SECTION 2: EXECUTIVE SUMMARY

2.1 - Purpose

This Draft Subsequent Environmental Impact Report (DSEIR) is prepared in accordance with the California Environmental Quality Act (CEQA) to evaluate the potential environmental impacts associated with the implementation of San Ramon City Center Project (State Clearinghouse No. 2007042022). This document is prepared in conformance with CEQA (California Public Resources Code, Section 21000, et seq.) and the CEQA Guidelines (California Code of Regulations, Title 14, Section 15000, et seq.).

The purpose of this DSEIR is to disclose information to the public and decision makers about the potential environmental effects of a proposed project. This DSEIR does not recommend either approval or denial of a proposed project; rather, it is intended to provide a source of independent and impartial analysis of the foreseeable environmental impacts of a proposed course of action. This DSEIR describes the proposed project, analyzes its environmental effects, and discusses reasonable alternatives that would avoid, reduce, or minimize environmental impacts. The San Ramon Planning Commission will consider the information presented in this document in making an informed decision regarding the approval, conditions of approval, or denial of the proposed project.

2.2 - Tiering and Basis for Subsequent EIR

The purpose of this DSEIR is to provide project-level subsequent environmental impact analysis that accurately analyzes the proposed project in light of current conditions, circumstances, and new information that was not available and not analyzed in previously certified environmental documentation. The DSEIR contains a description of the project, description of the environmental setting, identification of the project impacts and cumulative impacts, and mitigation measures to reduce project impacts, as well as an analysis of alternatives to the project. This project-level DSEIR, where applicable, tiers off and incorporates by reference information and analysis contained in the City of San Ramon General Plan EIR and the San Ramon Civic Center EIR, certified by the San Ramon City Council in 2001 and 2003, respectively. Refer to Section 1.1.2 for a complete description of the previously certified environmental documents referenced in this DSEIR.

2.3 - Project Summary

2.3.1 - Project Location

The proposed project is located within the City of San Ramon in Contra Costa County, California (refer to Exhibit 3-1). The project site is composed of four parcels (1A, 1B, 2, and 3A) totaling 43.65 acres located on all four quadrants of the intersection of Bollinger Canyon Road and Camino Ramon (refer to Exhibit 3-2). Sunset Development Company owns the entirety of Parcels 1B and 2 and 6.71 acres of Parcel 1A; the City of San Ramon owns Parcel 3A and 7.56-acres of Parcel 1A. Sunset

Development Company has an option to purchase and develop the City-owned 7.56 acres of Parcel 1A and Parcel 3A. The project site is located on the Diablo, California, United States Geologic Survey 7.5-minute topographical map, Township 2 South, Range 1 West, Unsectioned.

2.3.2 - Project Description

The proposed project consists of the new construction of approximately 2.1 million square feet of retail, hotel, residential, office, and civic uses on approximately 44 acres. As part of this project, 194,652 square feet of existing office space will be demolished, and the project will utilize a vested un-built office entitlement of 328,220 square feet. As a result, the basis for environmental analysis is approximately 1.6 million "net" square feet above the existing vested entitlements for the site and approximately 1.9 million square feet of net additional construction beyond the existing property conditions. Specific project elements include approximately: 635,000 square feet of retail and cinema uses, a 169-room hotel, up to 487 residential dwelling units, 680,000 square feet of office space, 50,000 square feet of retail/flex uses, and a 110,000-square-foot City Hall, including Council Chambers, Library, and Police Department headquarters. In addition, the project includes nine parking structures totaling more than 6,600 new spaces, one future reserve parking structure with 513 spaces, and the construction of a new Transit Center. Section 3, Project Description provides detailed discussion about each component and includes plans and depictions of the project.

Plaza District

The Plaza District would be the largest component of the proposed project, both in terms of footprint and square footage. The Plaza District would occupy Parcels 2 and 3A and would consist of seven city blocks: A, B, C, D, E, F-G, and H. Blocks A through D would be located on Parcel 2, and Blocks E through H would be located on Parcel 3A. The Plaza District would be organized around Center Street, the principal east-west roadway that would bisect the district. Three north-south streets would intersect with Center Street—West Street, Camino Ramon, and East Street—and would create three internal intersections in the Plaza District. In addition, the existing Bishop Drive would be extended from its current terminus at the Bishop Ranch 3 parking structure to loop around the east side of the Plaza District and intersect with Bollinger Canyon Road.

The heart of the Plaza District would be centered around a large pedestrian plaza, located in front of the hotel on the south side of Center Street, between West Street and Camino Ramon. The plaza would be used for seasonal programs, such as farmer's markets during the warmer months and outdoor ice skating during the winter months.

The Plaza District would contain retail, residential, office, and hotel uses, as well as parking facilities. Each is discussed below.

- **Retail:** Retail uses within the Plaza District would total approximately 635,042 square feet, potentially including two retail anchor stores, a six-screen arts cinema, and smaller inline retail uses such shops, restaurants, and spa/fitness/wellness.

- **Residential:** High-density residential uses would total approximately 550,669 square feet and up to 487 dwelling units, spread among five of the seven blocks of Plaza District. Unit sizes would range from 750 to 2,000 square feet. In accordance with the City's Housing Element objective of setting aside 25 percent of new dwelling units as below market rate housing, a percentage of the dwelling units would be set aside as deed-restricted workforce housing available for households with qualifying incomes. If the project would not meet the 25 percent objective, then in-lieu-of fees would be provided to the City to develop affordable housing elsewhere in San Ramon.
- **Office:** Office uses totaling approximately 50,142 square feet would be located on the third, fourth, and fifth stories of Block H. These uses could be converted to retail, creating the potential for "office/retail flex."
- **Hotel:** A six-story, 169-room, hotel totaling approximately 139,867 square feet would be located on Block C. The hotel would be the tallest structure in the Plaza District, reaching an elevation of approximately 91 feet, above finished grade.
- **Parking:** Six garages would provide 4,124 off-street parking spaces. On-street parking would be available along Center Street, West Street, and East Street, as well as portions of Camino Ramon.

Bishop Ranch 1A

A total of approximately 681,769 square feet of Class A office space would be developed among three buildings on Parcel 1A. Known as Bishop Ranch 1A, the three buildings would be identical in footprint, size, and design, and oriented around a circular fountain. Access to Bishop Ranch 1A would be taken from the existing Bishop Ranch 1 entrance road. Parking for Bishop Ranch 1A and Bishop Ranch 1 would be provided in three multi-story parking garages totaling 4,229 spaces. Two of the parking structures would be developed concurrently with Bishop Ranch 1A, the remaining structure would be developed after the complex opens and would used for reserve parking. Surface parking spaces would also be available for both complexes.

City Hall and Transit Center

An approximately 110,490-square-foot City Hall and Transit Center would be developed on Parcel 1B. The City Hall would feature a four-story City office building with an attached dome-shaped Council Chamber. A cast sculpting of the City symbol—an aloft crow with extended wings—would crown the top of the dome housing the Council Chamber. A tiered water fountain would also be incorporated into the exterior design of the Council Chamber. The City Hall would provide space for a Council Chamber, City offices, meeting rooms, the Police Department headquarters, and the Library. The Transit Center would be incorporated into the ground floor of the two-level, 414-space parking garage that would be located on the south side of the City Hall. The Transit center would provide four bus bays, waiting area for passengers, bike racks/lockers and on-site transit ticket sales..

