ramps as mitigation for project-related traffic impacts. Mr. Blickenstaff indicated that he would be submitting a comment letter before the public review period closes. He also indicated that the Specific Plan is not compatible with the surrounding area and that traffic would be a major concern, along with building height.

Mr. Blickenstaff later submitted written comments similar to his oral testimony that are addressed in Section 3, Responses to Written Comments.

Response

Refer to Response to BLICKENSTAFF-1 through Response to BLICKENSTAFF-5 in Section 3, Responses to Written Comments.

Jim Gibbon

Summary of Testimony

Mr. Gibbon asserted that the North Camino Ramon Specific Plan traffic study failed to account for traffic generated by the San Ramon City Center project and buildout of the Dougherty Valley. Mr. Gibbon stated that the traffic impacts of the proposed project would violate the terms of the Dougherty Valley Settlement Agreement because it would add trips to impacted intersections covered by the agreement. He also alleged that the proposed project's 1,500 dwelling units, in conjunction with the dwelling units contemplated by the City Center project, would exacerbate impacts on traffic and schools, with no mitigation proposed. Mr. Gibbon claimed the City Center traffic analysis relied on the use of bicycles on the Iron Horse Trail as mitigation for traffic impacts and asserted that this mitigation should apply to the North Camino Ramon Specific Plan. He indicated that the Specific Plan should be revised to rectify these issues.

Mr. Gibbon later submitted written comments (under the name "San Ramon for Open Government") similar to his oral testimony that are addressed in Section 3, Responses to Written Comments.

Response

Refer to Response to SROG-1 through Response to SROG-5 in Section 3, Responses to Written Comments.

Regarding Mr. Gibbon's claim that the San Ramon City Center EIR relied on the use of bicycles on the Iron Horse Trail as mitigation for traffic impacts is incorrect. The only City Center EIR

mitigation measure that pertained to bicycles required the preparation of a Bicycle Parking Study to identify appropriate locations and capacities for bicycle parking facilities (Mitigation Measure TRANS-8a). Thus, there is no basis for revising the traffic analysis as suggested by Mr. Gibbon.

Michael Cass

Summary of Testimony

Mr. Cass stated that he had received notice of the availability of the Draft EIR but had not received notice of any prior meetings. He indicated that this may be grounds to require extension of the public review period for the Draft EIR. Mr. Cass noted that the Specific Plan roadway network depicts the proposed extension of Alcosta Boulevard to Fostoria Way and the Specific Plan bicycle network contemplates Class II bicycle lanes on this roadway. He asserted that the General Plan does not show Class II bicycle lanes on this roadway and stated that this inconsistency has the potential to create significant transportation impacts on this segment of roadway, which also is within the Town of Danville.

Mr. Cass also referenced the existing Iron Horse Trail crossing at Fostoria Way and noted that the two trail segments do not align at this roadway, resulting in unsafe crossings by trail users who take the shortest path of travel across Fostoria Way instead of using the crosswalk. He asserted that the proposed Alcosta Boulevard extension would exacerbate this existing condition. Mr. Cass recommended realignment of the trail south of Fostoria Way to align with the segment north of the roadway.

Mr. Cass indicated that the Alcosta Boulevard extension has the potential to eliminate guest parking that currently occurs on the north side of Fostoria Way adjacent to the Iron Horse Condominiums. Mr. Cass noted that this portion of Fostoria Way is privately owned and that extending Alcosta Boulevard through this area as a four-lane roadway with Class II bicycle lanes would result in adverse parking impacts in this area.

Mr. Cass provided several suggestions for revisions to the North Camino Ramon Specific Plan, including provisions for live/work units and senior housing, the installation of overcrossings along the Iron Horse Trail, and consolidating newspaper racks into centralized facilities for improved aesthetics.

Mr. Cass later submitted written comments (under the name “The Preserve at Ironhorse Trail Owners Association”) similar to his oral testimony that are addressed in Section 3, Responses to Written Comments.

