

Table 4.9-14 (Cont.): Year 2020 With Project Roadway Noise Contours

Roadway	Segment	CNEL at 100 feet (dBA)	Distance to Contour (feet)			
			70 dBA CNEL	65 dBA CNEL	60 dBA CNEL	55 dBA CNEL
Old Ranch Road	East of Alcosta Boulevard	59.7	RW	44	95	205
	West of Dougherty Road	58.8	RW	38	83	179
Notes: RW = Noise contour is located within right-of-way of roadway. Source: Michael Brandman Associates, 2007.						

The proposed project’s potential offsite noise impacts have been calculated by comparing the Year 2020 without project scenario with the Year 2020 with project scenario. The results of this comparison shown in Table 4.9-15 indicate that the noise level contributions from the proposed project to the study area roadways would range from 0.0 to 3.9 dBA CNEL. The greatest increase of 3.9 dBA CNEL would be anticipated to occur on Bishop Ranch East south of Bollinger Canyon Road. Although the proposed project will have the potential to result in a large increase in traffic-related noise on Bishop Ranch East south of Bollinger Canyon Road, the with project noise level at 100 feet is expected to be 53.0 CNEL, which is less than the City’s threshold of 60 dBA CNEL. Therefore, no significant long-term offsite noise impacts from project-related vehicle noise would occur along the study area roadways segments under Year 2020 conditions.

Table 4.9-15: Year 2020 Contribution

Roadway	Segment	CNEL at 100 feet			Potential Significant Impact?
		No Project	With Project	Project Contribution	
Bollinger Canyon Road (North-South)	South of Crow Canyon Road	56.7	57.3	0.6	No
	North of Norris Canyon Road	58.0	58.5	0.5	No
	South of Norris Canyon Road	60.5	60.9	0.4	No
San Ramon Valley Boulevard	North of Crow Canyon Road	62.5	62.6	0.1	No
	North of Norris Canyon Road	60.5	60.6	0.1	No
	North of Bollinger Canyon Road	62.2	62.4	0.2	No
	South of Bollinger Canyon Road	64.3	64.8	0.5	No
	South of Montevideo Drive	63.5	63.5	0.0	No
Sunset Drive	South of Bishop Drive	59.0	60.0	1.0	No
	North of Bollinger Canyon Road	61.1	61.9	0.8	No

Table 4.9-15 (Cont.): Year 2020 Contribution

Roadway	Segment	CNEL at 100 feet			Potential Significant Impact?
		No Project	With Project	Project Contribution	
Camino Ramon	North of Crow Canyon Road	58.9	58.9	0.0	No
	North of Norris Canyon Road	60.8	61.7	0.9	No
	North of Executive Parkway	60.5	61.6	1.1	No
	North of Bishop Drive	60.5	61.6	1.1	No
	North of Bollinger Canyon Road	58.2	59.8	1.6	No
	South of Bollinger Canyon Road	54.7	58.0	3.3	No
Bishop Ranch East	South of Bollinger Canyon Road	49.1	53.0	3.9	No
Market Place	South of Bollinger Canyon Road	57.6	57.8	0.2	No
Alcosta Boulevard	North of Norris Canyon Road	62.7	62.8	0.1	No
	North of Bollinger Canyon Road	63.1	63.3	0.2	No
	South of Bollinger Canyon Road	63.4	64.1	0.7	No
	South of Montevideo Drive	60.8	61.4	0.6	No
	North of Old Ranch Road	60.0	60.6	0.6	No
	South of Old Ranch Road	60.2	60.5	0.3	No
Canyon Lakes Drive	North of Bollinger Canyon Road	55.8	56.1	0.3	No
Dougherty Road	South of Crow Canyon Road	63.0	63.1	0.1	No
	North of Bollinger Canyon Road	65.6	65.6	0.0	No
	North of Old Ranch Road	64.4	64.5	0.1	No
	South of Old Ranch Road	64.7	64.7	0.0	No
Crow Canyon Road	West of Bollinger Canyon Road	64.1	64.5	0.4	No
	East of Bollinger Canyon Road	64.3	64.5	0.2	No
	West of San Ramon Valley Boulevard	65.8	65.9	0.1	No
	West of Camino Ramon	67.3	67.6	0.3	No
	East of Camino Ramon	67.1	67.2	0.1	No
	East of Alcosta Boulevard	66.4	66.7	0.3	No

Table 4.9-15 (Cont.): Year 2020 Contribution

Roadway	Segment	CNEL at 100 feet			Potential Significant Impact?
		No Project	With Project	Project Contribution	
<i>cont.</i>	West of Dougherty Road	64.3	64.5	0.2	No
	East of Dougherty Road	66.0	66.1	0.1	No
Norris Canyon Road	West of Bollinger Canyon Road	55.3	55.7	0.4	No
	West of San Ramon Valley Boulevard	59.0	59.2	0.2	No
	West of Camino Ramon	59.4	59.5	0.1	No
Bishop Drive	West of Sunset Drive	56.2	56.4	0.2	No
	West of Camino Ramon	55.3	58.1	2.8	No
	East of Camino Ramon	56.3	59.3	3.0	No
Bollinger Canyon Road (East-West)	West of San Ramon Valley Boulevard	61.8	62.3	0.5	No
	West of Sunset Drive	68.7	69.4	0.7	No
	West of Camino Ramon	67.2	68.0	0.8	No
	East of Camino Ramon	66.2	66.9	0.7	No
	East of Bishop Ranch East	66.9	67.9	1.0	No
	East of Market Place	66.2	67.3	1.1	No
	East of Alcosta Boulevard	65.8	66.9	1.1	No
	East of Canyon Lakes Drive	64.6	65.4	0.8	No
	West of Dougherty Road	64.5	65.2	0.7	No
Montevideo Drive	East of San Ramon Valley Boulevard	59.9	59.9	0.0	No
	West of Alcosta Boulevard	53.5	54.8	1.3	No
Old Ranch Road	East of Alcosta Boulevard	59.4	59.7	0.3	No
	West of Dougherty Road	58.3	58.8	0.5	No
Source: Michael Brandman Associates, 2007.					

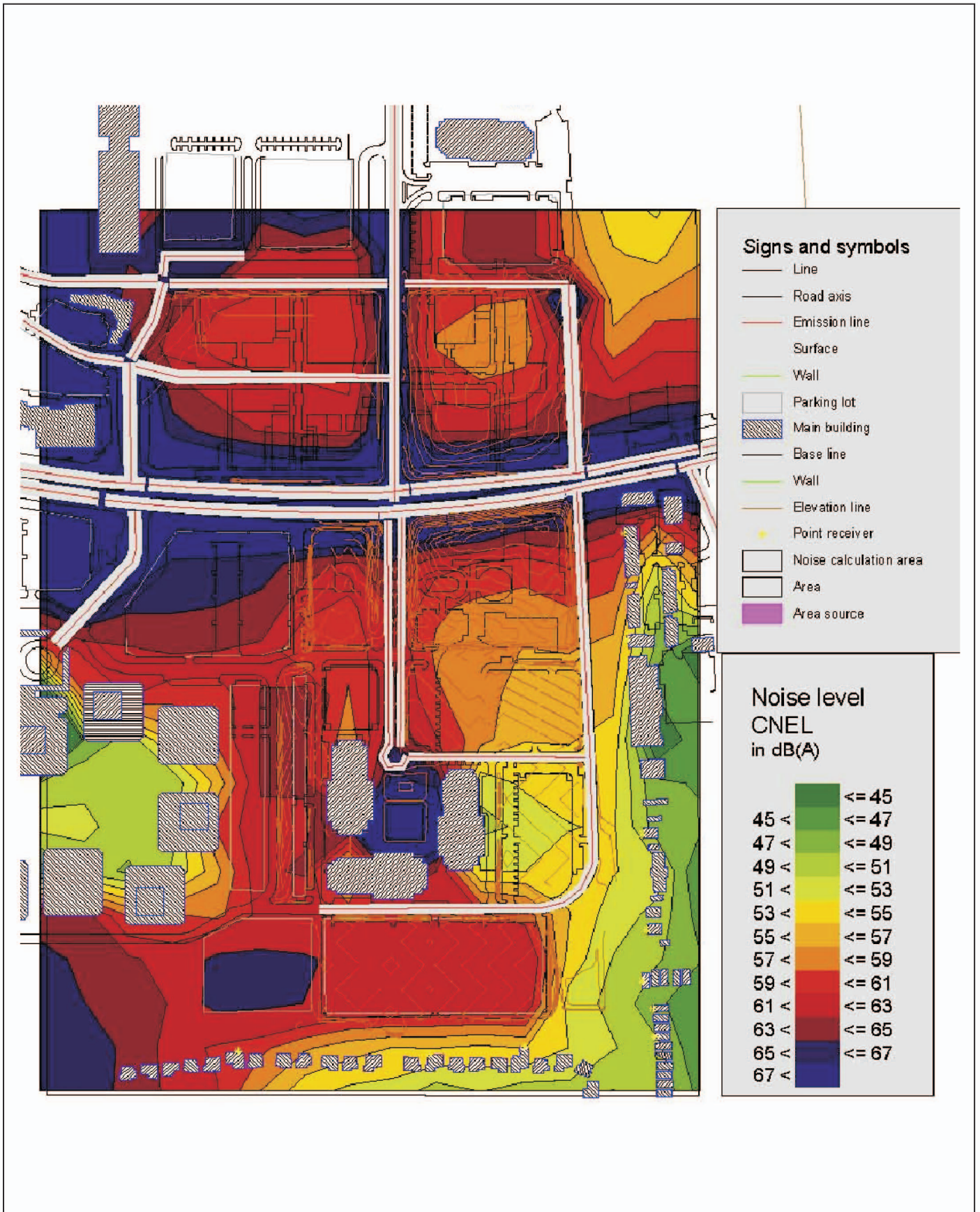
Offsite Receptor Noise Impacts

The year 2020 baseline conditions have been modeled in order to present the anticipated future ambient noise levels without construction of the proposed project. Table 4.9-16 presents the calculated noise levels at the building facades of the nearby residential and school uses to the project site, and Exhibit 4.9-5 shows the calculated noise contours of the project vicinity. The exhibit also shows the placement of the receivers used in the table.

Table 4.9-16: Year 2020 Without Project Noise Levels at Nearby Uses

Site	dBA CNEL	dBA L _{eq} Day	dBA L _{eq} Evening ¹	dBA L _{eq} Night ²
Iron Horse Middle School				
First Floor	44.7	40.8	43.9	47.7
Residence Inn - North				
First Floor	60.9	56.1	58.4	64.3
Second Floor	61.4	56.5	58.9	64.9
Residence Inn - South				
First Floor	54.7	50.0	52.8	58.1
Second Floor	56.1	51.4	54.0	59.5
Reflections Condominiums - North				
First Floor	51.4	47.5	50.4	54.4
Second Floor	52.5	48.4	51.3	55.5
Reflections Condominiums - South				
First Floor	50.1	46.3	49.5	52.9
Second Floor	51.2	47.4	50.5	54.2
Winterside Circle Single-Family Residences - North				
First Floor	49.9	46.1	49.5	52.7
Second Floor	51.0	47.3	50.5	53.9
Winterside Circle Single-Family Residences - Middle				
First Floor	49.0	45.4	48.8	51.7
Second Floor	50.2	46.5	49.9	52.9
Winterside Circle Single-Family Residences - Middle				
First Floor	52.7	48.9	52.6	55.4
Second Floor	53.5	49.7	53.3	56.3
Dunbarton Circle/Ascot Drive Single-Family Residences - East				
First Floor	52.1	48.7	52.4	54.6
Second Floor	53.6	50.2	53.6	56.1
Dunbarton Circle/Ascot Drive Single-Family Residences - West				
First Floor	59.4	55.9	59.3	62.1
Second Floor	59.7	56.2	59.5	62.4
Notes:				
¹ Noise level includes a 4.77-dBA penalty to account for the noise-sensitive evening hours.				
² Noise level includes a 10-dBA penalty to account for the noise-sensitive nighttime hours.				
³ The calculated noise at Iron Horse Middle School is only from noise generated at the project site and does not account for other nearby sources such as Alcosta Boulevard.				
Source: Michael Brandman Associates, 2007.				

The table above shows that, for the Year 2020 baseline condition without construction of the proposed project, only the noise levels at the exterior of the Residence Inn's northern structures will exceed the City's 60-dBA CNEL exterior noise standard.



Source: SoundPlan Version 6.4.



Not to Scale

Michael Brandman Associates

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Exhibit 4.9-5 Year 2020 Without Project Noise Contour Map

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The Year 2020 with project conditions have been modeled in order to present the anticipated future ambient noise levels with the ongoing operations of the proposed project. Table 4.9-17 presents the calculated noise levels at the building facades of the nearby residential and school uses to the project site, and Exhibit 4.9-6 shows the calculated noise contours of the project vicinity.