2.3.3 - Project Objectives

The objectives of the proposed project are to:

- Strengthen San Ramon and Bishop Ranch with a vibrant mix of complementary uses including retail, residential, office, hotel, and civic
- Develop a new, vital neighborhood for living, working, shopping, dining, entertaining, learning, and gathering
- Create new beautifully landscaped public spaces to accommodate community and cultural events
- Replace the outdated and undersized current City offices and Council Chamber with a new municipal campus with modern, adequately sized facilities to serve the ever-increasing demands of planned growth in San Ramon
- Enhance the public safety in San Ramon through the provision of a state-of-the-art Police Department headquarters
- Improve the delivery and quality of library services to San Ramon residents through the provision of a larger, technologically advanced library
- Increase mobility, reduce greenhouse gas emissions, and promote energy conservation in San Ramon, Bishop Ranch, and the proposed project through the inclusion of a Transit Center that would serve as a convenient, centralized location for public transit providers
- Capitalize on the proposed project's adjacency to the Iron Horse Trail to promote the use of pedestrian and bicycle modes of transportation and encourage trip and greenhouse gas reduction and energy conservation
- Encourage trip and greenhouse gas reduction and energy conservation throughout San Ramon, Bishop Ranch, and the proposed project through the siting of residential and office uses near shopping, dining and entertainment
- Establish public improvements including landscaped sidewalks, plazas, and pedestrian connections, streets, parking structures, and a new "ring road" extending Bishop Drive to Bollinger Canyon Road
- Add new experiences at Bishop Ranch, and to the San Ramon community, including a hotel, an art-screen cinema, new gourmet restaurants, and destination retail attractions
- Include high-quality, high-density housing in a mixed-use setting to increase the diversity of housing opportunities in San Ramon and provide a type of housing option that is not currently available to local residents
- Use high-quality architecture and landscaping consistent with the style of Bishop Ranch that will maintain and enhance the aesthetic character of the City of San Ramon

- Maximize roadway safety through the provision of multiple vehicular ingress and egress opportunities to the proposed project internal roadways and parking facilities and improvements to the surrounding circulation system
- Create increased new property and sales taxes annually, in perpetuity, for the City of San Ramon, and increased annual property taxes for Contra Costa County and various other local government agencies
- Increase property values throughout San Ramon and the San Ramon Valley
- Reduce regional freeway impacts resulting from dependency on regional urban centers to meet retail and entertainment needs by encouraging mixed use and infill development with localized entertainment and retail opportunities

2.4 - Significant Unavoidable Adverse Impacts

The DSEIR has identified the following issues where, after the implementation of feasible mitigation measures, the proposed project would nonetheless result in impacts that cannot be fully reduced to a level of less than significant in relation to the thresholds established by the CEQA Guidelines. Because these impacts are significant and unavoidable consequences of the proposed project, the San Ramon Planning Commission would be required to adopt a Statement of Overriding Considerations determining that the project's economic, social, and technological benefits outweigh its significant environmental effects. The following are significant unavoidable adverse environmental impacts of the proposed project:

- **Construction and operational emissions:** Daily emissions from project construction and operational activities would exceed Bay Area Air Quality Management District (BAAQMD) thresholds. Mitigation is proposed that would require implementation of air pollution control measures; however, these measures would not fully reduce this impact to a level of less than significant.
- **Cumulative air emissions:** Because construction and operational emissions would exceed BAAQMD thresholds, the proposed project would have a significant cumulative impact. No mitigation is available to reduce this impact to a level of less than significant.
- **Inconsistency with the Clean Air Plan:** Population growth and vehicle trips associated with the proposed project would exceed the projections contained in the BAAQMD Clean Air Plan. No mitigation is available to reduce this impact to a level of less than significant.
- **Greenhouse gas emissions:** Because of the size and intensity of the proposed project, it would have a cumulatively considerable contribution of greenhouse gas emissions. Mitigation is proposed that would require implementation of energy and water conservation measures; however, these measures would not fully reduce this impact to a level of less than significant.

- **Growth inducement:** Population growth attributable to the proposed project would exceed Association of Bay Area Government's (ABAG) projections for San Ramon. No mitigation is available to reduce this impact to a level of less than significant.
- **Freeway operations:** The proposed project would contribute new vehicle trips to Interstate 680, which currently operates a deficient level of service. No mitigation is available to reduce this impact to a level of less than significant.

2.5 - Summary of Project Alternatives

Below is a summary of the alternatives to the proposed project considered in Section 5, Alternatives.

2.5.1 - No Project Alternative

Under the No Project Alternative, the project site would remain in its existing condition, and the proposed project would not be developed. As part of this alternative, Parcel 1A would be developed as a 328,220-square-foot office complex in accordance with the previously approved entitlements set forth in the Chevron Park Annexation and Development Agreement. Bishop Ranch 2 and Parcel 3A would remain unchanged.

2.5.2 - Reduced Density Alternative - Option 1

The Reduced Density Option 1 Alternative consists of eliminating the Plaza District from the proposed project and developing only Bishop Ranch 1A and the City Hall and Transit Center. Bishop Ranch 1A and the City Hall and Transit Center would be identical in size, design, and use as envisioned by the proposed project. Bishop Ranch 2 and Parcel 3A would remain unchanged.

2.5.3 - Reduced Density Alternative - Option 2

The Reduced Density Option 2 Alternative consists of eliminating the Bishop Ranch 1A, and the City Hall and Transit Center components, and developing only the Plaza District. The Plaza District would be identical in size, design, and use as envisioned by the proposed project. As part of this alternative, Parcel 1A would be developed as a 328,220-square-foot office complex in accordance with the previously approved entitlements set forth in the Chevron Park Annexation and Development Agreement. Parcel 1B would remain unchanged.

2.5.4 - City Civic Center Alternative

The City Civic Center Alternative consists of developing the project detailed in City Civic Center Environmental Impact Report, certified by the San Ramon City Council in December 2003. The City Civic Center Project proposes 276,000 square feet of civic and commercial uses, including City offices, Council Chamber, a library, a children's museum, a 1,200-seat performing arts center with a smaller 300-seat theater, 40,000 square feet of retail on Parcel 3A, and an aquatic center on Parcel 1A. These uses would employ the existing Bishop Ranch 3 parking structure located immediately

north of Parcel 3A during non-office hours of the week and on weekends. The square footage for the Parcel 3A components are as follows:

- City Offices and Council Chamber: 70,000 square feet
- Library: 50,000 square feet
- Children's Museum: 20,000 square feet
- Center for Arts and Visual Arts Gallery: 96,000 square feet
- Retail: 40,000 square feet

The aquatic center would feature an Olympic-sized pool with stadium-style seating for 3,000 spectators and locker room facilities.

2.6 - Areas of Controversy

Pursuant to CEQA Guidelines Section 15123(b), a summary section must address areas of controversy known to the lead agency, including issues raised by agencies and the public, and also address issues to be resolved, including the choice among alternatives and whether or how to mitigate the significant effects.

An Initial Study and Notice of Preparation (IS-NOP) for the proposed project were issued on April 4, 2007. The IS-NOP describing the original concept for the project and issues to be addressed in the EIR was distributed to the State Clearinghouse, responsible agencies, and other interested parties for a 30-day public review period that extended from April 4 through May 3, 2007. The IS-NOP identified the potential for significant impacts on the environment related to the following topical areas:

- Aesthetics, Light, and Glare
- Air Quality
- Biological Resources
- Cultural Resources
- Geology, Soils, and Seismicity
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services
- Recreation
- Transportation
- Utility Systems
- Urban Decay

2.6.1 - Disagreement Among Experts

This EIR contains substantial evidence to support all the conclusions presented herein. It is possible that there will be disagreement among various parties regarding these conclusions, although the City of San Ramon is not aware of any disputed conclusions at the time of this writing. Both the CEQA Guidelines and case law clearly provide the standards for treating disagreement among experts. Where evidence and opinions conflict on an issue concerning the environment, and the lead agency knows of these controversies in advance, the EIR must acknowledge the controversies, summarize the

conflicting opinions of the experts, and include sufficient information to allow the public and decision makers to make an informed judgment about the environmental consequences of the proposed project.