Response

Mr. Cass’s comments concerning public noticing and the Alcosta Boulevard extension are addressed in Response to PRESERVE-1 through Response to PRESERVE-7 in Section 3, Responses to Written Comments.

Regarding Mr. Cass’s suggestions for revisions to the Specific plan to include live/work units and senior housing and the installation of overcrossings along the Iron Horse Trail, these are reflected in the Specific Plan in various capacities.

The Specific Plan establishes a variety of mixed-use zoning districts that allow flexibility in terms of housing product types, including live/work units and senior housing. Furthermore, there are no provisions within the Specific Plan that exclude or discourage live/work units or senior housing. However, in the interests of affording applicants flexibility, it is the preference of City of San Ramon not to identify specific, desired housing product types within the mixed-use zoning districts of the Specific Plan.

Regarding overcrossings on the Iron Horse Trail, the Specific Plan accounts for the current, ongoing planning efforts to establish such a grade-separated trail crossing at Crow Canyon Road. This improvement is contemplated by the San Ramon Valley Iron Horse Trail Corridor Concept Plan and the City of San Ramon General Plan 2030 (specifically, Implementing Policy 5.7-I-9). However, neither the Concept Plan nor the General Plan contemplates overcrossings at either Fostoria Way or Norris Canyon Road, and such crossings are unlikely to be pursued in the future because of the significantly lower traffic volumes on those roadways compared with traffic volumes on Crow Canyon Road.

Finally, the City will consider Mr. Cass’s suggestion for newspaper rack consolidation as an amendment to the Municipal Code as it affects the entire City.

Jonathan Winslow

Summary of Testimony

Mr. Winslow reiterated Mr. Gibbon’s comments regarding the Specific Plan’s traffic analysis failing to account for other approved development projects. Mr. Winslow indicated his support for the Specific Plan, but stated that the City should be flexible in letting the market dictate where uses ultimately go.

Response

The Draft EIR’s traffic analysis is addressed in Master Response 2.

The Specific Plan’s land use plan is predicated on providing flexibility to applicants in terms of economic viability. The proposed mixed-use zoning districts contemplated by the Specific Plan allow a wide range of commercial and residential uses to be developed on properties within the plan area.

Harry Sachs (Planning Commissioner)

Summary of Testimony

Mr. Sachs referenced the vehicle miles traveled (VMT) numbers provided in Table 3.2-11 in Impact AIR-1 in Section 3.2 Air Quality and Greenhouse Gas Emissions and stated that he concurred with the conclusion that this was a “potentially significant impact.” He expressed confusion about why

Mitigation Measure AIR-4 is proposed to mitigate this impact, which concerns evaluating toxic air contaminant impacts on sensitive receptors.

Mr. Sachs provided a lengthy commentary on the traffic analysis, which generally expressed concern about how the traffic scenarios were modeled, whether they accounted for approved and pending projects in San Ramon, and the adequacy of the mitigation measures for traffic impacts. He also expressed concern about how traffic impacts from new residential growth were accounted for and suggested that the traffic analysis relied on major assumptions about use of alternative modes of transportation, including the Norris Canyon Road HOV off-ramps. Mr. Sachs questioned whether the amount of residential growth contemplated by the Specific Plan was appropriate and necessary to support the commercial retail uses envisioned by the plan.

Mr. Sachs also questioned the conclusions of greenhouse gas emissions analysis and expressed skepticism that a mitigation measure requiring residents to improve the efficiency of their heating, ventilation, and air conditioning (HVAC) units is adequate.

Mr. Sachs's expressed concern about impacts on public safety, specifically referencing the proposed police substation and whether the level of density would create adverse impacts.

Finally, Mr. Sachs stated that various aspects of the Specific Plan should be revisited, including parking, affordable housing, the plan's relationship to the Sustainable Communities Strategy, and whether the area north of Crow Canyon Road should be removed.