Table 4.9-17: Year 2020 With Project Noise Levels at Nearby Uses

Site	dBA CNEL	dBA L _{eq} Day	dBA L _{eq} Evening ¹	dBA L _{eq} Night ²
Iron Horse Middle School				
First Floor	43.8	40.0	43.2	46.7
Residence Inn - North				
First Floor	61.7	56.8	59.0	65.2
Second Floor	62.2	57.3	59.6	65.7
Residence Inn - South				
First Floor	57.0	52.5	55.9	60.2
Second Floor	58.2	53.7	57.2	61.4
Reflections Condominiums - North				
First Floor	55.9	52.6	56.1	58.4
Second Floor	56.4	53.0	56.5	59.0
Reflections Condominiums - North				
First Floor	53.5	50.2	53.8	56.0
Second Floor	54.2	50.8	54.3	56.8
Winterside Circle Single-Family Residences - North				
First Floor	52.5	49.1	52.7	55.0
Second Floor	53.2	49.8	53.3	55.8
Winterside Circle Single-Family Residences - Middle				
First Floor	51.0	47.6	51.2	53.5
Second Floor	51.9	48.5	52.0	54.5
Winterside Circle Single-Family Residences - South				
First Floor	53.9	50.2	54.0	56.5
Second Floor	54.5	50.9	54.5	56.8
Dunbarton Circle/Ascot Drive Single-Family Residences - East				
First Floor	53.0	49.7	53.3	55.4
Second Floor	54.3	50.9	54.5	56.8
Dunbarton Circle/Ascot Drive Single-Family Residences - West				
First Floor	59.7	56.2	59.5	62.4
Second Floor	60.0	56.5	59.8	62.7

Table 4.9-17 (Cont.): Year 2020 With Project Noise Levels at Nearby Uses

Site	dBA CNEL	dBA L _{eq} Day	dBA L _{eq} Evening ¹	dBA L _{eq} Night ²
Notes: Noise level includes a 4.77-dBA penalty to account for the noise-sensitive evening hours and a 10-dBA penalty to account for the noise-sensitive nighttime hours. The calculated noise at Iron Horse Middle School is only from noise generated at the project site and does not account for other nearby sources such as Alcosta Boulevard. Source: Michael Brandman Associates, 2007.				

Table 4.9-17 shows that, for the year 2020 with project condition, compared with the year 2020 without project condition, no additional nearby sensitive uses will exceed the City's 60-dBA CNEL exterior noise standard.

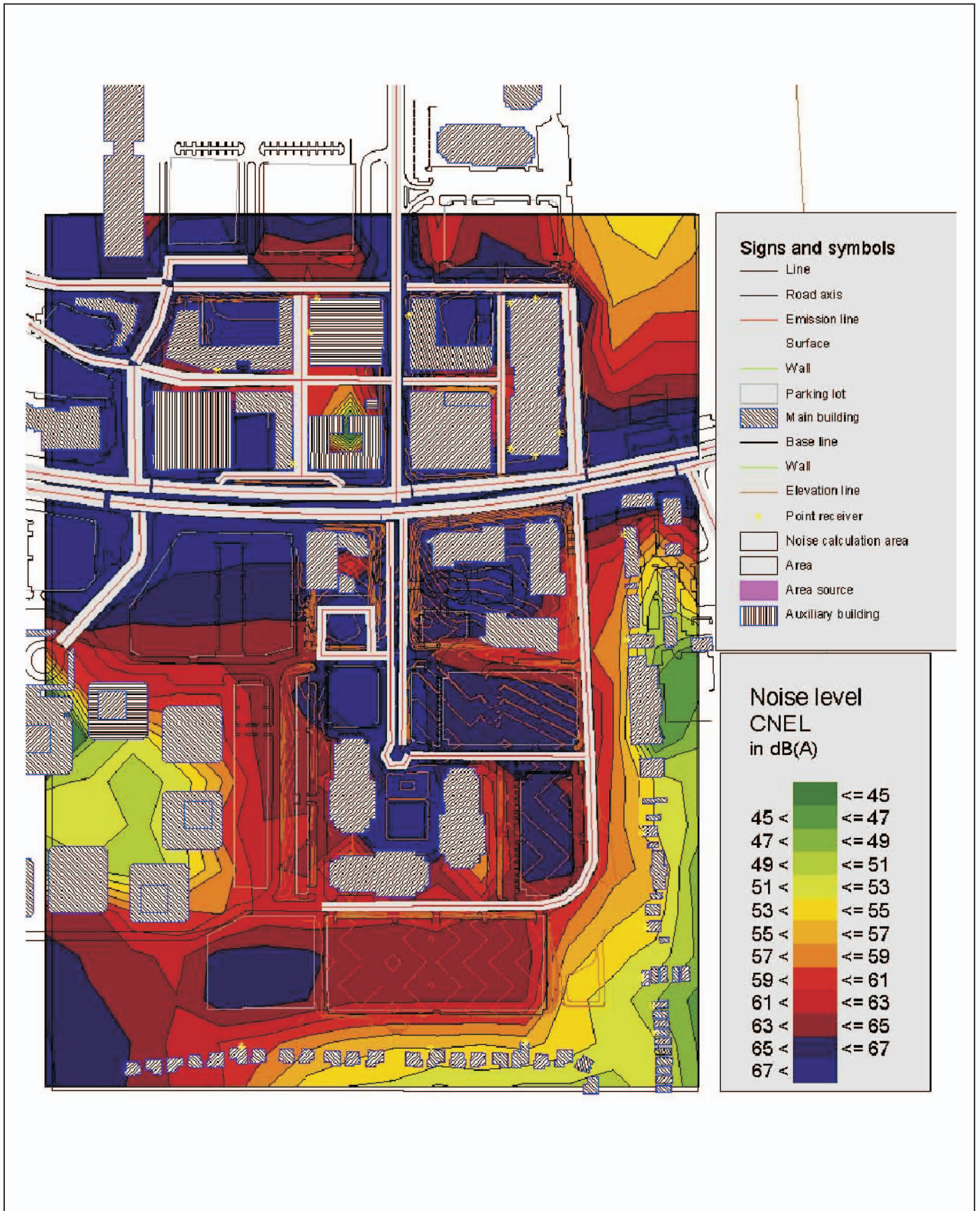
Summary of Impacts to Offsite Receptors

An offsite noise impact would be considered significant if the noise level from onsite sources exceeds an exterior noise level standard of 60 dBA CNEL or an interior noise level standard of 45 dBA CNEL onto any nearby noise-sensitive use.

The noise levels at the backyards of the nearby single-family homes have been calculated for the year 2020 without and with project scenarios. Table 4.9-18 shows a summary of the noise impacts found for these scenarios and the calculated project impacts for each backyard receiver.

Table 4.9-18: Project-Related Offsite Noise Impacts

Site	Year 2020 Without Project	Year 2020 With Project	Project Noise Impacts
Iron Horse Middle School			
First Floor	44.7	43.8	-0.9
Residence Inn - North			
First Floor	60.9	61.7	0.8
Second Floor	61.4	62.2	0.8
Residence Inn - South			
First Floor	54.7	57.0	2.3
Second Floor	56.1	58.2	2.1
Reflections Condominiums - North			
First Floor	51.4	55.9	4.5
Second Floor	52.5	56.4	3.9
Reflections Condominiums - South			
First Floor	50.1	53.5	3.4
Second Floor	51.2	54.2	3.0
Winterside Circle Single-Family Residences - North			
First Floor	49.9	52.5	2.6
Second Floor	51.0	53.2	2.2



Source: SoundPlan Version 6.4.



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Exhibit 4.9-6 Year 2020 With Project Noise Contour Map

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Table 4.9-18 (Cont.): Project-Related Offsite Noise Impacts

Site	Year 2020 Without Project	Year 2020 With Project	Project Noise Impacts
Winterside Circle Single-Family Residences - Middle			
First Floor	49.0	51.0	3.0
Second Floor	50.2	51.9	1.7
Winterside Circle Single-Family Residences - South			
First Floor	52.7	53.9	1.2
Second Floor	53.5	54.5	1.0
Dunbarton Circle/Ascot Drive Single-Family Residences - East			
First Floor	52.1	53.0	0.9
Second Floor	53.6	54.3	0.7
Dunbarton Circle/Ascot Drive Single-Family Residences - West			
First Floor	59.4	59.7	0.3
Second Floor	59.7	60.0	0.3
Notes: Noise level includes a 4.77-dBA penalty to account for the noise-sensitive evening hours and a 10-dBA penalty to account for the noise-sensitive nighttime hours. The calculated noise at Iron Horse Middle School is only from noise generated at the project site and does not account for other nearby sources such as Alcosta Boulevard. Source: Michael Brandman Associates, 2007.			

Table 4.9-18 shows that the noise level at the nearby sensitive receptors would range from -0.9 to 4.5 dBA CNEL. The greatest increase of 4.5 dBA is anticipated to occur at the Reflections Condominiums, which would result in a noise level of 55.9 dBA CNEL. This increase is below the 5.0-dBA threshold of significance, and the resulting noise level is below the City’s 60-dBA exterior noise standard; therefore, no significant noise impacts are anticipated to occur at the Reflections Condominiums.

The northern portion Marriot Residence Inn would experience a 0.8 dBA noise increase, which would result in an exterior noise level of 62.2 at the second floor residences. While exterior noise levels would exceed the City 60 dBA CNEL standard, this is not considered a significant impact. The General Plan EIR noted in particular that exterior noise levels at the location of the Marriot Residence Inn would be in excess of 60 dBA, yet it concluded that after mitigation, impacts would be less than significant. See General Plan EIR, Impacts 4.8-a through 4.8-c and Figure 4.8-2. Further, the 60 dBA standard would be exceeded with or without the proposed project and the 0.8 dBA increase would be less than 1 dBA so the change would not be perceived by even the most sensitive receptors. As a result, this slight increase in exterior noise is not considered a significant impact and was anticipated within the scope of the General Plan EIR.

The analysis shows that the noise level at Iron Horse Middle School will decrease with development of the proposed project. This is due to the noise shielding the Plaza District buildings will provide from I-680 and portions of Bollinger Canyon Road. However, the with project noise level of 43.8

dBA CNEL does not represent a true forecast of the future noise levels at the school because Alcosta Boulevard to the east and Norris Canyon Road to the north were not included in the model. However, the figures in Table 4.9-18 do indicate that the proposed project would not contribute to significant noise impacts at the school.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Operational Noise - Onsite Impacts

Impact NOI-4:	Project occupants may be exposed to noise levels that exceed normally acceptable standards.
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Impact Analysis

Based on the land use compatibility noise levels established in the City of San Ramon General Plan, an onsite noise impact would be considered significant if the onsite noise level exceeds an interior noise level standard of 45 dBA CNEL for the residential uses. Calculations of the expected future interior noise levels were made using the SoundPlan Version 6.4 noise modeling software and the modeling parameters described for the Year 2020 with project scenario in Impact NOI-3.

To assess the interior noise levels related to the compliance with the City’s 45-dBA CNEL interior noise criteria, future CNEL exterior noise levels were calculated at the building façades for the floors on the buildings where residential uses are proposed. To assess the onsite interior noise level impacts, the receivers were placed 5.5 feet above the proposed floor level; a height of 10 feet was assumed for each floor. All receivers were placed along the exterior edge of each unit at the location expected to receive the greatest noise impact.

The expected future exterior noise levels are presented in Table 4.9-19. The table also presents the anticipated interior noise levels for both “windows open” and “windows closed” conditions, which were based on a 12-dBA noise reduction for the “windows open” condition and a 25-dBA noise reduction for the “windows closed” condition—the noise attenuations typically found in mid-rise structures. Based on the FHWA traffic noise prediction model, the exterior noise levels at the building façade will range from 59.9 to 69.0 dBA CNEL. The calculations show that the “windows open” condition would result in interior noise levels that would exceed the City’s 45 dBA CNEL interior standard for all analyzed units. This would be considered a significant impact.