2.6.2 - Potentially Controversial Issues

Below are a list of potentially controversial issues that may be raised during the public review and hearing process of this DSEIR.

- Aesthetics and Visual Character
- Construction and Operational Air Emissions
- Climate Change
- Growth Inducement
- Long-Term Water Supply
- Construction and Operational Noise
- Parking
- Public Safety
- Public Services
- Traffic Congestion
- Urban Decay
- Water Supply

It is also possible that evidence will be presented during the 45-day statutory DSEIR public review period that may create disagreement. Decision makers would consider this evidence during the public hearing process.

In rendering a decision on a project where there is disagreement among experts, the decision makers are not obligated to select the most environmentally preferable viewpoint. Decision makers are vested with the ability to choose whatever viewpoint is preferable and need not resolve a dispute among experts. In their proceedings, decision makers must consider comments received concerning the adequacy of the DSEIR and address any objections raised in these comments. However, decision makers are not obligated to follow any directives, recommendations, or suggestions presented in comments on the DSEIR, and can certify the Final SEIR without needing to resolve disagreements among experts.

2.7 - Public Review of the Draft EIR

The DSEIR will be available for public review for the statutory 45-day review period beginning August 13, 2007 and will circulate until September 26, 2007. The document will be available for public review at the following locations:

City of San Ramon
Planning/Community Development Department
Planning Services Division
2222 Camino Ramon
San Ramon, CA 94583
Hours: 8:30 a.m. to 5 p.m., Monday–Friday

San Ramon Community Center
12501 Alcosta Boulevard
San Ramon, CA 94583
Hours:
8:30 a.m. to 5 p.m., Monday- Friday

Dougherty Station Community Center
17011 Bollinger Canyon Road
San Ramon, CA 94582
Hours:
8:30 a.m. to 5 p.m., Monday- Friday

Dougherty Station Library
17017 Bollinger Canyon Road
San Ramon, CA 94582
Hours: 10 a.m. to 8 p.m., Monday and Thursday; 12 p.m. to 8 p.m., Tuesday and Wednesday; 10 a.m. to 5 p.m., Friday and Saturday

San Ramon Senior Center
9300 Alcosta Boulevard
San Ramon, CA 94583
Hours:
8:30 a.m. to 5 p.m., Monday- Friday

San Ramon Library
100 Montgomery Street
San Ramon, CA 94583
Hours: 10 a.m. to 8 p.m., Monday–Thursday 10 a.m. to 5 p.m., Friday and Saturday; 1 p.m. to 5 p.m., Sunday

During the 45-day review period, agency representatives and members of the public will be able to submit written comments on the DSEIR to the address provided below:

Lauren Barr, Senior Planner
City of San Ramon
Planning/Community Development Department
Planning Services Division
2222 Camino Ramon
San Ramon, CA 94583
Phone: 925.973.2560
Fax: 925.806.0118
Email: lbarr@sanramon.ca.gov

Submittal of electronic comments in Microsoft Word format is encouraged. After the public review period, written responses to all significant environmental issues raised in the comments will be prepared and made available for review for a minimum of 10 days prior to the public hearing at which the Final SEIR will be considered for certification by the San Ramon Planning Commission. The DSEIR, comments on and responses to the DSEIR, the Final SEIR, and findings will be included as part of the environmental record for consideration and certification by the San Ramon Planning Commission for the proposed project.

2.8 - Executive Summary Matrix

Table 2-1 below summarizes the impacts, mitigation measures, and resulting level of significance after mitigation for the relevant environmental issue areas evaluated for the proposed project. The table is intended to provide an overview; narrative discussion for the issue areas are included in the corresponding section of this DSEIR. Table 2-1 is included in the DSEIR as required by CEQA Guidelines Section 15123(b)(1).