Response

Responses to Mr. Sachs comments were provided in five parts: Vehicle Miles Traveled, Traffic, Greenhouse Gas Emissions, Public Safety, and Specific Plan Revisions.

Vehicle Miles Traveled

Impact AIR-1 evaluated project consistency with the BAAQMD's Air Quality Plan. This analysis used three criteria to assess consistency:

- Criterion 1: Does the project support the primary goals of the Air Quality Plan?
- Criterion 2: Does the project include applicable Control measures from the Air Quality Plan?
- Criterion 3: Does the project disrupt or hinder implementation of any Air Quality Plan measures?

The analysis for Criterion 1 discloses that Impact AIR-4, Sensitive Receptors, was found to be potentially significant, due to potential impacts associated with toxic air contaminants (e.g., diesel exhaust). Impact AIR-4 is determined to be less than significant after incorporation of Mitigation Measure AIR-4, which requires improved HVAC systems, among other items. Therefore, the impact for Impact AIR-1 states "potentially significant impact" because Impact AIR-4 is potentially significant.

For the other two criteria, the analysis found that the proposed project would include applicable control measures from the Air Quality Plan and not disrupt or hinder implementation of any Air Quality Plan measures. For the third criterion, the analysis was supported by the VMT calculation in Table 3.2-11, which found that VMT would increase at a lower rate than the project population increase. As explained on page 3.2-44, the VMT per population would be significantly higher in the project area if not developed with the project. For this reason, the VMT increase was determined not to be significant and no mitigation was required.

It should also be clarified that the VMT values reported in Table 3.2-11 were generated by the URBEMIS air quality model; they were not derived from the traffic analysis. Vehicular tailpipe emissions are a function of distance traveled; therefore, the URBEMIS model has default trip length values for various types of trips (home-to-work, home-to-shop, home-to-other, etc.) that correspond to each county in California; refer to Draft EIR Appendix B for the trip lengths used in the air quality modeling. Furthermore, the VMT values do not correspond to specific traffic patterns on local roadways; rather, they are hypothetical estimates of the length of specific trips that occur within a region. As such, they do not provide any insight into level of service values reported in Section 3.12, Transportation.

Traffic

Master Response 2 provides clarification of the two traffic scenarios evaluated in the Draft EIR, including assumptions about future projects and mitigation measures. Master Response 3 addresses the Norris Canyon Road HOV ramps.

Regarding Mr. Sachs's comments on the traffic analysis' reliance on the use alternative modes of transportation, the trip generation adjustments for transportation demand management (TDM) on described on pages 3.12-46 and 3.12-49 of the Draft EIR. To recap, TDM reductions of 8 percent were applied to general office and 4 percent for medical/dental office uses were applied to existing trip generation for the Block Groups within the Bishop Ranch Business Park, which are based on documented evidence for these uses. Additionally, similar TDM reductions were applied to future trip generation for general office and medical/dental office uses throughout the entire Specific Plan for the same reason. The CCTA Technical Procedures Update establishes a 10-percent maximum reduction for TDM; therefore, the use of 8- and 4-percent reductions conforms to this guidance. In summary, the TDM reductions used in the traffic analysis are supported by documented evidence of existing TDM performance within the Bishop Ranch Business Park and have a very small effect on reducing net trip generation attributable to the Specific Plan.

As for Mr. Sachs's comments on traffic impacts from new residential growth, the traffic analysis evaluated the potential development of 1,500 dwelling units within the Specific Plan area. Currently, General Plan 2030 allows as many as 1,124 dwelling units within the Specific Plan area; therefore, the net increase in dwelling unit potential is only 376 dwelling units. In contrast, the Specific Plan allows a net increase of 1.68 million square feet of commercial uses relative to General Plan 2030.

As such, commercial, not residential, uses would be the primary source of new trip generation. Regardless, the traffic analysis accounts for the net increase of both residential and commercial uses relative to General Plan 2030.