Table 4.9-19: Onsite Residential Noise Levels

Building	Exterior Noise Level at Façade (CNEL)	Interior Noise Levels For:		Required Interior Noise Reduction
		Windows Open	Windows Closed	
South Side of Building A				
Second Floor	59.9	47.9	34.9	14.9
Third Floor	60.8	48.8	35.8	15.8
Fourth Floor	61.6	49.6	36.6	16.6
Fifth Floor	62.9	50.9	37.9	17.9
North Side of Building B				
Second Floor	61.7	49.7	36.7	16.7
Third Floor	62.2	50.2	37.2	17.2
Fourth Floor	62.7	50.7	37.7	17.7
Fifth Floor	62.9	50.9	37.9	17.9
West Side of Building B				
Second Floor	57.6	45.6	32.6	12.6
Third Floor	57.7	45.7	32.7	12.7
Fourth Floor	57.7	45.7	32.7	12.7
Fifth Floor	57.8	45.8	32.8	12.8
East Side of Building D				
Second Floor	66.1	54.1	41.1	21.1
Third Floor	66.2	54.2	41.2	21.2
Fourth Floor	66.3	54.3	41.3	21.3
Fifth Floor	66.4	54.4	41.4	21.4
West Side of Building E				
Second Floor	62.8	50.8	37.8	17.8
Third Floor	63.0	51.0	38.0	18.0
Fourth Floor	63.1	51.1	38.1	18.1
Fifth Floor	63.3	51.3	38.3	18.3
Sixth Floor	63.3	51.3	38.3	18.3
North Side of Building F				
Second Floor	61.3	49.3	36.3	16.3
Third Floor	61.4	49.4	36.4	16.4
Fourth Floor	61.5	49.5	36.5	16.5
Fifth Floor	61.8	49.8	36.8	16.8
Sixth Floor	61.9	49.9	36.9	16.9
Seventh Floor	62.0	50.0	37.0	17.0

Table 4.9-19 (Cont.): Onsite Residential Noise Levels

Building	Exterior Noise Level at Façade (CNEL)	Interior Noise Levels For:		Required Interior Noise Reduction
		Windows Open	Windows Closed	
Eighth Floor	61.9	49.9	36.9	16.9
Ninth Floor	62.5	50.5	37.5	17.5
West Side of Building F				
Second Floor	61.6	49.6	36.6	16.6
Third Floor	61.8	49.8	36.8	16.8
Fourth Floor	61.9	49.9	36.9	16.9
Fifth Floor	62.1	50.1	37.1	17.1
Sixth Floor	62.3	50.3	37.3	17.3
Seventh Floor	62.3	50.3	37.3	17.3
Eighth Floor	62.5	50.5	37.5	17.5
Ninth Floor	63.0	51.0	38.0	18.0
East Side of Building G				
Second Floor	64.8	52.8	39.8	19.8
Third Floor	64.9	52.9	39.9	19.9
Fourth Floor	64.8	52.8	39.8	19.8
Fifth Floor	64.9	52.9	39.9	19.9
Sixth Floor	64.8	52.8	39.8	19.8
Seventh Floor	64.8	52.8	39.8	19.8
Eighth Floor	64.7	52.7	39.7	19.7
Ninth Floor	66.0	54.0	41.0	21.0
South Side of Building G				
Second Floor	68.7	56.7	43.7	23.7
Third Floor	68.8	56.8	43.8	23.8
Fourth Floor	68.8	56.8	43.8	23.8
Fifth Floor	68.9	56.9	43.9	23.9
Sixth Floor	68.9	56.9	43.9	23.9
Seventh Floor	68.9	56.9	43.9	23.9
Eighth Floor	68.9	56.9	43.9	23.9
Ninth Floor	69.0	57.0	44.0	24.0
West Side of Building G				
Second Floor	65.0	53.0	40.0	20.0
Third Floor	65.0	53.0	40.0	20.0

Table 4.9-19 (Cont.): Onsite Residential Noise Levels

Building	Exterior Noise Level at Façade (CNEL)	Interior Noise Levels For:		Required Interior Noise Reduction
		Windows Open	Windows Closed	
Fourth Floor	65.0	53.0	40.0	20.0
Fifth Floor	64.5	52.5	39.5	19.5
Sixth Floor	65.1	53.1	40.1	20.1
Seventh Floor	65.4	53.4	40.4	20.4
Eighth Floor	65.2	53.2	40.2	20.2
Ninth Floor	65.3	53.3	40.3	20.3

Notes:
¹ A minimum of 12-dBA noise reduction is assumed with a windows open condition.
² A minimum of 20-dBA noise reduction is assumed with a windows closed condition.
³ Interior noise reduction is not required when interior noise level with “windows open” condition does not exceed 45 dBA L_{dn} noise standards.
 Source: Michael Brandman Associates, 2007.

As shown in Table 4.9-19, in order to meet the 45-dBA CNEL interior noise standards, an interior noise-level reduction of up to 24.0 dBA CNEL is required. Mitigation is proposed that would require the project applicant to implement noise attenuation measures into the building design to ensure that interior noise levels would be within acceptable standards. With these mitigation measures incorporated as design features into the proposed project, the future interior noise levels will be at or below 44.0 dBA CNEL, which is below the City’s 45-dBA CNEL interior noise level standard. Therefore, impacts would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

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.

Level of Significance After Mitigation

Less than significant impact.

4.10 - Population and Housing

4.10.1 - Introduction

This section describes the existing setting regarding population and housing and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on population and housing information provided by the California Department of Finance, the Association of Bay Area Governments, and the City of San Ramon.

As explained in Section 1, Introduction, where applicable, this project-level Draft Subsequent Environmental Impact Report (DSEIR) tiers off and incorporates by reference information and analysis contained in the City of San Ramon General Plan EIR and the San Ramon City Civic Center EIR, certified by the San Ramon City Council in 2001 and 2003, respectively. The General Plan EIR contemplated buildout of the General Plan at a programmatic level and concluded that all impacts on population and housing were less than significant and did not require mitigation. The City Civic Center EIR provided project-level analysis of the smaller and less intense City Civic Center project and scoped out the population and housing topical area and its associated issues during the Initial Study/Notice of Preparation process as effects found not to be significant. This DSEIR also incorporates by reference the City of San Ramon Zoning Ordinance Final Negative Declaration and the Addendum to the City of San Ramon Zoning Ordinance Final Negative Declaration, both of which were certified by the San Ramon City Council in 2006.

This DSEIR accounts for modifications to the baseline conditions that have occurred since certification of the previous EIRs and changes that have increased the size and intensity of the proposed project. Accordingly, not all of the conclusions in the previous EIRs are applicable to the proposed project, and new analysis is provided for potential impacts not previously considered in those documents.

4.10.2 - Environmental Setting

Population, Housing, and Employment Estimates

The California Department of Finance estimated the population of the City of San Ramon to be 58,035 as of January 1, 2007. Population and housing characteristics for San Ramon are summarized in Table 4.10-1.

Table 4.10-1: San Ramon Population and Housing Characteristics (2007)

Population	Dwelling Units	Average Household Size (Persons per Household)
58,035	23,116	2.597
Source: California Department of Finance. 2007.		

The California Economic Development Department estimated the labor force in San Ramon to be 28,900 as of March 2007. (Note that the labor force data for the City of San Ramon is not adjusted for seasonal employees.) San Ramon's employment characteristics are summarized in Table 4.10-2.

Table 4.10-2: San Ramon Employment Characteristics (2007)

Category	Figure
Labor force	28,900
Employed persons	28,400
Unemployed persons	500
Unemployment rate (percent)	1.7
Source: California Economic Development Department. 2007.	

Historical Population Growth

The population in San Ramon has grown significantly since incorporation in 1983. The City's population more than doubled during its first two decades of existence. The City's historic population growth between 1985 and 2005 is summarized in Table 4.10-3.

Table 4.10-3: City of San Ramon Historic Population Growth (1985–2005)

Year	Population	Change from Previous (Percent)
1985	24,750	—
1990	35,303	42.6
1995	39,250	11.2
2000	44,722	13.9
2005	50,855	13.7
Source: California Department of Finance. 2007.		

Projected Population Growth

The City of San Ramon and the Association of Bay Area Governments (ABAG) have published population growth projections for San Ramon. San Ramon's projections are contained in its General Plan, which was approved by the City electorate in 2002. ABAG's forecast is contained in Projections 2005, which is a regional population, employment, and housing forecast for the nine-county San Francisco Bay Area. Table 4.10-4 summarizes the projected population growth from both sources in five-year increments.

Table 4.10-4: Projected Population Growth

Year	City of San Ramon General Plan	Change From Previous	Association of Bay Area Governments	Change From Previous
2005	59,349	—	52,000	—
2010	69,673	17.4	58,700	12.90
2015	81,792	17.4	65,000	10.73
2020	96,020	17.4	70,900	9.10

Source: City of San Ramon. 2002; Association of Bay Area Governments. 2005.

Forecasted Employment Growth

Employment in San Ramon has increased since 1980 primarily from the development of new employment opportunities, most notably the Bishop Ranch Business Park. Employment in the City is expected to continue to grow to approximately 60,000 jobs by 2020. Table 4.10-5 summarizes San Ramon’s employment trends in 10-year increments.

Table 4.10-5: Employment Trends

Year	Jobs	Change From Previous (percent)
1980	5,330	—
1990	32,490	510
2000	38,580	19
2010	50,550	31
2020	60,970	21

Source: City of San Ramon. 2004.

Housing

Existing Housing Supply

The California Department of Finance indicates that there were 23,116 dwelling units in San Ramon as of January 1, 2007. San Ramon’s housing supply has increased by 31.7 percent since 2000, when there were 17,552 dwelling units. The bulk of this growth has occurred in the Dougherty Valley, where new residential developments have been completed during the past several years.

Regional Housing Needs Allocation

State law requires local governments to provide housing for persons of all income ranges. The State has prioritized housing production by requiring cities and counties periodically to update the housing element of their General Plan, which is the document that outlines the community’s long-term growth strategy. The amount of housing that must be accounted for in a local housing element is determined through a process called the Regional Housing Needs Allocation (RHNA). In the RHNA process, the State gives each region a number representing the amount of housing needed based on existing need and expected population growth.

In the nine-county San Francisco Bay Area region, ABAG is responsible for assigning each city and county allocation targets for housing by income range. Local governments then revise their housing elements to identify development sites and housing policies that will allow the community to meet its housing needs. ABAG’s last RHNA was issued in 1999 and expired at the end of 2006. ABAG is still in the process of drafting an updated RHNA for 2007 and beyond.

The City of San Ramon General Plan Housing Element contains the City’s strategy for meeting its housing needs as issued by ABAG. The 1999 RHNA assigned the City of San Ramon a need to develop 4,447 dwelling units. Table 4.10-6 summarizes the City’s housing allocation by income. As shown in the table, the largest share of the City’s allocation is for moderate and above-moderate incomes. ABAG indicates that the City produced 94.1 percent of its required allocation between 1999 and 2006.

Table 4.10-6: San Ramon Housing Allocation (1999–2006)

Income Category	Dwelling Units	Percent of Total
Very Low	599	13.5
Low	372	8.4
Moderate	984	22.1
Above Moderate	2,492	56.0
Total	4,447	100.0
Dwelling Units Constructed (1999–2006)	4,185	94.1
Source: City of San Ramon. 2004; ABAG. 2007		

4.10.3 - Methodology

Impacts on population and housing were assessed by reviewing existing and anticipated population and housing figures provided by the California Department of Finance, the City of San Ramon General Plan, and ABAG. The proposed project’s impacts were evaluated by determining their consistency with these estimates and projections.

4.10.4 - Thresholds of Significance

According to the CEQA Guidelines’ Appendix G Environmental Checklist, to determine whether impacts to population and housing are significant environmental effects, the following questions are analyzed and evaluated. Would the project:

- a.) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?
- b.) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? (Refer to Section 7, Effects Found Not To Be Significant.)

- c.) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? (Refer to Section 7, Effects Found Not To Be Significant.)

4.10.5 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate. Impacts related to population growth are analyzed below.

Growth Inducement

Impact POP-1: **The proposed project would induce substantial population growth beyond regional population forecasts.**

Impact Analysis

This impact assesses the proposed project's potential to induce substantial population growth. There are two types of population growth: direct and indirect. Direct population growth occurs from the development of new residential units. Indirect population growth occurs from the creation of new employment opportunities or the removal of a barrier to growth (e.g., the extension of urban infrastructure to an undeveloped area).

The proposed project has the potential to induce direct and indirect population growth. The proposed project contains up to 487 residential units and more than 1.5 million square feet of commercial retail, office, and civic uses. Using the City of San Ramon's 2007 average household size of 2.597, the proposed project would add an estimated 1,264 new residents to the City's population. Employment projections provided by Sunset Development indicate that the proposed project commercial uses would generate an estimated 3,636 jobs. Note that the project site is located within an urban area and the proposed project would not require the extension of infrastructure into an undeveloped area.

Direct or indirect population growth is only considered substantial if it exceeds projections contained in local or regional planning documents and population forecasts. In this case, the applicable planning and population forecast documents are the City of San Ramon General Plan and ABAG Projections 2005. Both documents are analyzed separately for proposed project consistency.

City of San Ramon General Plan

The City of San Ramon General Plan anticipates significant growth in San Ramon between 2005 and 2020. The General Plan projects 17.4 percent population increases during each five-year increment, starting from a projected 2005 population of 59,349 and culminating with a projected population of 96,020 in 2020. The California Department of Finance estimated San Ramon's population to be 50,855 in 2005, indicating that actual population growth has occurred at a lower rate than anticipated by the General Plan.