Table 2-1: Executive Summary Matrix

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 4.1 - Aesthetics, Light, And Glare		
Impact AES-1: The proposed project would not have a substantial adverse effect on a scenic vista.	No mitigation is necessary.	Less than significant impact.
Impact AES-2: The project would not substantially damage scenic resources within a State scenic highway.	No mitigation is necessary.	Less than significant impact.
Impact AES-3: Development of the proposed project would not substantially degrade the existing visual character or quality of the site and its surroundings.	No mitigation is necessary.	Less than significant impact.
Impact AES-4: The proposed project would create new sources of substantial light or glare that may adversely affect day or nighttime views.	**MM AES-4.** Prior to issuance of building permits, the applicant shall submit a site lighting plan to City of San Ramon for review and approval. The plan shall identify necessary requirements established in the Zoning Ordinance (D3-7 and D3-33) and must provide detailed information regarding lighting levels by the use of photometrics to indicate the maximum, minimum, and average footcandle lighting level proposed for this project. The plan shall also identify the type of light fixtures and pole height.	Less than significant impact.
Section 4.2 - Air Quality		
Impact AIR-1: The proposed project would result in substantial emissions of criteria pollutants during construction and operations.	**MM AIR-1a.** During construction activities, the following air pollution control measures shall be implemented: • The project applicant shall designate an onsite Air Quality Compliance Monitor who shall be responsible for directing compliance with the Best Available Control Measures listed below for fugitive dust mitigation during project construction. • For any earthmoving that is within 100 feet from any property lines, watering shall be performed as necessary to prevent visible dust emissions from exceeding 100 feet in length in any direction. All watering activities shall adhere to the requirements of the proposed project's Storm Water Pollution Prevention Plan. • For all disturbed surface areas (except completed grading areas), dust suppression shall be applied in a sufficient quantity and frequency to maintain a stabilized surface; any areas which cannot be stabilized, as evidenced by wind-driven dust, must have an application of water at least twice per day to at least 80 percent of the unstabilized area. All	Significant unavoidable impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	watering activities shall adhere to the requirements of the proposed project's Storm Water Pollution Prevention Plan. • For all disturbed surface areas that are completed grading areas, water shall be applied to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind-driven fugitive dust, excluding any areas that are inaccessible because of excessive slope or other safety conditions. All watering activities shall adhere to the requirements of the proposed project's Storm Water Pollution Prevention Plan. • For all inactive disturbed surface areas, water shall be applied to at least 80 percent of all inactive disturbed surface areas on a daily basis when there is evidence of wind-driven fugitive dust, excluding any areas that are inaccessible due to excessive slope or other safety conditions. All watering activities shall adhere to the requirements of the proposed project's Storm Water Pollution Prevention Plan. • For all unpaved roads, vehicle speed shall be limited to 15 miles per hour and water shall be applied at least once a day. • For all open storage piles, water shall be applied to at least 80 percent of the surface areas of all open storage piles on a daily basis when there is evidence of wind-driven fugitive dust. All watering activities shall adhere to the requirements of the proposed project's Storm Water Pollution Prevention Plan. • To provide track-out control, chemical stabilization shall be paved or applied at sufficient concentration and frequency to maintain a stabilized surface starting from the point of intersection with the public paved surface, and extending for a centerline distance of at least 100 feet and width of at least 20 feet. • Rerouting or rapid cleanup of temporary sources of mud and dirt shall be provided on unpaved roads. • Street sweeping of roads adjacent to the project site shall be done on a regular basis to reduce fugitive dust from traffic. • During rough grading and construction, an apron shall be built into the project site from the adjoining paved roadways. The apron shall be paved or have a petroleum-based palliative applied. All petroleum-based palliatives will comply with BAAQMD's Regulation 6, Rule 15.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	• During rough grading and construction, streets including shoulders adjacent to the project site shall be swept at least once per day to reduce fugitive dust from traffic, or as required by governing body, to remove silt which may have accumulated from construction activities. • All diesel-fueled engines used in the construction of the project shall use ultra-low sulfur diesel fuel, which contains no more than 15 ppm of sulfur, or alternative fuels (i.e., reformulated fuels, emulsified fuels, compressed natural gas, or power with electrification). Low-sulfur diesel fuel (500 ppm of sulfur content) shall be used only if evidence is obtained and maintained from the fuel supplier(s) that ultra-low sulfur diesel fuel is infeasible. • Based on prevailing and generally available technology and to the extent that equipment and technology is cost-effective, the construction contractor shall use catalyst and filtration technologies, and retrofit existing engines in construction equipment • The construction contractor shall discourage idling of construction equipment and vehicles (or minimize idling time to a maximum of 5 minutes when construction equipment is not in use). The contractor will post temporary signs on the construction site to remind equipment operators to minimize idling time. • When feasible, emission-intensive phases of construction (e.g., demolition and grading) should occur between November and April, which is outside of the ozone season (May to October). • In coordination with Mitigation Measure TRANS-9, the project applicant shall develop a Construction Traffic, Staging, and Parking Plan to minimize traffic flow interference from construction activities. The plan may include advance public notice of routing, use of public transportation, and satellite parking areas with a shuttle service. Operations affecting traffic for off-peak hours shall be scheduled. Obstruction of through-traffic lanes shall be minimized. When necessary, a flag person shall be provided to guide traffic properly and ensure safety at construction sites. **MM AIR-1b.** Prior to occupancy of each project component, the project applicant shall demonstrate to the satisfaction of the City of San Ramon that the following operational air quality pollution control measures have been installed (if applicable):	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	• Install display cases or kiosks in prominent areas that provide transportation information, including ridesharing information, transit schedules, and bicycle route and path information. • Dock and delivery areas shall include: - Signage advising truck drivers to turn off engines when not in use - Signage advising truck drivers of State law prohibiting diesel idling of more than five minutes - Auxiliary 110 v and 220 v power units so trucks can power refrigeration units or other equipment without idling • Mechanical ventilation that disperses exhaust efficiently shall be installed in all parking structures in accordance with State standards. • Surface parking areas shall include clearly marked and shaded pedestrian pathways between transit facilities, adjacent sidewalks, and building entrances. • Where safety and space constraints do not take precedence, loading and unloading facilities shall be provided near building entrances for transit and carpool/vanpool users with clear visible signage. • Where practicable and beneficial to the project air quality objectives, cool paving and high-albedo construction materials shall be used for roads, driveways, and other select surfaces to increase reflectivity. • Low nitrogen oxide-emitting or high-efficiency water heaters shall be installed. • If the Plaza District residential units include fireplaces, only natural gas fireplaces shall be allowed; conventional open-hearth fireplaces shall not be permitted. • All heating, ventilation, and air conditioning (HVAC) systems shall include high-efficiency filters for particulates and a carbon filter to remove other chemical matter.	
Impact AIR-2: The proposed project would not create carbon monoxide hot spots that would exceed federal or State concentration standards.	No mitigation is necessary.	Less than significant impact.
Impact AIR-3: Because operational emissions would exceed regional thresholds, the proposed project would have a significant cumulative impact on air quality.	Refer to Mitigation Measures AIR-1a and AIR-1b.	Significant unavoidable impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact AIR-4: The proposed project would be inconsistent with the projections contained in the BAAQMD Clean Air Plan.	No mitigation is available.	Significant unavoidable impact.
Impact AIR-5: The proposed project would not expose sensitive receptors to substantial pollutant concentrations.	No mitigation is necessary.	Less than significant impact.
Impact AIR-6: The proposed project would not generate objectionable odors that would affect a substantial number of people.	No mitigation is necessary.	Less than significant impact.
Impact AIR-7: Emissions from the proposed project would represent a cumulatively considerable contribution to global greenhouse gas emissions.	**MM AIR-7.** Prior to issuance of occupancy permits, the project applicant shall institute the following greenhouse gas emission reduction features, unless safety or technical feasibility considerations takes precedence: • Where feasible, project buildings shall include energy-efficient technologies or measures that exceed Title 24 energy efficiency standards or comply with Energy Star home energy standards. • Where practicable high-albedo and emissive roofs or Energy Star-approved roofing materials shall be used. • Project landscaping shall include trees and shrubs that shed their leaves in winter nearer to these structures to maximize shade to the building during the summer and allow sunlight to strike the building during the winter months. • Where possible, HVAC equipment should be shaded from direct sunlight • At least 50 percent of project landscaping shall consist of low ozone-forming potential, drought-tolerant trees and shrubs, as listed in East Bay Municipal Utility District's Plants and Landscapes for Summer-Dry Climates or similar landscape reference.	Significant unavoidable impact.
Section 4.3 - Biological Resources		
Impact BIO-1: Special status wildlife species may be adversely affected by project construction activities.	**MM BIO-1a..** Prior to any ground disturbance activities on Parcel 3A or the undeveloped portion of Parcel 1A, a qualified biologist shall conduct a focused survey to determine the presence or absence of burrowing owls onsite. The survey shall be conducted according to the standard protocol established by CDFG and the Burrowing Owl Consortium (BOC). If burrowing owls are determined to be present on the site, mitigation for potential impacts to owls shall follow the guidelines outlined by the BOC,	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	including passive relocation. If vegetation removal or ground disturbance begins within 30 days of the focused survey, no pre-construction survey would be required. If vegetation removal or ground disturbance activities begin after 30 days of the focused survey, a pre-construction survey would be required to be performed no earlier than 30 days prior to vegetation removal or ground disturbance. **MM BIO-1b.** If suitable avian nesting habitat is intended to be removed during the nesting season (February 1 through August 31), a qualified biologist shall conduct a nesting bird survey to identify any potential nesting activity. If passerine birds are found to be nesting, or there is evidence of nesting behavior within 250 feet of the impact area, the biologist shall determine an appropriate buffer that shall be required around the nests. No vegetation removal or ground disturbance would occur within this buffer. For raptor species—birds of prey (e.g., hawks and owls)—this buffer would generally be 500 feet. A qualified biologist shall monitor the nests closely until it is determined that the nests are no longer active, at which time construction activities may commence within the buffer area. Construction activity may encroach into the buffer area at the discretion of the biological monitor.	
Impact BIO-2: The proposed project would not adversely affect riparian habitat or sensitive natural communities.	No mitigation is necessary.	Less than significant impact.
Impact BIO-3: The proposed project would not adversely affect wetlands.	No mitigation is necessary.	Less than significant impact.
Impact BIO-4: Development of the proposed project would not result in adverse impacts to wildlife movement.	No mitigation is necessary.	Less than significant impact.
Impact BIO-5: The proposed project would not conflict with local policies or ordinances related to the protection of biological resources.	No mitigation is necessary.	Less than significant impact.
Section 4.4 - Cultural Resources		