Greenhouse Gas Emissions

To clarify, Impact AIR-6 (Greenhouse Gas Generation and Plan Consistency) concludes that the proposed Specific Plan's greenhouse gas emissions would have a less than significant impact. This conclusion is based on the Specific Plan relying on the City of San Ramon's adopted Climate Action Plan, which provides the framework for achieving greenhouse gas emissions reductions in accordance with Bay Area Air Quality Management targets. Individual development projects that are pursued relative to the Specific Plan will be required to demonstrate consistency with the portions of the Climate Action Plan that reflected in the Specific Plan. The Draft EIR concluded that impacts would be less than significant and that no mitigation is necessary.

Furthermore, as previously noted, improved HVAC systems are mitigation for toxic air contaminants, not greenhouse gas emissions.

Public Safety

As indicated on page 3.11-12 of the Draft EIR, the San Ramon Police Department was consulted during the preparation of the Specific Plan regarding public safety impacts. The Police Department indicated that the mixed-use characteristics of the Specific Plan area and pedestrian-friendly internal street system would lend itself to its Community Policing efforts. The Police Department recommended that a substation be provided in the proposed parking structure adjacent to the Village Green to facilitate Community Policing programs. This recommendation is incorporated into the Specific Plan as Policy PF-3.2.

In summary, the Police Department was consulted about public safety impacts associated with the Specific Plan and its recommendations are incorporated into the plan.

Specific Plan Revisions

Regarding Mr. Sachs's statements that various aspects of the Specific Plan should be revisited, each point is addressed below.

No specific comments were provided about what aspects of parking and affordable housing should be revised. As such, no further response can be provided about these issues.

Regarding the plan's relationship to the Sustainable Communities Strategy, the Specific Plan has been designated a Potential Priority Development Area under the FOCUS Program, pending adoption of the Specific Plan. The Priority Development Areas are anticipated to be the underpinning of the Sustainable Communities Strategy preferred scenario, and, through the development of the Specific Plan/Priority Development Area, the City is able to actively determine how development will occur

within the Specific Plan and—by extension—how the City will develop under the Sustainable Communities Strategy. The City continues to participate in the process of development of the Sustainable Communities Strategy to ensure that the preferred scenario develops in a manner that is consistent with the vision of the Priority Development Area, as well as the vision for San Ramon’s quality of life as set forth in General Plan 2030.

As for Mr. Sachs’s suggestion that the area north of Crow Canyon Road be removed, such a decision is ultimately at the discretion of the Planning Commission and City Council. At the time of this writing, neither body has approved any motion directing City staff to remove this area from the Specific Plan; therefore, it remains included in the plan boundaries.

Jeanne Benedetti (Planning Commissioner)

Summary of Testimony

Ms. Benedetti expressed concern about traffic issues, specifically, the Norris Canyon HOV ramp. She expressed her desire to see that the HOV ramp be available to all vehicles outside of peak hours and expressed concern that the traffic study did not break out single occupant vehicles from multi-occupant vehicles. Ms. Benedetti also expressed concern about congestion associated with pedestrian and bicycle traffic, particularly around the relocated Transit Center. She also noted that intersections along Norris Canyon Road and San Ramon Valley Boulevard are anticipated to experience improved levels of service between them and questioned how this would occur, since no mitigation measures are proposed for either roadway.

Response

The Norris Canyon Road HOV ramps are addressed in Master Response 3.

Regarding Ms. Benedetti’s concern about traffic congestion associated with pedestrian and bicycle traffic particularly around the relocated Transit Center, it is anticipated that the future intersection of Norris Canyon Road/Commons would be signalized. This signal would facilitate the orderly operation of this intersection, including for bicycles and pedestrians. As such, pedestrians and bicyclists would not be expected to cause significant traffic congestion around the relocated Transit Center.