The proposed project is anticipated to open in 2010. The General Plan anticipates that the City's population would be 69,673 persons that year. The proposed project's residential uses would directly add an estimated 1,264 residents to the City's population. The proposed project would create a

variety of employment opportunities ranging from part-time, entry-level opportunities to highly skilled, professional opportunities. A significant percentage of the estimated 3,636 employees would be expected to come from the local workforce; however, some will be expected to relocate to San Ramon. For the purposes of providing a worst-case scenario analysis, it will be assumed that half of 3,636 employees would relocate to San Ramon, adding 1,818 new residents to the City's population. Including both residents and employees, the proposed project would add an estimated 3,082 persons to the City's population. Based on the existing 2007 population estimate of 58,035 and accounting for expected population growth between 2007 and 2010 (3.79 percent annually)¹, the City's estimated population in 2010 without the proposed project would be 64,887. The addition of the 3,082 new residents associated with the proposed project would bring the population to 67,969, which would be within the General Plan's projection of a 2010 population of 69,673 persons. Therefore, the proposed project would not induce growth beyond the General Plan's projections.

ABAG Projections 2005

ABAG projects much lower population growth in San Ramon between 2005 and 2020. ABAG projects five-year growth to range from 12.9 percent between 2005 and 2010, 10.73 percent between 2010 and 2015, and 9.1 percent between 2015 and 2020. ABAG anticipates that San Ramon's 2010 population will be 58,700 and its 2020 population will be 70,900.

As described above, the City of San Ramon's 2010 population without the project is expected to be 64,887 persons, which would exceed ABAG's 2010 projection of 58,700 by 10.5 percent. With the addition of population growth induced by the proposed project, the City's 2010 population is estimated to be 67,969 persons, which would exceed the ABAG projections by 15.8 percent.

While forecasted population growth in San Ramon for 2010 is projected to exceed the ABAG projections without the proposed project, the proposed project would significantly exacerbate this condition by adding an additional 5.3 percent of growth to the exceedance. ABAG population numbers are the basis for other regional plans (e.g., clean air plans, regional housing allocation strategies, etc.), and population growth in excess of the forecast represents a significant growth inducement impact. No mitigation is available to reduce this impact to a level of less than significant; therefore, growth inducement beyond the ABAG regional forecast is a significant unavoidable impact of the proposed project.

Regional Housing Needs Allocation

The proposed project would add 487 housing units to the City's housing supply, including a yet-undetermined number of deed-restricted workforce housing units. These dedicated affordable housing units would contribute to fulfilling the City's RHNA. These units will be credited to the forthcoming RHNA, scheduled to be issued in the second half of 2007.

¹ The annual population growth rate between 2000 and 2007 was 3.79 percent, as calculated from population estimates provided by the California Department of Finance.

In addition, the proposed project's 487 residential units are consistent with the Housing Element's identification of 770 dwelling units in Bishop Ranch at General Plan buildout. The Housing Element outlines the City's strategy for housing production and developing dwelling units in areas identified for residential development demonstrates that the strategy is practical and realistic.

Therefore, the proposed project's residential development would be consistent with local and regional housing strategies.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

No mitigation is available.

Level of Significance After Mitigation

Significant unavoidable impact.

4.11 - Public Services and Recreation

4.11.1 - Introduction

This section describes the existing setting regarding public services and recreation facilities and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are primarily based on information obtained through consultation with public service providers, including the San Ramon Valley Fire Protection District, the San Ramon Police Department, the San Ramon Valley Unified School District, the Contra Costa County Library, the City of San Ramon Parks and Community Services Department, and the East Bay Regional Parks District. Public service and recreation letters are provided in Appendix H. Additional information was obtained from the City of San Ramon General Plan.

As explained in Section 1, Introduction, where applicable, this project-level Draft Subsequent Environmental Impact Report (DSEIR) tiers off and incorporates by reference information and analysis contained in the City of San Ramon General Plan EIR and the San Ramon City Civic Center EIR, certified by the San Ramon City Council in 2001 and 2003, respectively. The General Plan EIR contemplated buildout of the General Plan at a programmatic level and concluded that all impacts on fire protection, police protection, schools, libraries, parks, and recreation were less than significant after mitigation in Sections 4.4, 4.5, and 4.6 of the document. The City Civic Center EIR provided project-level analysis of the smaller and less intense City Civic Center project and concluded that all impacts related to public services were less than significant and did not require mitigation in Section 4.8 of the document. The City Civic Center EIR scoped out the recreation topical area and its associated issues during the Initial Study/Notice of Preparation process as effects found not to be significant. This DSEIR also incorporates by reference the City of San Ramon Zoning Ordinance Final Negative Declaration and the Addendum to the City of San Ramon Zoning Ordinance Final Negative Declaration, both of which were certified by the San Ramon City Council in 2006.

This DSEIR accounts for modifications to the baseline conditions that have occurred since certification of the previous EIRs and changes that have increased the size and intensity of the proposed project. Accordingly, not all of the conclusions in the previous EIRs are applicable to the proposed project, and new analysis is provided for potential impacts not previously considered in those documents.

4.11.2 - Environmental Setting

Fire Protection and Emergency Medical Services

The San Ramon Valley Fire Protection District (Fire District) provides fire protection and emergency medical services (EMS) to a 155-square-mile area encompassing the City of San Ramon, the Town of Danville, and the unincorporated communities of Alamo, Blackhawk, Diablo, Southern Morgan Territory, and Tassajara Valley. The Fire District is an autonomous special district governed by an elected Board of Directors. The Fire District is headquartered at 1500 Bollinger Canyon Road, San Ramon, adjacent to Station No. 38.

Stations and Facilities

The Fire District operates 10 fire stations, including four in San Ramon. The four San Ramon stations, along with apparatus and staffing, are summarized in Table 4.11-1. The locations of Fire District facilities in the project vicinity are shown on Exhibit 4.11-1. The Fire District has plans to relocate an existing fire station (Station 36) in the Tassajara Valley in 2008 to better serve planned development in the area.

Table 4.11-1: Fire Station Summary

Station No.	Address	Distance From Project Site	Apparatus		Staffing
			Quantity	Equipment	
34	12599 Alcosta Boulevard	0.7 mile	2	Type 1 Engines	Two company station (6 personnel) cross staff equipment
			1	Ladder Truck	
			1	Type 3 Engine	
			1	Ambulance	
			1	Urban Search and Rescue Vehicle	
38	1600 Bollinger Canyon Road	2.7 miles	1	Type 1 Engine	Single company station (3 personnel) cross staff equipment
			1	Ambulance	
			1	Water Tender	
39	9399 Firecrest Lane	3.4 miles	1	Type 1 Engine	Single company station (5 personnel) cross staff equipment
			1	Ambulance	
			1	Type 3 Engine	
30	11445 Windemere Parkway	3.6 miles	1	Type 1 Engine	Single company station (3 personnel) cross staff equipment. Station is designed to accommodate two companies
			1	Type 3 Engine	

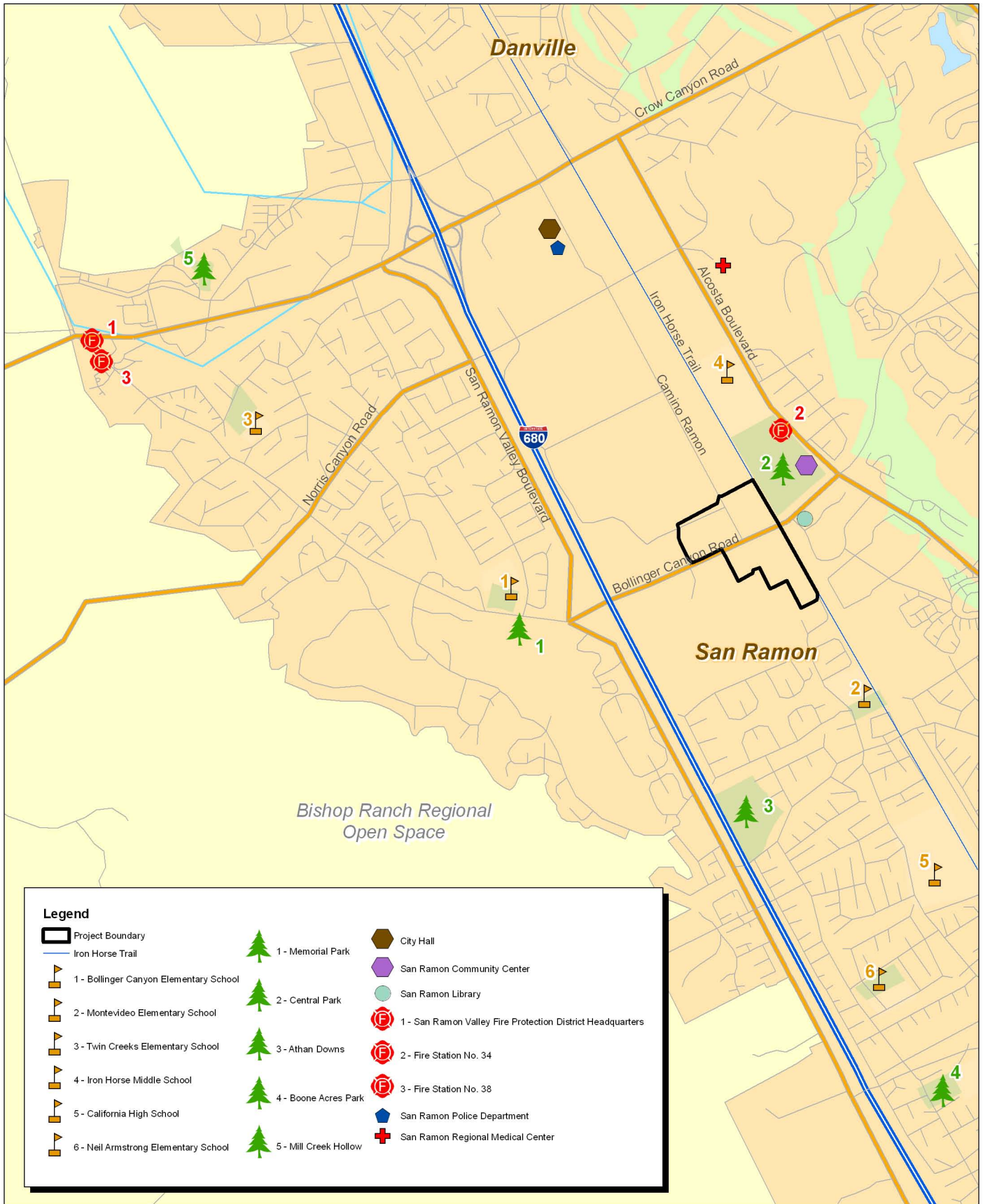
Source: San Ramon Valley Fire Protection District, 2007.

Stations 31 and 35 in Danville also respond to calls for service in San Ramon.

In addition, the Fire District operates its own Communications Center, located at Station 31. The Communications Center is staffed with two dispatchers, one supervising dispatcher, and a mobile command post supported by 11 volunteers.

Apparatus

The Fire District’s urban apparatus is summarized in Table 4.11-2.



Source: StreetMap USA and MBA GIS Data.

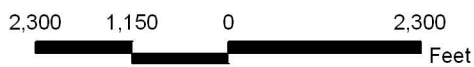


Exhibit 4.11-1 Public Facilities Location Map

Table 4.11-2: Urban Apparatus Summary

Apparatus	Quantity	Notes
Type 1 Engines	19	Equipped with Advanced Life Support emergency medical equipment (oxygen, defibrillator units, and medications)
Type 1 Ladder Trucks	3	Each truck is equipped with a 100-foot ladder
Type 2 Ladder Truck	1	Truck equipped with a 55-foot ladder
Type 3 and Type 4 Engines	11	Type 3 Engines equipped with Advanced Life Support medical equipment; assigned to Wildland Unit
Rescue Medic Ambulance Units	5	Equipped with Advanced Life Support medical equipment, Hurst tools, and rope rescue equipment
Reserve Ambulance Units	4	Can be placed into action immediately to cover maintenance needs or assist in large-scale incidents
Multi-Casualty Unit	1	Used for large-scale incidents
Breathing Support Unit	1	Used to fill high- and low-pressure air bottles; also equipped with large pop-up scene lights, salvage equipment, and medical supplies
Hazardous Materials Modular Response Vehicle	1	Equipped with hazardous material detection equipment and supplies and computer-linked to hazardous material information sources
Urban Search and Rescue Vehicle	1	Equipped with ropes, hardware and rescue baskets
Source: San Ramon Valley Fire Protection District, 2007.		