Impact CUL-1: Subsurface construction activities associated with the proposed project have the potential to damage or destroy previously undiscovered historic resources.	**MM CUL-1.** If a potentially significant historic resource is encountered during subsurface activities, all construction within a 100-foot radius of the find shall cease until a qualified archaeologist determines whether the resource requires further study. The project applicant shall include a standard inadvertent discovery clause in every construction contract to	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	inform contractors of this requirement. Any previously undiscovered resources found during construction shall be recorded on appropriate Department of Parks and Recreation (DPR) forms and evaluated for significance in terms of California Environmental Quality Act criteria by a qualified archaeologist. Potentially significant cultural resources consist of, but are not limited to, glass, ceramics, stone, bone, wood, and shell artifacts or features, including hearths, structural remains, or historic dumpsites. If the resource is determined to be significant under CEQA, a qualified archaeologist shall prepare and implement a research design and archaeological data recovery plan, if necessary. The archaeologist shall also perform appropriate technical analyses, prepare a full written report and file it with the appropriate information center, and provide for permanent curation of the recovered resources.	
Impact CUL-2: Subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered archaeological resources.	Refer to Mitigation Measure CUL-1.	Less than significant impact.
Impact CUL-3: Subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered paleontological resources.	**MM CUL-3.** Prior to initiation of deep excavation procedures at depths greater than 10 feet, a qualified paleontological monitor will be retained to conduct an onsite monitoring program to ensure protection of previously unknown paleontological specimens. In the event a fossil is discovered during construction of the proposed project when the paleontological monitor is not present, excavation within 100 feet of the find shall be temporarily halted until the discovery is examined by a qualified paleontologist, in accordance with Society of Vertebrate Paleontology standards. The project applicant shall include a standard inadvertent discovery clause in every construction contract to inform contractors of this requirement. The paleontologist shall notify the City and project applicant of the procedures that must be followed before construction is allowed to resume at the location of the find. If the find is determined to be significant and the City determines that avoidance is not feasible, the paleontologist shall design and carry out a data recovery plan consistent with the Society of Vertebrate Paleontology standards. The plan shall be submitted to the City for review and approval. Upon approval, the plan shall be incorporated into the project.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact CUL-4: Subsurface construction activities associated with the proposed project could potentially damage or destroy previously undiscovered burial sites.	**MM CUL-4.** If human remains are encountered during earth-disturbing activities for the proposed project, all work within 100 feet of the find shall stop immediately and the Contra Costa County Coroner's office shall be notified. If the Coroner determines the remains are Native American in origin, the Native American Heritage Commission will be notified and, in turn, will notify the person determined to be the Most Likely Descendent (MLD). The MLD will provide recommendations for treatment of the remains (CEQA Guidelines Section 15064.5; Health and Safety Code Section 7050.5; Public Resources Code Sections 5097.94 and 5097.98).	Less than significant impact.
Section 4.5 - Geology, Soils, and Seismicity		
Impact GEO-1: The proposed project would not expose persons or structures to seismic hazards.	No mitigation is necessary.	Less than significant impact.
Impact GEO-2: The proposed project may result in substantial erosion or loss of topsoil.	Refer to Mitigation Measures HYD-1a and HYD-1b in Section 4.7, Hydrology and Water Quality.	Less than significant impact.
Impact GEO-3: The project site contains fill of unknown origin that may be unable to adequately support structures associated with the proposed project if left unmitigated.	**MM GEO-3a.** Prior to the commencement of grading activities, the project applicant shall retain a qualified geotechnical consultant to test the existing imported fill soils on Parcels 1A and 3A to determine their in situ compaction and suitability for excavation and reuse as engineered fill. Soil testing can be avoided if the applicant elects to remove the fill and place it either in areas where it will not support buildings or in paved areas (i.e., landscaped areas) or dispose of it offsite. **MM GEO-3b.** Prior to the commencement of building construction, the project applicant shall retain a qualified engineer to design a foundation system adequate to support the proposed project's structures. Based on the recommendations of the Geotechnical Report, the foundation should be pile-supported. Pile types may include, but are not limited to, driven, drilled, cast-in-place, concrete piers, or auger cast-in-place concrete piles. Settlement analysis shall be performed once the structural design loads and foundation system geometry have been defined for each building. This mitigation measure does not preclude the use of structural raft foundations or a mix of deep and shallow foundations, provided that detailed design analysis has been conducted to verify the suitability of these foundations. **MM GEO-3c.** Prior to the commencement of grading activities, the project applicant shall retain a qualified geotechnical consultant to perform additional geotechnical investigations. The recommendations of these additional investigations shall be incorporated into the project design.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	Additional geotechnical investigations shall determine: • The subsurface conditions in areas not previously investigated • The nature and extent of the stockpiled soils (undocumented fill) on Parcel 1A • Deeper soil data to support the analysis of longer and higher-capacity piles • Current information regarding depths to groundwater for buildings that will have full-depth basements	
Impact GEO-4: The project site contains moderately expansive soils that may create substantial risks to life or property if left unmitigated.	**MM GEO-4.** Prior to the commencement of grading activities, the project applicant shall retain a qualified geotechnical consultant to test the existing onsite expansive clay soils on Parcels 1A and 3A to determine their in situ compaction and suitability for excavation and reuse as engineered fill. Soil testing can be avoided if the applicant elects to remove the expansive clay soils and place them in areas where they will not support buildings or paved areas (i.e., landscaped areas) or dispose of them offsite. This mitigation measure does not preclude the use of lime treatment, provided that detailed design analysis has been conducted to verify the suitability of this approach.	Less than significant impact.
Section 4.6 - Hazards and Hazardous Materials		
Impact HAZ-1: The proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials or through the reasonably foreseeable upset and accident conditions.	No mitigation is necessary.	Less than significant impact.
Impact HAZ-2: The proposed project is not located on a site that is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, therefore, would not create a potential hazard to the public and the environment.	No mitigation is necessary.	Less than significant impact.
Impact HAZ-3: The proposed project would not expose Iron Horse Middle School or Central Park to hazardous emissions, materials, substances, or waste.	No mitigation is necessary.	Less than significant impact.
Impact HAZ-4: The proposed project would not impair implementation of or physically interfere with an adopted emergency response or evacuation plan.	No mitigation is necessary.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 4.7 - Hydrology and Water Quality		
Impact HYD-1: Construction activities associated with the proposed project could adversely impact water quality.	**MM HYD-1a.** Prior to the issuance of grading permits, the project applicant shall prepare and submit a SWPPP and Grading Plan to the City of San Ramon that identify specific actions and BMPs to prevent stormwater pollution from construction sources. The plans shall identify a practical sequence for site restoration, BMP implementation, contingency measures, responsible parties, and agency contacts. The applicant shall include conditions in construction contracts requiring the plans to be implemented and shall have the ability to enforce the requirement through fines and other penalties. The plans shall incorporate control measures in the following categories: • Soil stabilization practices • Dewatering practices (if necessary) • Sediment and runoff control practices • Monitoring protocols • Waste management and disposal control practices Once approved by the City, the applicant's contractor shall be responsible throughout the duration of the project for installing, constructing, inspecting, and maintaining the control measures included in the SWPPP and Grading Plan. **MM HYD-1b.** The City shall ensure that the project SWPPP identifies pollutant sources that could affect the quality of stormwater discharges from the construction site. Control practices shall include those that effectively treat target pollutants in stormwater discharges anticipated from project construction sites. To protect receiving water quality, the SWPPP shall include, but is not limited to, the following elements: • Temporary erosion control measures (such as fiber rolls, staked straw bales, detention basins, temporary inlet protection, check dams, geofabric, sandbag dikes, and temporary revegetation or other ground cover) shall be employed for disturbed areas. • No disturbed surfaces will be left without erosion control measures in place during the winter and spring months.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	• Sediment shall be retained onsite by a system of sediment basins, traps, or other appropriate measures. Of critical importance is the protection of existing catch basins that drain to San Ramon Creek. • The construction contractor shall prepare Standard Operating Procedures for the handling of hazardous materials on the construction site to eliminate or reduce discharge of materials to storm drains. • BMP performance and effectiveness shall be determined either by visual means where applicable (i.e., observation of above-normal sediment release), or by actual water sampling in cases where verification of contaminant reduction or elimination, (inadvertent petroleum release) is required by the RWQCB to determine adequacy of the measure. • In the event of significant construction delays or delays in final landscape installation, native grasses or other appropriate vegetative cover shall be established on the construction site as soon as possible after disturbance, as an interim erosion control measure throughout the wet season.	
Impact HYD-2: Land use activities associated with the proposed project could adversely impact water quality.	**MM HYD-2a.** The applicant shall develop and implement a Landscaping Management Plan (LMP) for landscaped areas with the goal of reducing potential discharge of herbicides, pesticides, fertilizers, and other contaminants to local waterways. All contractors involved in project-related landscaping conducted during the individual phases of development, as well as maintenance of landscaping following project completion, shall complete their work in strict compliance with the LMP. The applicant shall be responsible for ensuring that requirements of the LMP are provided to and instituted by future project tenants following project completion. The LMP shall be prepared by a licensed landscape architecture firm with experience in methods to reduce or eliminate the use of landscape chemicals that could cause adverse effects to the environment. At a minimum, this LMP shall: 1. Require that pesticides and fertilizers not be applied in excessive quantities, and only applied at times when rain is not expected for at least two weeks, in an effort to minimize leaching and runoff into the storm drainage system. 2. Encourage the use of organic fertilizers and mulching of landscaped areas to inhibit weed growth and reduce water demands.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	3. Utilize native, perennial, drought-tolerant vegetation to minimize irrigation needs. 4. Specify the maintenance measures to be used (e.g., mowing) and will specify an application schedule for all fertilizer amendments and pesticide applications. 5. Identify a list of preferred herbicides and pesticides and instances in which their use would be appropriate and the associated application rate. **MM HYD-2b.** Prior to the issuance of a site development permit, the project applicant shall provide supporting documentation demonstrating the effectiveness of infiltration devices for stormwater treatment and enter into a Stormwater Management Facilities Operations and Maintenance Agreement with the City of San Ramon. In accordance with RWQCB requirements, proposed infiltration devices shall meet, at a minimum, the following conditions: 1. Pollution prevention and source control measures shall be implemented at a City-approved level to protect groundwater quality at sites where infiltration devices are to be used. 2. Infiltration devices shall include an enforceable maintenance schedule to ensure they are adequately maintained over the long term to maximize pollutant removal capabilities. 3. Onsite percolation tests will be conducted for all sections of the project site where infiltration technologies are proposed to confirm adequate soil percolation. 4. The vertical distance from the base of any infiltration device to the seasonal high groundwater mark shall be at least 5 feet. If, after further evaluation, the proposed infiltration devices prove to be infeasible for portions or the entirety of the project site, the applicant shall revise the plan to include one or a combination of the following stormwater treatment devices: • Check dams with the vegetated swales • Placement of vegetated filter strips parallel to the top of the channel banks of the bioswales	