Table 4-1 presents level of service values for intersections along Norris Canyon Road and San Ramon Valley Boulevard for both Existing Plus Project conditions and Year 2030 Cumulative conditions. As shown in the table, all intersections experience a higher volume-to-capacity (V/C) ratio and, in some cases, a lower LOS grade under Existing Plus Project conditions relative to Existing conditions. However, these same intersections would experience improvements in V/C ratio and, in some cases, a higher LOS grade, between Year 2030 Cumulative No Project and Year 2030 Cumulative Plus Project conditions. As explained on page 3.12-73 of the Draft EIR, the improvement in V/C ratios and LOS grades is largely due to the roadway improvements contemplated by the Specific Plan (e.g.,

the Crow Canyon Place extension to Bishop Drive) that would improve circulation and divert trips away from congestion intersections relative to “no project” conditions.

Table 4-1: Intersection Level of Service – Existing Plus Project and Year 2030 Plus Project

Intersection	Peak Hour	Existing		Existing Plus Project		Year 2030 Cumulative No Project		Year 2030 Cumulative Plus Project	
		V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS	V/C Ratio	LOS
Crow Canyon Road/ San Ramon Valley Boulevard	AM	0.55	A	0.59	A	0.69	B	0.63	B
	PM	0.71	C	0.88	D	0.90	D	0.87	D
Norris Canyon Road/ San Ramon Valley Boulevard	AM	0.54	A	0.60	A	0.57	A	0.53	A
	PM	0.43	A	0.61	A	0.58	A	0.52	A
Norris Canyon Road/ Bishop Drive	AM	0.34	A	0.41	A	0.39	A	0.47	A
	PM	0.55	A	0.74	C	0.66	B	0.59	A
Norris Canyon Road/ Camino Ramon	AM	0.45	A	0.58	A	0.65	B	0.45	A
	PM	0.53	A	0.79	C	0.80	D	0.52	A

Note:
LOS values obtained from Table 3.12-9 and Table 3.12-11 of the Draft EIR.
Source: Kimley-Horn and Associates, Inc.

Eric Wallis (Planning Commissioner)

Summary of Testimony

Mr. Wallis noted the testimony about traffic impacts and inquired if City staff and the consultants would have adequate time to respond to Mr. Sachs’s comments and be able to walk the members of the Planning Commission through the analysis.

Response

The Draft EIR’s traffic analysis is addressed in Master Response 2.

The concerns identified by Planning Commissioners Harry Sachs and Jeanne Benedetti regarding traffic impacts are addressed in this Final EIR.

Roz Rogoff

Summary of Testimony

Ms Rogoff expressed concern about the size and residential density of the project and indicated a preference for more upscale retail stores. She also stated that she had concerns about the proposed project’s traffic impacts. Ms. Rogoff inquired about the ramifications changes to the Specific Plan would have on the Draft EIR.

Response

The Draft EIR's traffic analysis is addressed in Master Response 2.

At the time of this writing, no major changes to the Specific Plan have occurred. Should significant changes occur, the City of San Ramon will determine whether additional CEQA documentation would be necessary to address the changes.

Jeff Rachmil

Summary of Testimony

Mr. Rachmil expressed opposition to the proposed project and stated that the Norris Canyon Road HOV ramp is a shortsighted way to mitigate the proposed project's traffic impacts.

Response

The Norris Canyon Road HOV ramp is addressed in Master Response 3.

Kevin L'Hommedieu

Summary of Testimony

Mr. L'Hommedieu expressed opposition to the proposed project, citing increased housing and traffic congestion.

Response

The Draft EIR's traffic analysis is addressed in Master Response 2.

SECTION 5: ERRATA

The following are revisions to the Draft EIR for the North Camino Ramon Specific Plan Project. These revisions are minor modifications and clarifications to the document, and do not change the significance of any of the environmental issue conclusions within the Draft EIR. The revisions are listed by page number. All additions to the text are underlined (underlined) and all deletions from the text are stricken (~~stricken~~).