Staffing

The Fire District employs 182 personnel, in addition to approximately 50 reserves. Of these, 148 personnel are assigned to the Suppression Division, which serves as the first responder to most calls for service. Suppression personnel include the following:

- 3 battalion chiefs
- 39 captains
- 42 engineers
- 55 firefighters(50 of whom are paramedics)
- 9 dispatchers

Paid personnel staff nine of the Fire District’s 10 stations, with reserves staffing Station 37 in Southern Morgan Territory. Reserves also augment paid staffing at the other stations. All Suppression Division personnel, excluding dispatchers, are trained Emergency Medical Technicians 1As (EMT-1As) and State Certified Firefighter I and II with specialized defibrillator training. At least one member assigned to each company is a certified single provider Advanced Life Support Paramedic.

The Fire District currently staffs 13 companies on a daily basis and added an additional Advanced Life Support Ambulance with two personnel in July 2007. These personnel cross-staff nine engines, three trucks, five transport Advanced Life Support ambulances and the other specialized vehicles based upon the type of call.

Specialized Units

Rescue Team

The Rescue Team consists of approximately 30 members. The Rescue Team is a proactive organization whose main purposes are to provide immediately available, high-quality technical rescue resources managed by skilled and dedicated personnel, and to provide Fire District-wide, rescue-related training. The team is based at Station 34 on Alcosta Boulevard because of its central location and proximity to Interstate 680 (I-680).

Hazardous Materials Team

The Hazmat Team is based out of Station 35 in Blackhawk and is made up of 26 State Certified Hazardous Materials Technicians/Specialists. The Hazmat Team is capable of specialized entry, chemical analysis, and hazard mitigation.

Response Times and Protocols

The Fire District's goal is an overall response time of 5 minutes, 95 percent of the time. When the first units for a structure fire are dispatched from the 13 staffed emergency response companies, the three closest engines, a ladder truck, and the shift Battalion Chief are automatically assigned. In addition, a rescue medic ambulance can be dispatched in the event one of the occupants of the structure or Fire District personnel needs medical assistance at the scene.

For Fiscal Year 2005–2006, the average emergency response time was 4 minutes, 54 seconds for the Fire District. Table 4.11-3 provides a summary of average response time by station over the past 4 years for the three fire facilities closest to the project site. As shown in the table, average response times from all three stations are under 5 minutes.

Table 4.11-3: Response Times by Fire Station

Station	Average Response Time
34 (12599 Alcosta Boulevard)	4 minutes, 56 seconds
38 (1600 Bollinger Canyon Road)	4 minutes, 48 seconds
39 (9399 Firecrest Lane)	4 minutes, 32 seconds

Includes response times to all emergency calls in the station area regardless of the location of the apparatus dispatched.
Source: San Ramon Valley Fire Protection District, 2007.

Mutual Aid

The Fire District exchanges mutual aid with the four adjacent fire agencies (Alameda County Fire Department, Contra Costa County Fire Protection District, East Contra Costa Fire Protection District,

and Moraga-Orinda Fire Protection District) and Cal Fire (formerly the California Department of Forestry and Fire Prevention). During the 2005–2006 fiscal year, the Fire District extended mutual aid 252 times and received it 45 times.

Performance

The Insurance Services Office (ISO) Public Protection Classification Program currently rates the Fire District a 2 on a scale of 1 to 10, with 1 being the highest possible protection rating and 10 being the lowest. The ISO rating measures individual fire protection agencies against a Fire Suppression Rating Schedule, which includes such criteria as facilities and support for handling and dispatching fire alarms, first-alarm response and initial attack, and adequacy of local water supply for fire-suppression purposes. The ISO ratings are used to establish fire insurance premiums. Only 5 percent of the more than 44,000 fire agencies in the United States receive an ISO 2 rating or higher.

Police Protection

The San Ramon Police Department (Police Department) provides police protection within the San Ramon City limits. The Police Department became an independent, City-sponsored entity on July 1, 2007. Since incorporation in 1983, the City had contracted with the Contra Costa County Office of the Sheriff for police services, although policing operations were conducted under the name of the San Ramon Police Department.

Police Facilities

The Police Department is currently headquartered at 2222 Camino Ramon, in the existing City Hall complex. The location of the Police Department headquarters is shown in Exhibit 4.11-1. The Police Department indicates that the existing headquarters has a number of constraints, including being substandard and undersized for the size of the department and the nature of its activities. The Police Department also leases additional space away from the headquarters in other nearby buildings to accommodate certain police operations that do not have space in the existing building.

The Police Department has a substation in the Dougherty Station Community Center, located at 17011 Bollinger Canyon Road, which opened in 2005. It provides policing services to the community and houses the Dougherty Valley beat officers who patrol the area.

Organization, Staffing, and Resources

The Police Department is authorized 56 sworn police officer positions, 19 full-time equivalent (FTE) non-sworn civilian positions, and 35 volunteer positions, as of January 2007. The Police Department consists of three bureaus: Administration, Operations (Patrol Division, Investigations Division and Traffic Division) and Records. Table 4.11-4 provides a summary of Police Department organization and staffing. The Police Department's staffing ratio is currently 0.72 officer¹ per 1,000 residents,

¹ "Officer" is defined by the General Plan as officers and detectives and excludes the ranks of Sergeant, Lieutenant, Captain or Chief

which is slightly below the City’s adopted standard of 0.8 officer per 1,000 residents. The Police Department has a fleet of 52 vehicles.

Table 4.11-4: Police Department Organizational Summary

Bureau	Status	Positions (Number)	Total
Administration	Sworn and Non-Sworn	Sworn: Chief (1); Captain (1); Lieutenant (1); Sergeant (1); Officer (4) Non-Sworn: Program Manager (1); Administrative Analyst (1); Coordinator (4); Specialist (1); Police Services Technician (1); Clerical (3)	19
Operations	Sworn and Non-Sworn	Sworn: Lieutenant (1); Sergeant (8); Officer (39) Non-Sworn: Police Services Technician (2.5); Specialist (1); Clerical (0.5)	52
Records	Non-Sworn	Coordinator (1); Specialist (1); Clerical (2)	4
Source: San Ramon Police Department, 2007.			

Policing Programs

The Police Department operates several policing programs intended to prevent or addresses crime within certain segments of the community.

Youth crime prevention is a major focus of specialized policing activities. The Police Department sponsors a School Resource Officer Program, a Community and Youth Resource Program, and a Character Counts Program. Each program is assigned a dedicated full-time officer who works directly with youth, parents, schools, and organizations to prevent crime.

The Police Department also has a Crime Prevention Program intended to advise the community about approaches, best practices, strategies, and techniques to avoid or minimize the potential for crime. The Crime Prevention Specialist reviews all development plans for crime prevention measures prior to construction.

Police Activity

The Police Department responded to more than 51,000 calls for service, made more than 800 arrests, and issued more than 12,000 citations in 2006. Table 4.11-5 provides a summary of police activities for 2004 through 2006. The Police Department indicates that, on average, approximately 28 percent of the calls for service are priority (i.e., emergency) and the remaining 72 percent are non-priority.

Table 4.11-5: Police Activity Summary (2004–2006)

Category	2004	2005	2006
Calls for Service	41,471	48,833	51,157
Arrests	573	694	820
Citations Issued	12,631	11,886	12,540

Source: San Ramon Police Department, 2007.

Response Times

The Police Department’s average response time to priority calls for service was less than 3 minutes in 2006. This average response time is within the City’s adopted standard of 3 to 5 minutes for priority calls.

Schools

The San Ramon Valley Unified School District (School District) provides K-12 education to the City of San Ramon, the Town of Danville, and the unincorporated communities of Alamo, Blackhawk, Diablo, and Tassajara Valley. The California Department of Education indicates that 23,815 students were enrolled in the School District in 2005–06, the most recent year information was available.

Table 4.11-6 provides a profile of the School District.

Table 4.11-6: School District Profile (2005–06)

School Type	Number	Enrollment	Full-Time Equivalent Teachers	Pupil-Teacher Ratio	Student-Computer Ratio
Elementary	19	10,707	548.5	19.5	5.0
Middle	7	5,400	218.8	24.7	3.7
High	3	7,191	309.2	23.3	6.2
Alternative	1	406	15.2	26.7	10.2
Continuation	1	111	8.1	13.7	1.5
Total	31	23,815	1,099.8	21.7	—

Source: California Department of Education, 2007.

Local Schools

Table 4.11-7 provides a summary of five schools nearest the project site for the 2005–06 academic year, the most recent year information was available. The four parcels constituting the project site fall within the attendance boundaries of Twin Creeks Elementary School, Iron Horse Middle School, and California High School. These three schools, as well as other nearby schools, are shown in Exhibit 4.11-1.

Table 4.11-7: Local School Summary (2005–06)

School	Grades	Enrollment	Average Class Size	Full-Time Equivalent Teachers	Pupil-Teacher Ratio
Bollinger Canyon Elementary	K-5	483	21.8	24.9	19.4
Montevideo Elementary	K-5	525	22.8	27.6	19.0
Twin Creeks Elementary	K-5	502	21.1	28.1	17.9
Iron Horse Middle	6-8	961	29.6	37.8	25.4
California High	9-12	2,505	29.9	106.4	23.5

Source: California Department of Education, 2007.

Future Enrollment Growth

The School District is currently in the process of developing new and expanding existing school facilities to meet projected increases in enrollment from planned growth.

Fees from Dougherty Valley development projects have financed new school construction, including the 2,200-student Dougherty Valley High School, scheduled to open for the 2007–08 academic year, and Live Oak Elementary and Gale Ranch Middle School, scheduled to open by 2009. New schools are also planned in the Tassajara Valley.

In addition, two voter-approved school facilities bonds are providing funding for capital improvements. Measure D, approved in 1998, provides \$70 million, while Measure A, approved in 2002, provides \$260 million. Because these two school bonds provide a local source of capital improvement funding, the School District is eligible for matching funds from the State from several recent statewide school bond measures (Propositions 47 and 55). Through 2005, the School District has received more than \$40 million in matching State funds.

Library Services

Contra Costa County Library, a County agency, operates the San Ramon Library located at 100 Montgomery Street in The Market Place. The library facility is owned by the City of San Ramon. The location of the San Ramon library is shown on Exhibit 4.11-1. As of July 2007, the San Ramon Library is open 7 days a week, for a total of 58 hours, and provides programs for children, teens, and adults.

The library opened in 1989 and is 18,238 square feet. The facility was built to house a collection of 55,000 volumes, but currently holds 89,796 items. The entire collection cannot be shelved within the public space. The facility provides 17 computer stations, 13 of which have internet access.

Contra Costa County Library officials indicate that the library has a number of facility constraints that limit the delivery of library services. The facility does not meet the accessibility requirements of the American’s with Disabilities Act (ADA). Space within the library is at a premium, and no additional space is available to increase the collection, computer, or reading areas. The facility has poor

acoustics, and interior noise levels are often above what would normally be appropriate for a library. In addition, parking for library patrons is often unavailable because of parking demand from the neighboring commercial uses in The Market Place.

The Contra Costa County Library also operates the Dougherty Station Library at 17017 Bollinger Canyon Road. This library opened in 2005, totals 11,600 square feet, and is open 50 hours a week (as of July 2007). The library was designed to be expanded by 30,000 square feet to a total size of 41,600 square feet. The expansion will be timed in conjunction with the second phase of the nearby Diablo Valley College facility, which is projected to occur between 2010 and 2013.

Performance Standards

The City of San Ramon has an adopted standard of 0.5 square foot of library space per capita and 2 open hours per week per 1,000 residents. The Dougherty Valley Library and the San Ramon Library currently total 29,838 square feet and are open a combined 108 hours a week. Using the City's 2007 population estimate of 58,035 persons, there is a current ratio of 0.51 square foot of library space per resident, which exceeds the adopted square footage standard, and a ratio of 1.86 open hours per 1,000 residents, which is below the adopted standard.

Parks, Recreation, and Community Facilities

The City of San Ramon Parks and Community Services Department and the East Bay Regional Parks District maintain parks, open space, trails, and community facilities for public use in San Ramon. Parks, recreational facilities, and community facilities in the project vicinity are shown on Exhibit 4.11-1.

Parks

The City of San Ramon Parks and Community Services Department maintains 58 park sites totaling 310.85 acres. Of the 58 sites, 43 are dedicated community parks, neighborhood parks or specialized recreational areas or facilities, and the remaining 15 are school parks. Park facilities in the project vicinity are summarized below.

Central Park

Central Park, located east of Parcel 3A, is the largest active park in the City of San Ramon. The park encompasses 42.8 acres and contains two soccer pitches, four multi-use athletic fields (e.g., soccer, cricket, baseball, and softball), a baseball field, volleyball courts, basketball courts, tennis courts, a skate park, a children's playground, and picnic areas. The multi-use athletic fields and basketball courts are lighted; the basketball courts can be lighted 24 hours a day, and the multi-use athletic fields are lighted until 10 p.m.

Memorial Park

Memorial Park is located west of the intersection of Bollinger Canyon Road and San Ramon Valley Boulevard. The park contains a baseball field, a BMX track, a playground, a dog run, and multi-use grass area.