Impacts	Mitigation Measures	Level of Significance After Mitigation
	• Retention/Detention ponds • Retention rooftops • Oil/grease separators for parking areas • Compost berms • Street sweeping The project applicant shall also prepare and submit an Operations and Maintenance Agreement to the City identifying procedures to ensure that stormwater quality control measures work properly during operations.	
Impact HYD-3: The project may substantially deplete groundwater supplies or interfere substantially with groundwater recharge.	**MM HYD-3.** Implement Mitigation Measure HYD-2b.	Less than significant impact.
Impact HYD-4: Development of the proposed project would not create the potential for downstream flooding or substantial erosion or siltation on- or offsite as a result of alteration of drainage patterns.	No mitigation is required.	Less than significant impact.
Impact HYD-5: Development of the proposed project would create or contribute runoff water that could exceed the capacity of existing or planned stormwater drainage systems.	**MM HYD-5.** Prior to issuance of site development permits for installation of the storm drain improvements, the project applicant shall submit plans and final hydraulic analysis to the City of San Ramon Engineering Department that depict the final design and specifications of the 96-inch drainage pipe. The plans shall demonstrate that the radius of the pipe, also referred to as beveled or mitered pipe, incorporates the deflection angle in the pipe joint and does not compromise the hydraulic capacity of the drainage system. A final hydrology and hydraulic report shall be submitted to the City to assess the capacity of the new drainage system within the planned development. The City shall review and approve the storm drain improvement plans prior to issuance of site development permits.	Less than significant impact.
Section 4.8 - Land Use		
Impact LU-1: The proposed project would not physically divide an established community or create conflicts with neighboring land uses.	No mitigation is necessary.	Less than significant impact.
Impact LU-2: The proposed project would be consistent with the City of San Ramon General Plan.	No mitigation is necessary.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact LU-3: The proposed project would be consistent with the City of San Ramon Zoning Ordinance.	No mitigation is necessary.	Less than significant impact.
Section 4.9 - Noise		
Impact NOI-1: The proposed project would generate substantial construction noise that may adversely impact nearby noise-sensitive land uses.	**MM NOI-1.** All construction activities shall adhere to the following requirements: • All construction equipment shall use noise reduction features (e.g., mufflers and engine shrouds) that are no less effective than those originally installed by the manufacturer. • Construction staging and heavy equipment maintenance activities shall be performed a minimum distance of 300 feet from either the Residence Inn or the Reflections Condominiums, unless safety or technical feasibility takes precedence. • Stationary combustion equipment such as pumps or generators operating within 500 feet of the Residence Inn or the Reflections Condominiums shall be shielded from these noise-sensitive land uses with a noise protection barrier.	Less than significant impact.
Impact NOI-2: Operational vibration associated with the proposed project may subject project residents to substantial vibration.	**MM NOI-2.** Upon completion of the architectural plans for Block A, D, and E of the Plaza District and prior to the issuance of a building permit, the applicant shall retain a qualified acoustical consultant to prepare a vibration analysis to assess the potential vibration impacts onto the proposed residential units. If the vibration analysis indicates that residential units would be exposed to vibration greater than 0.25 PPV, the analysis shall provide vibration-attenuation recommendations that shall be incorporated into the project design. The City shall review and approve the vibration analysis.	Less than significant impact.
Impact NOI-3: Operational activities associated with the proposed project would not create any substantial offsite noise impacts.	No mitigation is necessary.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact NOI-4: Project occupants may be exposed to noise levels that exceed normally acceptable standards.	**MM NOI-4a.** The project applicant shall provide a "windows closed" condition for all residential units. A windows closed condition requires a means of mechanical ventilation per the Uniform Building Code standards. This shall be achieved with standard air conditioning or a fresh air intake system. **MM NOI-4b.** The project applicant shall ensure that all air ducts and vents for the residential units shall either (1) incorporate sound baffle ducting or (2) be oriented away from the respective traffic noise source and incorporate at least 6 feet of flexible fiberglass ducting and at least one 90-degree bend. **MM NOI-4c.** The project applicant shall provide exterior walls with a minimum Sound Transmission Class rating of 46 for all residential units. Typical walls with this rating will have 2x4 studs or greater, 16 inches on-center with R-13 insulation, a minimum 0.875-inch exterior surface of cement plaster and a minimum interior surface of 0.5-inch gypsum board. **MM NOI-4d.** The project applicant shall install window and door assemblies in the proposed project's structures that are well fitted and weatherstripped and free of oversize cut outs and openings that unnecessarily increase interior noise exposure.	Less than significant impact.
Section 4.10 - Population and Housing.doc		
Impact POP-1: The proposed project would induce substantial population growth beyond regional population forecasts.	No mitigation is available.	Significant unavoidable impact.
Section 4.11 - Public Services and Recreation		
Impact PSR-1: Development of the proposed project may create the potential for increased calls and response times that may result in a need for new or physically altered fire facilities in order to maintain acceptable service ratios, response times, or other performance objectives.	**MM PSR-1a.** Prior to occupancy of any of the Plaza District structures or Bishop Ranch 1A office buildings, the project applicant shall test the proposed structures to ensure that the public safety radio signals meets a minimum signal strength of -95 dBm in 90 percent of the area of each floor of the building and a 100-percent reliability factor. Testing shall be conducted by a Federal Communications Commission-certified technician approved by the San Ramon Valley Fire Protection District. In the event radio signal deficiencies are determined, the project proponents shall install a Fire District-approved radio signal amplification system to ensure	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	compliance with minimum signal strengths established by this condition. Any required amplification system shall be maintained in perpetuity by the property owner. **MM PSR-1b.** Prior to occupancy of any project buildings, all structures shall be equipped with the most reliable, commercially available fire alarm technology, as approved by the San Ramon Valley Fire Protection District deemed to be the most reliable available by the San Ramon Valley Fire Protection District. The project applicant shall be responsible for maintaining these systems during project operations. **MM PSR-1c.** Prior to any building occupancy, the project applicant shall provide a "fair share" contribution to the San Ramon Valley Fire Protection District for development of a high-rise firefighting training center.	
Impact PSR-2: Development of the proposed project would not result in a need for new or physically altered police facilities in order to maintain acceptable service ratios, response times, or other performance objectives.	No mitigation is necessary.	Less than significant impact.
Impact PSR-3: Development of the proposed project would not result in a need for new or physically altered school facilities in order to maintain acceptable pupil-teacher ratios or other performance objectives.	No mitigation is necessary.	Less than significant impact.
Impact PSR-4: Development of the proposed project would not result in a need for new or physically altered library facilities in order to maintain acceptable service ratios or other performance objectives.	No mitigation is necessary.	Less than significant impact.
Impact PSR-5: Development of the proposed project would not result in a need for new or physically altered parks in order to maintain acceptable parkland ratios.	No mitigation is necessary.	Less than significant impact.
Impact PSR-6: Development of the proposed project may cause physical deterioration of the Iron Horse Trail, resulting in a need for safety improvements.	MM PSR-6. Prior to occupancy of any of the Plaza District structures, the project proponent shall install a fence and landscape buffer along the entire length of the Iron Hose Trail frontage with Bishop Drive. The fence and landscape buffer shall be designed to prevent bicyclists and pedestrians from making unauthorized crossings of Bishop Drive between the Plaza District and the Iron Horse Trail. As part of this improvement, a single	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	entry point to the Iron Horse Trail from the Plaza District shall be created. The project applicant shall submit plans showing the fence and landscape buffer to East Bay Regional Parks District for review and comment and the City of San Ramon for review and approval. All fence and landscape improvements within the Iron Horse Trail corridor shall be dedicated to Contra Costa County and maintained by East Bay Regional Parks District for ongoing management pursuant to the license agreement with the County. East Bay Regional Parks District shall have the option to pursue a maintenance agreement with the project proponents to ensure that the landscape improvements are maintained to a mutually agreeable level.	
Impact PSR-7: Development of the proposed project would not result in a need for new or physically altered community facilities in order to maintain acceptable ratios.	No mitigation is necessary.	Less than significant impact.
Section 4.12 - Transportation		