5.1 - Changes to Draft EIR Text

Section 1, Introduction

Page 1-3, Environmental Issues Determined Not To Be Significant

The list of checklist items scoped out to Section 7, Effects Found Not To Be Significant has been amended to strike sensitive receptors and add wildland fires.

In addition, certain subjects with various topical areas were determined not to be significant. Other potentially significant issues are analyzed in these topical areas; however, the following issues are not analyzed:

- Scenic Vistas (Section 3.1, Aesthetics)
- ~~Exposure of Sensitive Receptors to Pollutant Concentrations (Section 3.2, Air Quality)~~
- Riparian Habitat or Other Sensitive Natural Community (Section 3.3, Biological Resources)
- Federally Protected Wetlands (Section 3.3, Biological Resources)
- Native Resident or Migratory Fish or Wildlife Species (Section 3.3, Biological Resources)
- Habitat, Natural Community, or Other Conservation Plan (Section 3.3, Biological Resources)
- Septic or Alternative Wastewater Disposal Systems (Section 3.5, Geology, Soils, and Seismicity)
- Exposure of Schools to Hazardous Materials (Section 3.6, Hazards and Hazardous Materials)
- Airports (Section 3.6, Hazards and Hazardous Materials)
- Wildland Fires (Section 3.6, Hazards and Hazardous Materials)
- Private Airstrips (Section 3.6, Hazards and Hazardous Materials)
- 100-Year Flood Hazards (Section 3.7, Hydrology and Water Quality)
- Levee or Dam Failure (Section 3.7, Hydrology and Water Quality)
- Seiches, Tsunamis, or Mudflows (Section 3.7, Hydrology and Water Quality)
- Division of an Established Community (Section 3.8, Land Use)
- Conservation Plans (Section 3.8, Land Use)
- Aviation Noise (Section 3.9, Noise)

- Displacement of Persons or Housing (Section 3.10, Population and Housing)
- Air Traffic Patterns (Section 3.13, Transportation)

Section 2, Project Description

Page 2-62, Discretionary and Ministerial Actions

The list of discretionary and ministerial actions has been amended to specifically note the changes to the San Ramon Zoning Ordinance that would occur in conjunction with adoption of the North Camino Ramon Specific Plan.

Discretionary approvals and permits are required by the City of San Ramon for implementation of the proposed project. The proposed project would require the following discretionary approval and action:

- Specific Plan Adoption – Planning Commission and City Council (Includes associated text amendments and map changes to the San Ramon Zoning Ordinance)

Section 3.2, Air Quality and Greenhouse Gas Emissions

Page 3.2-43, Table 3.2-10

A typographical error was corrected in Table 3.2-10.

2010 Clean Air Plan Control Strategy	Supporting North Camino Ramon Plan Policy or Measure
ECM 4: Shade Tree Planting	The Specific Plan Sustainability Guidelines include designing bio-retention swales into the parking lot landscaping as part of the exterior water management and shading strategies. In addition, the project would comply with the City of San Ramon’s Landscape Design Standards, which require landscaping plans. In parking lots, canopy trees <u>trees</u> are required to be provided throughout the parking area at the equivalent of one tree for every four spaces to provide shade.

Page 3.2-43, Last Paragraph, Last Sentence

A typographical error was corrected in the last paragraph.

ABAG is responsible for making long-term forecasts for population, housing, and employment for the nine-county Bay Area. The forecast are published in Projections 2009, which contains the most current forecast. In recent updates to the Projections, the forecasts have presented a realistic assessment of growth in the region, taking into account trends in markets and demographics, and local policies that promote more compact infill- and transit-oriented development. In the summer of 2006, ABAG contacted every city and county in the region to acquire the current version of its General Plan and other available planning documents. The short-term forecasts rely heavily on the local plans. As the forecasts move into the long-term, policy-based assumptions come into greater play. ABAG assumes that cities will update their plans to provide for ~~fore~~ more growth.