Iron Horse Middle School Park and Gym

The Iron Horse Middle School Park and Gym are co-operated by the City and the San Ramon Valley Unified School District and are immediately adjacent to the north side of Central Park. Park and gym facilities are available for public use during non-school hours. Facilities include outdoor basketball courts and indoor multi-use facilities for activities such as basketball, volleyball, gymnastics, and aerobics.

Open Space

East Bay Regional Parks District owns and maintains open space within and around San Ramon. The Bishop Ranch Regional Preserve is the primary open space area in San Ramon and is described below.

Bishop Ranch Regional Preserve

The Bishop Ranch Regional Preserve consists of 529 acres located on the western city limit of San Ramon. The only facilities in the preserve are multi-use trails and staging areas for horseback riding.

Trails

The primary trail in the project vicinity is the Iron Horse Trail, which is described below.

Iron Horse Trail

The Iron Horse Trail is a multi-use, Class I, 24.47-mile paved trail stretching from Pleasanton to Concord along the former Southern Pacific Railroad San Ramon Branch Line right-of-way. In Contra Costa County, the County owns the railroad right-of-way and leases a 20-foot-wide corridor within the right-of-way -to East Bay Regional Parks District for use as a public trail. As part of that lease agreement, the East Bay Regional Parks District is responsible for the operation and ongoing maintenance the Iron Horse Trail. Future plans identify the extension of the trail into Livermore.

Within the project vicinity, the trail corridor forms the eastern boundary of Parcel 3A and is located just east of the Bishop Ranch 1 East roadway. The trail crosses Bollinger Canyon Road at grade at the signalized Bishop Ranch 1 East roadway intersection. The trail surface is concrete north of Bollinger Canyon Road and asphalt south of the road. Landscaping and benches are located on the north and south sides of Bollinger Canyon Road. Pathways link the trail to surrounding land uses, including Central Park, Bishop Ranch 1, and Bishop Ranch 3.

Community Facilities

The San Ramon Community Center is the only community facility in the project vicinity. The 23,000-square-foot Community Center is located in the eastern portion of Central Park and contains multi-purpose rooms, meeting venues, and offices.

Performance Standards

The City of San Ramon has an adopted standard of 6.5 acres of public parks per 1,000 residents. Using the City's 2007 population estimate of 58,035 persons, there is a current ratio of 5.36 acres of public parks per 1,000 residents, which is below the adopted standard.

The City has an adopted standard of 1.2 square feet of community center space per capita. Including the 28,000-square-foot community center at Dougherty Station and the San Ramon Senior Center, there is a current ratio of 1.15 square feet of community center space per capita, which is slightly below the adopted standard.

4.11.3 - Regulatory Framework

State

California Building Standards Code

Title 24 of the California Code of Regulations, also known as the California Building Standards Code, is a compilation of three types of building standards from three different origins:

- Building standards that have been adopted by state agencies without change from building standards contained in national model codes
- Building standards that have been adopted and adapted from the national model code standards to meet California conditions
- Building standards, authorized by the California legislature, that constitute extensive additions not covered by the model codes that have been adopted to address particular California concerns

The California Fire Code is a component of the California Building Standards Code and contains fire safety-related building standards.

Local

City of San Ramon General Plan

The City of San Ramon General Plan establishes the following performance standards for public services:

- **Fire Protection:** A maximum 5-minute total response time can be maintained for 90 percent of emergency calls in urban and suburban areas and/or that there will be a fire station within 1.5 miles of all development.
- **Police Protection:** A minimum ratio of 0.8 officers per 1,000 residents and 3-5 minute response time for emergency calls and a 20-minute response for all other calls can be maintained 95 percent of the time.
- **Schools:** New development must provide necessary funding and/or capital facilities, as determined by the San Ramon Valley Unified School District.

- **Library Services:** A minimum ratio of 0.5 square feet of library space per capita, 3 volumes per capita, and 2 open hours per week per 1,000 residents.
- **Parks:** A minimum ratio of 6.5 acres of public park per 1,000 residents, with a goal to have park and recreation facilities within 0.5 mile of all residences.
- **Community Facilities:** A minimum ratio of 1.2 square feet of community center space per capita residents.

In addition, the City of San Ramon General Plan establishes the following relevant policies related to public services and recreation:

- **Policy 2.4-I-16:** Evaluate the ability of new development to pay for its infrastructure, its share of public and community facilities, and the incremental operating costs it imposes.
- **Policy 2.4-I-17:** Existing City development review practices assure that new development provides for the capital facilities needed to serve it. Ongoing maintenance of those facilities—generally via infrastructure landscaping and lighting districts—is also typically provided for. While the defraying of such costs by new development would normally be expected, some projects may contribute to the community in ways that compensate for a negative fiscal impact.
- **Policy 3.1-G-1:** Manage the City’s growth in a way that balances existing and planned transportation facilities, protection of open space and ridgelines, provision of diverse housing options and job opportunities, and the preservation of high quality community facilities and services.
- **Policy 3.1-I-7:** Allow urban development only within the City’s Urban Growth Boundary (see Implementing Policy 4.6-I-1) and only in accord with a plan for full urban services (police, fire, parks, water, sewer, streets and storm drainage) to which all providers are committed.
- **Policy 3.2-G-1:** Ensure the attainment of public facility and service standards through the City’s development review process, Capital Improvement Program, and a variety of funding mechanisms to maintain existing facilities and help fund expansion.
- **Policy 3.2-I-3:** Require new development to fund public facilities and infrastructure that is deemed necessary to mitigate the impact of that new development.
- **Policy 3.2-I-4:** Levy mitigation fees for public facilities and infrastructure improvements in proportion to a new development’s impact.
- **Policy 4.6-I-13:** Provide high quality public facilities, services, and other amenities within close proximity to residents.

- **Policy 4.8-I-6:** Seek to assure maximum public access to the Iron Horse Trail through land acquisition, licensing agreements with Contra Costa County, and incentives for dedication and improvement of land for trailhead parks and walkways.
- **Policy 4.8-I-7:** Require new commercial and office development to provide outdoor passive recreation areas.
- **Policy 5.6-I-3:** Emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation.
- **Policy 5.6-I-9:** Study the feasibility of bicycle/pedestrian overcrossings on the Iron Horse Trail at Bollinger Canyon Road and Crow Canyon Road.
- **Policy 6.5-I-5:** Require residential developers to make contributions to the City's park system.
- **Policy 6.5-I-6:** Encourage contributions to the City's park system by non-residential developers.
- **Policy 6.5-I-7:** Complete all parkland dedication requirements for each development prior to occupancy.
- **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.
- **Policy 7.1-G-1:** Provide public and cultural facilities that contribute to the City's positive image and enhance community identity.
- **Policy 7.1-I-2:** Maintain City performance standards for libraries in cooperation with the Contra Costa Library System and strive to achieve superior services.
- **Policy 7.2-I-2:** Require that residential development pay fees to the San Ramon Valley Unified School District for the acquisition of school sites to provide adequate, permanent classroom space.
- **Policy 9.4-I-1:** Require site design features and fire retardant building materials to reduce the risk of fire within the City.
- **Policy 9.4-I-5:** Require sprinklers in all mixed use development to protect residential uses from non-residential uses, which typically pose a higher fire risk.

San Ramon Valley Fire Protection District

The Fire District has enacted a comprehensive fire prevention ordinance that includes sprinkler requirements for most commercial buildings and residential buildings exceeding 5,000 square feet.

4.11.4 - Methodology

Inquiries were made with the San Ramon Valley Fire Protection District, the San Ramon Police Department, the San Ramon Valley Unified School District, the San Ramon Library, the City of San

Ramon Parks and Community Services Department, and the East Bay Regional Parks District regarding existing facilities, staffing levels, and service delivery, and potential impacts from implementation of the proposed project. Additional information was obtained from the City of San Ramon General Plan, the City of San Ramon General Plan Environmental Impact Report, the San Ramon Police Department 2006 Annual Report, and agency websites.

4.11.5 - Thresholds of Significance - Public Services

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts to public services are significant environmental effects, the following question is analyzed and evaluated for the public services identified:

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?

According to the CEQA Guidelines' Appendix G Environmental Checklist, to determine whether impacts to recreation are significant environmental effects, the following questions are analyzed and evaluated:

- a.) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?
- b.) Does the project include recreational facilities or require the construction or expansion of recreational facilities, which might have an adverse physical effect on the environment?

4.11.6 - Project Impacts and Mitigation Measures

This section discusses potential impacts associated with the development of the project and provides mitigation measures where appropriate.

Fire Protection and Emergency Medical Services

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.**

Impact Analysis

The proposed project is located less than 1 mile from station 34 on Alcosta Boulevard and is located in an area where response times are within the 5-minute standard established by the City of San Ramon General Plan Station 34 is staffed by two engine companies, with a total of six personnel. The Fire District took delivery of three state-of-the-art tiller trucks in December 2006. One of the trucks is stationed at Station 34, while the other two are stationed in Danville and Blackhawk. All three trucks have 100-foot aerial ladders. Station 34 also has a variety of other apparatus, including two Type 1 engines, an ambulance, and an urban search and rescue vehicle. In addition to the above referenced resources, other fire stations within the region would be able to respond to emergencies at the proposed project.

The Fire District indicated in a comment letter dated May 1, 2007 in response to the Notice of Preparation that it had concerns about responding to emergencies in the upper floors of the proposed project's high-rise structures and the potential for false alarms generated by the proposed project's mixed-uses. Each concern is discussed below.

The proposed project would include several Plaza District structures in excess of 80 feet above finished grade. The three Bishop Ranch 1A office buildings would be more than 100 feet above finished grade. During fire emergencies in high-rise buildings, communications is a key ingredient to effective and efficient firefighting operations and is critical to the safety of firefighters inside the buildings. High-rise buildings are often not conducive to the interior use of portable radios because specialized building materials and construction techniques tend to block or interfere with radio transmissions. Because of this concern, mitigation is proposed that would require that the building be tested prior to occupancy to ensure compliance with minimum radio signal strengths. In the event deficiencies are detected, radio repeaters or similar technology to boost the effectiveness of radio communications should be incorporated into the project design.

In addition, the high-rise buildings included in Bishop Ranch 1A would present new fire fighting and emergency response challenges to the Fire District. The three Bishop Ranch 1A office buildings would be approximately 110 feet above grade, nearly 25 feet taller than the tallest existing occupied structure in the Fire District boundaries. Firefighting strategies for high-rise buildings of this nature call for attacking the fire from the inside of the structure utilizing interior stairwells and standpipes for access and water supply. Aerial ladders have very limited value in high-rise firefighting. At the present time, the Fire District has no facilities to train for these types of incidents in high-rise buildings. Therefore, mitigation is proposed that would require the project applicant to contribute

their “fair share” to the development of a Fire District facility suitable for high-rise firefighting training.

The Fire District also expressed concerns that the intensity of the proposed project’s mixed-uses may result in a substantial number of false fire alarm calls. The Fire District noted that a false fire alarm call in a multi-story building typically results in the commitment of 13 fire personnel for a minimum of 30 minutes, which would be approximately 25 percent of the available staffing. To reduce the potential for false fire alarms, the Fire District recommends that the City and the project applicant install the most reliable fire alarm technology available in all project structures. This recommendation has been incorporated into the project as a mitigation measure and condition of approval.

Based on the existing levels of service and with the inclusion of the proposed mitigation as project conditions, the Fire District would have adequate resources to serve the proposed project. Impacts would be less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

- 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 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.

Level of Significance After Mitigation

Less than significant impact.

Police Protection

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.
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Impact Analysis

The proposed project would develop and redevelop a total of approximately 2.1 million square feet of mixed uses (approximately 1.6 million net square feet above existing vested entitlement and approximately 1.9 million square feet of net additional construction above existing site conditions) on 44 acres in an existing urbanized portion of San Ramon. The Police Department estimates that the proposed project would generate between 1,500 and 2,000 calls for service on an annual basis, with approximately 28 percent of the calls being priority calls. The addition of 1,500 to 2,000 calls for service would represent a 2- to 3-percent increase over the Police Department's 2006 figure of 51,157 calls for service. The Police Department indicates that the proposed project would result in a need to hire four to five new officers and two civilian parking enforcement personnel. These additional positions would be expected to be funded through existing City funding sources, as well as new tax revenues generated by the proposed project. The Police Department notes that the proposed project would not be expected to pose any unusual policing challenges or compromise public safety.

The City Hall component of the proposed project includes a new Police Department headquarters. This square footage is sized to accommodate 100 to 125 FTEs (sworn and non-sworn civilian positions), which is the anticipated size of the Police Department by 2015. The Police Department headquarters would include a lobby and front counter, a training/briefing room, administrative offices that would house a Police Records Bureau and the Investigation Division, men's and women's locker rooms with restroom and shower facilities, a secure police armory, a secure evidence storage area, a separate entrance for Police Department personnel, a discreet entrance adjacent to the parking area that would allow officers to bring arrested persons into the building for processing, and secure parking for police vehicles. The Police Department headquarters may also contain an Emergency Operations Center.