Impact TRANS-1: Trips associated with the proposed project would substantially degrade intersection performance under Existing Plus Project conditions.	**MM TRANS-1a.** When the improvements are warranted by the City's annual monitoring program, the project applicant shall provide pro-rata share payments to the City for the installation of a northbound right-turn lane on San Ramon Valley Boulevard at Bollinger Canyon Road. The proposed intersection improvements are part of the City Capital Improvement Program. **MM TRANS-1b.** This mitigation consists of two parts: 1. When the improvements are warranted by the City's annual monitoring program, the project applicant shall provide pro-rata share payments to the City for the installation of a free southbound right-turn lane on Sunset Drive at Bollinger Canyon Road. The southbound curb lane along Sunset Drive would be signed for northbound I-680 only. This lane would be free-flowing into the westbound curb lane on Bollinger Canyon Road. The adjacent lane on Bollinger Canyon Road would be physically separated from the curb lane to prevent weaving between Sunset Drive and the northbound I-680 on-ramp. 2. To respond to the off-peak parking on Camino Ramon, curbside traffic will be required to turn right at Bishop Drive, prior to the proposed parking. To enhance the effectiveness of this mitigation measure, the project applicant shall install signage along the southbound approach of Camino Ramon prior to the intersection with Bishop Drive	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	indicating that the curbside, right southbound lane between Bishop Drive and Bollinger Canyon Road is through-right-turn lane during peak commute hours. During non-peak commute hours, Camino Ramon shall have one through travel lane in each direction between Bishop Drive and Bollinger Canyon Road. **MM TRANS-1c.** When the improvements are warranted by the City's annual monitoring program, the project applicant shall provide pro-rata share payments to the City for the installation of a third eastbound and westbound through lane on Bollinger Canyon Road at Alcosta Boulevard. The proposed intersection improvements are part of the City Capital Improvement Program.	
Impact TRANS-2: Trips associated with the proposed project would substantially degrade intersection performance under Year 2020 conditions.	**MM TRANS-2.** When the improvements are warranted by the City's annual monitoring program, the project applicant shall provide pro-rata share payments to the City for the signalization of the intersection of Bollinger Canyon Road and Norris Canyon Road. The proposed intersection improvements are part of the City Capital Improvement Program.	Less than significant impact.
Impact TRANS-3: The proposed project would contribute to deficient freeway ramp operations.	No mitigation is available.	Significant unavoidable impact.
Impact TRANS-4: The proposed project would contribute to deficient queuing under Year 2020 conditions.	**MM TRANS-4a.** When the improvements are warranted based on the City's annual monitoring program, the project applicant shall provide pro-rata share payments to the City for the installation of a second left-turn lane on southbound Sunset Drive at Bollinger Canyon Road totaling 170 feet. **MM TRANS-4b.** When the improvements are warranted based on the City's annual monitoring program, the project applicant shall provide pro-rata share payments to the City for the extension of a left-turn lane on eastbound Bollinger Canyon Road at Sunset Drive totaling a distance of 900 feet. **MM TRANS-4c.** When the improvements are warranted based on the City's annual monitoring program, the project applicant provide pro-rata share payments to the City to re-stripe one of the westbound Bishop Drive through lanes to a left-turn lane to provide storage capacity back to West Street. As part of the re-striping, the City shall install "Keep Clear" signage and pavement markings at the intersection of Bishop Drive and Parking Structure A.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact TRANS-5: The proposed project would not provide adequate off-street parking in accordance with the requirements of the City Code.	**MM TRANS-5a.** The project applicant shall designate a minimum of 203 parking spaces for the use of the hotel. Spaces shall be designated with markings and signage. **MM TRANS-5b.** Prior to issuance of building permits, the project applicant shall submit for review and approval of the City a Motorcycle Parking Study, identifying the location of the minimum number of motorcycle parking spaces for each project component. Each motorcycle parking space shall have minimum dimensions of 4 feet by 7 feet.	Less than significant impact.
Impact TRANS-6: The proposed project may result in inefficient traffic patterns resulting from the provision of on-street parking on Camino Ramon.	**MM TRANS-6a.** The City of San Ramon shall monitor Camino Ramon between Bollinger Canyon Road and Bishop Drive for inefficient traffic operations after Plaza District opening. Monitoring activities may include, but are not limited to, video observation, traffic counts, review of police reports, or other activities that empirically document traffic operations. If necessary, the City shall take action through one or a combination of the following corrective measures, which shall be financed by the project applicant: • Additional signage or street markings identifying appropriate on-street parking locations, alternate routes, or potential hazards (e.g., vehicles entering the travel lanes) • Increased traffic enforcement • Stationing traffic control personnel at strategic locations during peak commute times • Public education efforts • Increasing the hours that on-street parking is prohibited • Entirely eliminating on-street parking	Less than significant impact.
Impact TRANS-7: The proposed project would not result in inadequate emergency access.	No mitigation is necessary.	Less than significant impact.
Impact TRANS-8: The proposed project would provide public transit, bicycle, and pedestrian opportunities and would not conflict with adopted policies, plans, or programs supporting alternative transportation.	**MM TRANS-8a.** Prior to issuance of building permits, the project applicant shall submit for review and approval of the City a Bicycle Parking Study, identifying the location of the minimum number of bicycle parking spaces for each project component. Bicycle storage facilities, when feasible, shall be provided near the primary entrance of each structure they are intended to service.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact TRANS-9: The proposed project may create substantial short-term traffic, parking, and vehicular access impacts associated with construction activities.	**MM TRANS-9a.** Prior to the commencement of construction, the project applicant shall provide a Construction Traffic, Staging, and Parking Management Plan to the City of San Ramon for review and approval. All construction contracts shall include a clause requiring compliance with the Construction Traffic, Staging, and Parking Management Plan. The plan shall include the following provisions: • Construction truck traffic shall be limited to the following designated haul routes: Bollinger Canyon Road, Camino Ramon, Sunset Drive, Bishop Drive, the Bishop Ranch 1 entrance road, and the Bishop Ranch 1 East road. Construction truck traffic shall be prohibited on all other roadways, unless compelling circumstances warrant such movements (e.g., a major traffic accident). • Signage shall be installed at construction truck ingress and egress points alerting motorists to such movements. • Soil, debris, or other loose materials shall be covered with tarps or other restraining material during haul movements on roadways • On-site and off-site construction staging and parking locations shall be identified, as well as any necessary shuttle service needed to transport workers from off-site locations. For safety reasons, off-site staging or parking shall not be allowed at Central Park or Iron Horse Middle School. • A pre-construction conference shall be held advising all construction contractors of the requirements of the Construction Traffic, Staging, and Parking Management Plan. • A requirement obligating the project applicant to repair any roadways damaged by construction equipment or activities.	Less than significant impact.
Section 4.13 - Urban Decay		
Impact UD-1: Development of the proposed project would not result in closure of competing business that would create long-term store vacancies in the Trade Area.	No mitigation is necessary.	Less than significant impact.
Impact UD-2: Development of the proposed project and other planned retail projects would not result in the closure of competing businesses to the extent that it would result in urban decay.	No mitigation is necessary.	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
Section 4.14 - Utility Systems		
Impact US-1: The proposed project would substantially increase demand for potable water.	**MM US-1a.** To the maximum extent practicable, all outdoor landscaped areas associated with the Plaza District, Bishop Ranch 1A, and City Hall shall be irrigated with recycled water from the DERWA system.	Less than significant impact.
	MM US-1b. All project landscaping shall comply with the Model Water Efficient Landscape Ordinance (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495), which requires that a landscape documentation package be submitted to the lead agency prior to the issuance of ministerial permits. The package shall include the following: a water conservation concept statement, calculations of water allowance and usage, a landscape design plan, an irrigation design plan, irrigation schedules, a maintenance schedule, a landscape irrigation audit schedule, a grading design plan, and soil analysis. **MM US-1c.** The project applicant shall implement the following water conservation measures into their respective components of the proposed project: • High-efficiency clothes washers and dishwashing machines. • Re-circulating hot water systems. • High-efficiency or tankless hot water heaters. • Green roofs. • Evapotranspiration-based irrigation controllers. • Water budgets for landscape irrigation. • High efficiency toilets in non-residential buildings.	
Impact US-2: The proposed project would not result in a need for new or expanded offsite conveyance or treatment facilities.	No mitigation is necessary.	Less than significant impact.
Impact US-3: The proposed project would not result in a need for new or expanded offsite storm drainage facilities.	No mitigation is necessary.	Less than significant impact.
Impact US-4: The proposed project would generate substantial amounts of solid waste that may result in the unnecessary use of regional landfill capacity.	**MM US-4a.** Prior to the issuance of demolition permits, the project applicant shall submit a recycling plan to the City of San Ramon identifying the procedures by which construction and demolition would be salvaged and recycled to the maximum extent feasible. The plan shall	Less than significant impact.