Section 3.7, Hydrology and Water Quality

Page 3.7-2, First Paragraph

The following correction was made at the request of Contra Costa County Flood Control & Water Conservation District.

Watersheds and Drainage

The Specific Plan boundaries are located within both the San Ramon Creek watershed and the Watson Canyon Drainage watershed. Norris Canyon Road ~~Crow Canyon Road~~ serves as the natural boundary between the two watersheds, although man-made diversions have resulted in some parcels north of Norris Canyon Road draining towards Watson Canyon Drainage. Each watershed is discussed below.

Section 3.9, Noise

Page 3.9-48, Impact NOI-2 Impact Statement

The Impact NOI-2 impact statement has been revised to correct an erroneous reference to General Plan 2030.

Vibration

Impact NOI-2: **Development and land use activities contemplated by the Specific Plan ~~General Plan 2030~~ would not expose persons to excessive vibration levels.**

Section 3.11, Public Services and Recreation

Pages 3.11-4 and 3.11-5, Table 3.11-4

Table 3.11-4 and the preceding text have been revised, based on comments submitted by the San Ramon Valley Unified School District.

Table 3.11-4 summarizes the three ~~four~~ schools that currently serve the Specific Plan area based on information provided by the California Department of Education for the 2010–2011 academic year.

Table 3.11-4: School Summary (2010–2011)

School	Grades	Enrollment	Full-Time Equivalent Teachers	Pupil-Teacher Ratio
Bollinger Canyon Elementary	K-5	546	25.2	21.7
Twin Creeks Elementary	K-5	519	24.3	21.4
Iron Horse Middle	6-8	957	36.7	26.1
California High	9-12	2,472	99.6	24.8

Source: California Department of Education, 2012.

Section 3.13, Utility Systems**Page 3.13-2, Second Paragraph**

The following deletion was made at the request of East Bay Municipal Utility District (EBMUD), and a typographical error has been corrected.

Raw water from Pardee Reservoir is transported approximately 91 miles to EBMUD water treatment ~~plans~~ plants and terminal reservoirs through the Pardee Tunnel, the Mokelumne aqueducts, and the Lafayette aqueducts. ~~Water flowing by gravity from Pardee Reservoir takes 30 to 45 hours to reach the East Bay.~~

Page 3.13-5, Recycled Water Supply Projections

The following correction was made at the request of EBMUD.

Table 3.13-2 summarizes DERWA demand and supply projections between 2010 and 2030, as contained in the DSRSD 2010 ~~2005~~ Urban Water Management Plan.

Page 3.13-14, Fourth Paragraph

An incorrect sentence was deleted from this paragraph.

As identified in the Specific Plan, development within the plan boundaries would be required to comply with the Model Water Efficient Landscape Ordinance, which requires that plans and water usage estimates for landscape irrigation be submitted prior to the issuance of ministerial permits. ~~This has been incorporated as a mitigation measure.~~

Section 5, Alternatives to the Proposed Project**Page 5-9, Aesthetics, Light and Glare**

A typographical error was corrected in the paragraph regarding Aesthetics, Light, and Glare.

Aesthetics, Light, and Glare

The Office/Retail Intensification Alternative would result in 125,300 more commercial square footage and 377 more residential dwelling units than would be permitted under the proposed project. The proposed project's impacts on State Scenic Highways and visual character were found to be less than significant and did not require mitigation. The Office/Retail Intensification Alternative would also have less than significant impacts on these areas, since the additional commercial and residential dwellings would not be more visible from offsite than those in the proposed project, due to the two-story limit on building height. The Office/Retail Intensification Alternative would result in more new sources of light and glare than the proposed project, and mitigation similar to the proposed project would be required to reduce this impact to a level of less than significant. Therefore, the Office/Retail Intensification Alternative ~~No Project Alternative~~ would have greater aesthetics, light, and glare impacts than the proposed project.