The new Police Department headquarters would replace the existing headquarters at 2222 Camino Ramon and allow for the centralization of department functions in one building. The Police Department also indicates that the new headquarters location would be more geographically centralized and would be expected to improve response times to the central and southern portions of the City, as well as to the Dougherty Valley. This is a beneficial aspect of the proposed project. At the time of this writing, the City has not identified what it will do with the existing Police Department facility once the new one opens.

In summary, the proposed project would increase demand for police protection. However, the proposed project includes a new centrally located Police Department headquarters in City Hall that would be in close proximity to the Plaza District, Bishop Ranch 1A, as well as surrounding land uses such as The Shops at Bishop Ranch, Chevron Park, Central Park, and The Market Place. The new Police Department headquarters would be sized to accommodate additional forecasted staffing increases and would enhance response times throughout the City limits. Because it includes a new Police Department headquarters, the proposed project would not require the construction or physical alteration of any other Police Department facilities in San Ramon. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Schools

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.**

Impact Analysis

The proposed project’s 487 residential units would directly cause population growth and increase enrollment in the School District. Using student generations for multi-family residential units provided by the School District, the proposed project would add an estimated 155 students to local schools. Table 4.11-8 provides a summary of the proposed project’s student generation by school type.

Table 4.11-8: Project Student Generation

School Type	Student Generation Factor (Student/Unit)	Students Generated
Elementary	0.23	112
Middle	0.40	19
High	0.50	24
Total	0.33	155
Source: San Ramon Valley Unified School District, 2007.		

The School District indicates that, based on May 2007 enrollment figures, the students generated by the proposed project would exceed available capacity at Twin Creeks Elementary School and would

exacerbate existing capacity deficiencies at California High School; Iron Horse Middle School would have sufficient capacity to accommodate the proposed project's student generation. Note that enrollment figures fluctuate on a regular basis and available capacity (or lack thereof) may be substantially different when the proposed project opens, tentatively scheduled for 2010. The planned opening of Dougherty Valley High School at the beginning of the 2007–08 academic year would relieve California High School of its capacity constraints.

To address the proposed project's impacts on schools, the project applicant would be required to provide development fees, currently \$6.93 per square foot of new residential construction and \$0.42 per square foot of new commercial construction, to the School District at the time building permits are sought for the proposed project's residential and commercial components. The fees can only be used for capital improvements for school facilities. The School District is currently in the midst of an ongoing, multi-year, capital improvement program that will increase school capacity to accommodate increased enrollment from planned growth within its boundaries. This includes expansion of existing schools (e.g., California High School) and construction of new schools (e.g., Dougherty Valley High School) in San Ramon. Note that the School District has other available funding sources for capital improvements, including two voter-approved school bond measures. The School District also indicated that attendance boundary changes may be one solution to providing adequate capacity. For these reasons, it is expected that the School District will have adequate classroom capacity to accommodate students generated by the proposed project.

Government Code Section 65995 prohibits a local agency from either denying approval of a land use project because of inadequate school facilities or imposing school impact mitigation measures other than designated fees. Therefore, payment of development fees to the School District would address the proposed project's impacts on schools and ensure that impacts are less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Library Services

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.

Impact Analysis

The proposed project is projected to directly add an estimated 1,264 residents to the City's population², which represents a 2.2-percent increase over the City's 2007 population estimate of 58,035. This population increase would be expected to translate into additional demand for library services at the San Ramon Library. As previously mentioned, the existing San Ramon Library is undersized and has substantial constraints that limit library services. Contra Costa County Library officials indicate that the existing library facility is no longer adequate to meet the needs of San Ramon residents. The addition of new library patrons generated by the proposed project would contribute slightly to the existing deficiencies in library services.

The City Hall component of the proposed project includes a new library sized to accommodate approximately 200,000 books and audiovisual materials. The library would contain public computers located in a Technology Lab, a Homework Center, reader seats, group study rooms, a community conference room, a community meeting/program room, and a storytelling and class visit space.

The new library would replace the existing substandard and undersized library at 100 Montgomery Street. Contra Costa County Library officials indicate that the new library facility would allow for enhanced library offerings to the community through increased collection size, more computer stations, and better-defined areas acoustically designed for intensive use. This is a beneficial aspect of the proposed project. At the time of this writing, the City has not identified what it will do with the existing library facility once the new one opens.

In summary, the proposed project would likely increase demands for library services. However, the proposed project includes a new, larger, and more technologically advanced library in City Hall that would allow for enhanced delivery of library services to the community. Because it includes a new library, the proposed project would not require the construction or physical alteration of any other library in San Ramon. Impacts would be less than significant.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

² This estimate was derived by multiplying the City of San Ramon's 2007 average household size of 2.597 persons (provided by the California Department of Finance) by the 487 residential units contained in the project.

Parks

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.

Impact Analysis

The proposed project is projected to directly add an estimated 1,264 residents to the City's population. This population increase would be expected to have a corresponding increase in usage for City park facilities.

Because the proposed project would not dedicate any park acreage to the City, it would be required to provide standard in-lieu-of fee payments for the up to 487 residential units to the City for the acquisition and development of parkland elsewhere. These fee payments would be made at the time building permits are sought. The City does not require parkland dedication or in-lieu-of fees for non-residential development. Parkland development projects funded by the proposed project's in-lieu-of fee payments have not been identified at the time of this writing. Furthermore, these projects are outside of the scope of this EIR and would be subject to separate environmental review.

The proposed project would be located in close proximity to Central Park, the City's largest active park. The location of the proposed project near Central Park is consistent with the City's goal of having park and recreation facilities within 0.5 mile of all residences. City parks officials indicated that they do not anticipate any deterioration or degradation of the quality of Central Park caused by additional use by project residents, employees, or visitors. Moreover, City parks officials indicate that they foresee a benefit of locating multi-story residential uses close to the park because it would provide an "extra set of eyes" on the park and may serve as a deterrent to potential acts of vandalism or other crimes.

In summary, the proposed project would increase the City's population and have a corresponding increase in park usage. The proposed project would provide standard in-lieu-of payments to acquire and develop additional parkland to offset its contribution to increase park usage. In addition, the proposed project would be expected to enhance the safety of Central Park and would not cause deterioration of the park through increased usage. For these reasons, the proposed project would have a less than significant impact on parks.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

Trails

Impact PSR-6: Development of the proposed project may cause physical deterioration of the Iron Horse Trail, resulting in a need for safety improvements.

Impact Analysis

The proposed project would be located next to the Iron Horse Trail. A pedestrian linkage would be provided between the Plaza District and the trail that would include a crossing of the extended Bishop Drive. The existing pedestrian crossings of the Bishop Ranch 1 East road would be maintained.

Below is analysis of the proposed project potential impacts on the Iron Horse Trail.

Bishop Drive Extension

The extension of Bishop Drive would parallel the trail and create the potential for bicycle/pedestrian conflicts with automobiles. To protect the safety of both trail users and motorists, a fence and landscape buffer is proposed along the trail frontage with Bishop Drive. The fence and landscape buffer would provide a physical separation between the roadway and the trail and would channel trail users to a single, signalized crossing of Bishop Drive. This is incorporated into the project as a mitigation measure.

Bollinger Canyon Road Crossing

Currently, there is a signalized, at-grade crossing of the roadway that results in delays for both trail users and motorists during peak hour commute periods. The City of San Ramon is currently undertaking a feasibility study of grade separating the Iron Horse Trail crossing at Bollinger Canyon Road, consistent with General Plan Policy 5.6-I-9. At the time of this review, the feasibility study is not yet complete. A grade-separated crossing of Bollinger Canyon Road is not part of the proposed project and, therefore, is outside the scope of this DSEIR. Any future proposals to build a grade-separated crossing will be subject to separate environmental review.

Trail Deterioration

The proposed project is intended to be a cultural, civic, and entertainment destination and would be expected to result in increase use of the trail in the vicinity of the project site. The proposed project is expect to house 1,264 residents and provide employment for 3,636 workers. Relative to the total population and workforce of San Ramon, as well as the other communities along the Iron Horse Trail, this increase in potential trail users represents an insignificant number relative to existing population and employment numbers. In addition, based on observed trail usage in San Ramon, there is a large percentage of the population that rarely uses the trail or does not use it at all. Therefore, it would be reasonable to assume that the proposed project would have similar usage levels and would not result in a dramatic increase in trail usage.

Related to this, a 2006 transportation survey conducted by the City of San Ramon Transportation Demand Program indicated that only 1.2 percent of employees within the City bike to work and 0.6 percent walk to work. When these rates are applied to project employment, potential trail use represents approximately 44 new bicyclists and 22 pedestrians.

Moreover, the potential for physical deterioration of the Iron Horse Trail surface between Bollinger Canyon Road and Norris Canyon Road is substantially lower than other segments of the trail because it is composed of concrete instead of asphalt. Concrete is stronger and more resistant to wear and water damage than asphalt and the segment of the trail between Bollinger Canyon Road and Norris Canyon Road is in better condition than other asphalt segments of the trail. Therefore, because of the durability of concrete, the segment of the trail adjacent to the Plaza District would not be expected to physical deteriorate as a result of greater use associated with the proposed project.

After-Hours Usage

The East Bay Regional Parks District has an ordinance that prohibits the use of its trails between 10 p.m. and 5 a.m. District representatives have expressed concerns about the potential for after-hour use of the Iron Horse Trail given its proximity to the Plaza District, which contains uses such as a hotel, cinema, and restaurants that would attract persons during the nighttime hours.

However, there are practical limitations to trail usage between 10 p.m. and 5 a.m. There is no lighting along any segments of the trail and the proposed project would not add any lighting to the trail corridor. Spillover lighting onto the trail corridor from the proposed project would be minimal because of the large residential structures on Blocks F-G. These structures would be more than 85 feet above grade and would act as a barrier to light and glare from the center of the Plaza District. In addition, street lighting on Bishop Drive would be directed toward the roadway and away from the trail corridor. The lack of lighting serves as an effective deterrent to after-hours trail usage and, therefore, there would be no reason to assume the proposed project would necessitate additional measures to prevent after-hours usage.

Summary of Impacts

The development of the proposed project may create the potential for unsafe crossings of the future Bishop Drive by Iron Horse Trail users. Mitigation is proposed that would require the installation of a fence and landscape buffer along the trail frontage with Bishop Drive. With the implementation of the mitigation measure below, all impacts on the Iron Horse Trail would be reduced to a level of less than significant.

Level of Significance Before Mitigation

Potentially significant impact.

Mitigation Measures

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 Horse 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 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.

Level of Significance After Mitigation

Less than significant impact.

Community Facilities

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.

Impact Analysis

The proposed project is projected to directly add an estimated 1,264 residents to the City's population. This population increase would be expected to have a corresponding increase in usage for City community facilities.

New community facilities would be provided in the City Hall component of the proposed project. Public meeting rooms would be provided in City Hall and the library, as well as a new Council Chambers. These facilities would add to the City's supply of community facilities and offset any potential impacts associated with population growth.

In addition, the proposed project would be located close to the San Ramon Community Center in Central Park. City parks officials indicated that they do not anticipate any deterioration or degradation of the quality of Community Center caused by additional use by project residents, employees, or visitors.

For these reasons, the proposed project would have a less than significant impact on community facilities.

Level of Significance Before Mitigation

Less than significant impact.

Mitigation Measures

No mitigation is necessary.

Level of Significance After Mitigation

Less than significant impact.

4.12 - Transportation

4.12.1 - Introduction

This section describes the existing setting regarding transportation and potential effects from project implementation on the site and its surrounding area. Descriptions and analysis in this section are based on information contained in the Traffic Operations Evaluation, prepared in July 2007, by DMJM Harris, included in this EIR as Appendix I.

As explained in Section 1, Introduction, where applicable, this project-level Draft Subsequent Environmental Impact Report (DSEIR) tiers off and incorporates by reference information and analysis contained in the City of San Ramon General Plan EIR and the San Ramon City Civic Center EIR, certified by the San Ramon City Council in 2001 and 2003, respectively. The General Plan EIR contemplated buildout of the General Plan at a programmatic level and concluded that all transportation impacts were less than significant after mitigation in Section 4.2 of the document. The City Civic Center EIR provided project-level analysis of the smaller and less intense City Civic Center project and concluded that all transportation impacts were less than significant after mitigation in Section 4.2 of the document. This DSEIR also incorporates by reference the City of San Ramon Zoning Ordinance Final Negative Declaration and the Addendum to the City of San Ramon Zoning Ordinance Final Negative Declaration, both of which were certified by the San Ramon City Council in 2006.