Impacts	Mitigation Measures	Level of Significance After Mitigation
	include proof that a construction and demolition debris recycler is under contract to the applicant to perform this work. **MM US-4b.** Prior to the issuance of occupancy permits, the project applicant shall submit a Recycling and Waste Reduction Plan to the City of San Ramon identifying practices it and its tenants would implement during project operations that demonstrate at least 50-percent diversion. Operation recycling and waste reduction practices shall include, but not be limited to: • Contracting with one or more City-licensed commercial recycling providers to serve all project commercial uses. Recyclable materials collection containers shall be provided in common commercial tenant disposal areas and be equipped to accept aluminum, cardboard, glass, green waste, mixed paper, and plastic materials, and, where feasible, food scraps. • Compliance with City of San Ramon's 50-percent waste diversion ordinance. • Installation of common recycling facilities in all residential uses. These facilities shall be equipped to accept aluminum, cardboard, glass, mixed paper, and plastic materials and contain signage clearly identifying accepted materials. • Periodic notification of residents and commercial tenants about the location of recycling facilities and accepted materials. • Installation of recyclable materials receptacles in public places (e.g., along streets in the Plaza District, outside of City Hall, etc.). Recycling receptacles shall be of high-quality design and contain signage clearly identifying accepted materials. Common commercial and residential disposal areas shall be designed with sufficient space to accommodate separate containers for solid waste, recyclables, organics, and—for restaurants—tallow, subject to approval of the franchise waste provider and City of San Ramon. Plans should include adequate and safe access for solid waste and recycling vehicles to access and collect materials.	

Impacts	Mitigation Measures	Level of Significance After Mitigation
Impact US-5: The proposed project would demand substantial amounts of electricity and natural gas.	**MM US-5.** The project applicant shall implement the following energy conservation measures into the proposed project, unless safety or technical feasibility considerations take precedence: • Natural day lighting through the use of windows and skylights. • Automated occupancy sensors in structures that automatically shut off lights when rooms are unoccupied. • Participation in PG&E energy efficiency rebate programs (e.g., air conditioning, gas heating, refrigeration, and lighting). • High-efficiency clothes washers and dishwashing machines. • Re-circulating hot water systems. • Tankless water heaters.	Less than significant impact.