This DSEIR accounts for modifications to the baseline conditions that have occurred since certification of the previous EIRs and changes that have increased the size and intensity of the proposed project. Accordingly, not all of the conclusions in the previous EIRs are applicable to the proposed project, and new analysis is provided for potential impacts not previously considered in those documents.

4.12.2 - Environmental Setting

Roadway Network

The roadway network consists of a hierarchy of roadway classifications ranging from freeway to local roadway. The four roadway classifications in the project vicinity are summarized below.

Freeways

Freeways serve regional and inter-city trips and are under the jurisdiction of the State of California Department of Transportation (Caltrans). Interstate 680 (I-680) is a north-south freeway bisecting the San Ramon Valley, providing direct regional access to Alameda and Santa Clara counties to the south and northern Contra Costa and Solano counties to the north. I-680 also interchanges with Interstate 580 (I-580) in Dublin/Pleasanton, which provides east-west regional access to Oakland and San Francisco (west) and the Central Valley (east).

Between I-580 and State Route 24 (SR-24) in Walnut Creek, I-680 has three mixed flow lanes and one high-occupancy vehicle lane (HOV) in each direction. Auxiliary lanes have recently been constructed on I-680 between Bollinger Canyon Road and Crow Canyon Road in San Ramon, and between Diablo Road and Sycamore Valley Road in Danville. The Bollinger Canyon Road and Crow Canyon Road interchanges are the two primary access points to I-680 in the project vicinity.

I-680 is a designated Route of Regional Significance by the Contra Costa Transportation Authority (CCTA) and the Tri-Valley Transportation Action Plan. Routes of Regional Significance are roads that serve regional mobility, or act as reliever routes for the regional systems, and serve more than one jurisdiction. A route of Regional Significance is required to meet designated Traffic Service Objectives (TSO).

Arterial Roadways

Arterials handle high traffic volumes, provide intra-city circulation and serve, to a limited degree, local land use. These facilities provide access to major activity centers and to freeways. In the project vicinity, the following roadways are arterials and are designated Routes of Regional Significance:

- Crow Canyon Road (4 to 8 lanes)
- Bollinger Canyon Road (6 to 8 lanes)
- Alcosta Boulevard (4 lanes)
- San Ramon Valley Boulevard (4 lanes)
- Dougherty Road (6 lanes)

Note that Crow Canyon Road was widened to eight lanes from six lanes between I-680 and Alcosta Boulevard in June 2007. A Plan Line study is being prepared for Bollinger Canyon Road. A Plan Line study establishes the need for future widening along a corridor and then determines how that widening can occur through lane transitions and right-of-way acquisition. The Plan Line study for Bollinger Canyon Road widens the corridor to eight lanes between I-680 and Alcosta Boulevard and six lanes between Alcosta Boulevard and Canyon Lakes Drive, with additional turn lanes at intersections.

Collector Streets

Collector streets are next in the hierarchy of street classifications. They carry less traffic than arterials and provide a higher level of access to local land uses. In the project vicinity, the following roadways are collector streets:

- Camino Ramon (4 lanes)
- Norris Canyon Road (2 to 4 lanes)
- Montevideo Drive (2 lanes)

Local Roadways

Local roadways follow collector streets in the hierarchy of street classifications. Local streets carry the least amount of traffic but provide the highest level of local access. In the project vicinity, the following streets are local streets:

- Executive Parkway (2 lanes)
- Bishop Drive (2 lanes)
- Sunset Drive (4 lanes)
- Market Place (2 lanes)

Intersection Operations

Study Intersections

Based upon discussions with City of San Ramon staff, 30 intersections were identified as critical intersections that could be impacted by trips generated by the proposed project. Of the 30 intersections, 29 are existing intersections and one is a future intersection that would be constructed as part of the proposed project (Camino Ramon and Center Street). The 30 intersections are listed in Table 4.12-1 along with their current traffic control device and count dates. These intersection locations are shown on Exhibit 4.12-1.

Table 4.12-1: Study Intersections

No.	Intersection	Existing Control	Count Dates	
			AM Peak Hour	PM Peak Hour
1	Crow Canyon Road/San Ramon Valley Boulevard	Signal	May 2006	May 2006
2	Crow Canyon Road/I-680 Southbound Ramps	Signal	May 2006	May 2006
3	Crow Canyon Road/I-680 Northbound Ramps	Signal	May 2006	May 2006
4	Crow Canyon Road/Camino Ramon	Signal	May 2006	May 2006
5	Crow Canyon Road/Alcosta Boulevard	Signal	May 2006	May 2006
6	Camino Ramon/Norris Canyon Road	Signal	May 2006	May 2006
7	Camino Ramon/Executive Parkway	Signal	May 2006	May 2006
8	Camino Ramon/Bishop Drive	Signal	May 2006	May 2006
9	Bollinger Canyon Road/San Ramon Valley Boulevard	Signal	May 2006	May 2006
10	Bollinger Canyon Road/I-680 Southbound Ramps	Signal	May 2006	May 2006
11	Bollinger Canyon Road/I-680 Northbound Ramps	Signal	May 2006	May 2006
12	Bollinger Canyon Road/Sunset Drive/Chevron Park	Signal	May 2006	May 2006
13	Bollinger Canyon Road/Camino Ramon	Signal	May 2006	May 2006

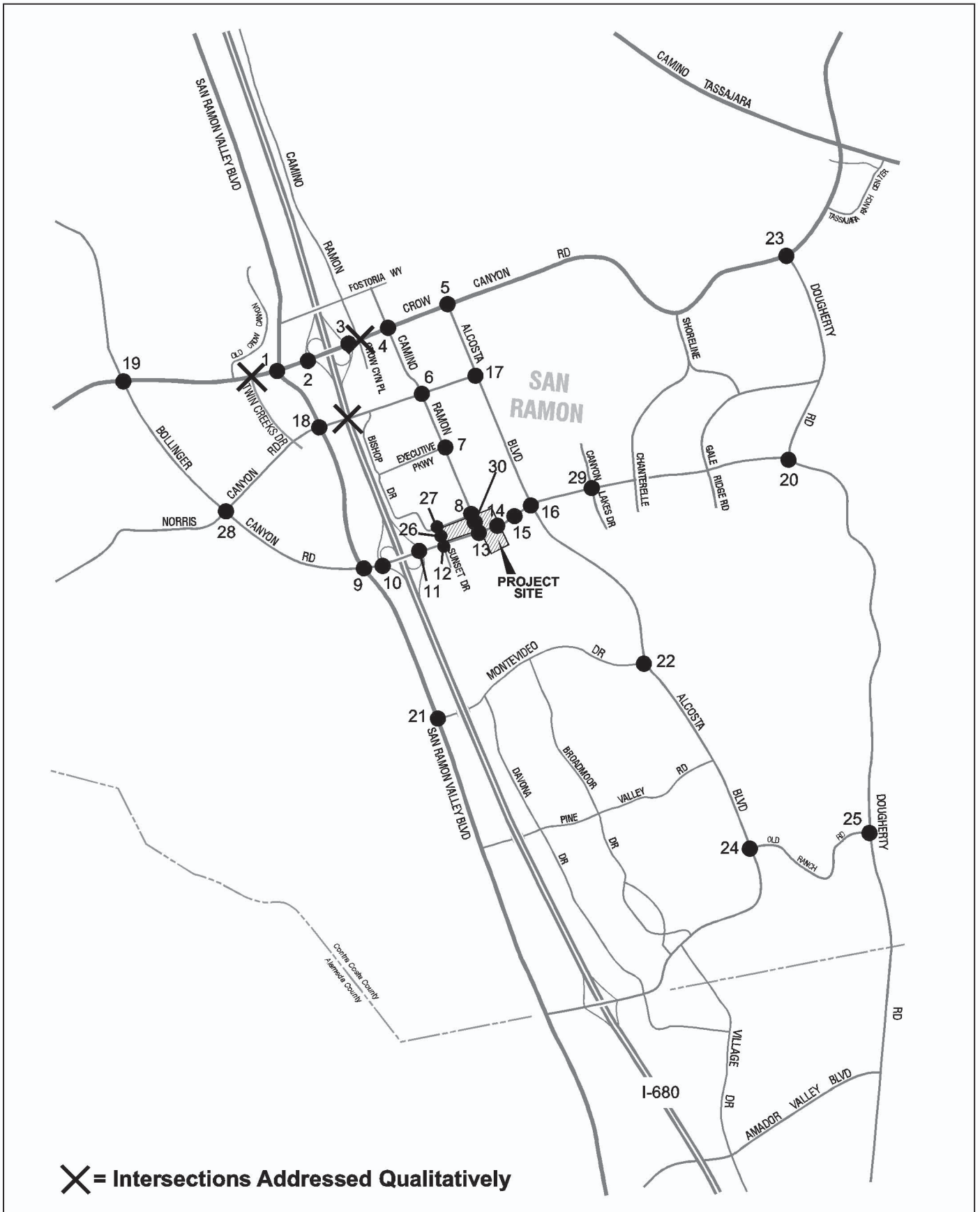
Table 4.12-1 (Cont.): Study Intersections

No.	Intersection	Existing Control	Count Dates	
			AM Peak Hour	PM Peak Hour
14	Bollinger Canyon Road/Bishop Ranch 1 East	Signal	May 2006	May 2006
15	Bollinger Canyon Road/Market Place	Signal	May 2006	May 2006
16	Bollinger Canyon Road/Alcosta Boulevard	Signal	May 2006	May 2006
17	Alcosta Boulevard /Norris Canyon Road	Signal	May 2006	May 2006
18	San Ramon Valley Boulevard/Norris Canyon Road	Signal	May 2006	May 2006
19	Bollinger Canyon Road/Crow Canyon Road	Signal	May 2006	May 2006
20	Bollinger Canyon Road/Dougherty Road	Signal	May 2006	May 2006
21	San Ramon Valley Boulevard/Montevideo Drive	Signal	February 2007	February 2007
22	Alcosta Boulevard/Montevideo Drive	Signal	February 2007	February 2007
23	Crow Canyon Road/Dougherty Road	Signal	May 2006	May 2006
24	Alcosta Boulevard/Old Ranch Road	AWSC	February 2007	February 2007
25	Old Ranch Road/Dougherty Road	AWSC	February 2007	February 2007
26	Sunset Drive/Shops at Bishop Ranch	Signal	May 2006	May 2006
27	Bishop Drive/Sunset Drive	Signal	May 2006	May 2006
28	Bollinger Canyon Road/Norris Canyon Road	AWSC	February 2007	February 2007
29	Bollinger Canyon Road/Canyon Lakes Drive	Signal	May 2006	May 2006
30	Camino Ramon/Center Street (future)	--	--	--
Notes: Signal = signalized intersection Source: DMJM Harris, 2007.				
AWSC = All-Way Stop Control (stop sign)				

In addition to the 30 study intersections listed above, three intersections were analyzed qualitatively. These intersections are Crow Canyon Road/Twin Creeks Drive, Crow Canyon Road/Crow Canyon Place, and Norris Canyon Road/High Occupancy Vehicle Ramp (future intersection). Traffic operations at these locations can be estimated from surrounding locations; therefore, these intersections were not evaluated quantitatively.

Level of Service Criteria

The City of San Ramon uses the intersection Level of Service (LOS) analysis methodology required by CCTA's Technical Procedures, termed CCTALOS (Contra Costa Transportation Authority Level of Service), which relates service-level grades to a volume-to-capacity ratio. The volume-to-capacity



Source: DMJM HARRIS | AECOM, June 2007.



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Exhibit 4.12-1 Study Intersections

ratio relates the total traffic volumes for critical opposing movements to the theoretical capacity for those movements, and is applicable for signalized intersections. Unsignalized intersections (stop-controlled) are evaluated by measuring delay in seconds. Table 4.12-2 describes each service-level grade and associated volume-to-capacity ratio or delay.

Table 4.12-2: Intersection Level of Service Definitions

Level of Service	Description	Intersection Type	
		Signalized (Volume-to-Capacity Ratio)	All-Way Stop Control (Delay in seconds/vehicle)
A	Free flow with no delays. Users are virtually unaffected by others in the traffic stream.	< 0.61	0–10
B	Stable traffic. Traffic flows smoothly with few delays.	0.61–0.70	> 10–15
C	Stable flow but the operation of individual users becomes affected by other vehicles. Modest delays.	0.71–0.80	> 15–25
D	Approaching unstable flow. Operation of individual users becomes significantly affected by other vehicles. Delays may be more than one cycle during peak hours.	0.81–0.90	> 25–35
E	Unstable flow with operating conditions at or near the capacity level. Long delays and vehicle queuing.	0.91–1.00	> 35–50
F	Forced or breakdown flow that causes reduced capacity. Stop and go traffic conditions. Excessive long delays and vehicle queuing.	> 1.00	> 50

Source: Contra Costa Transportation Authority, 2007.

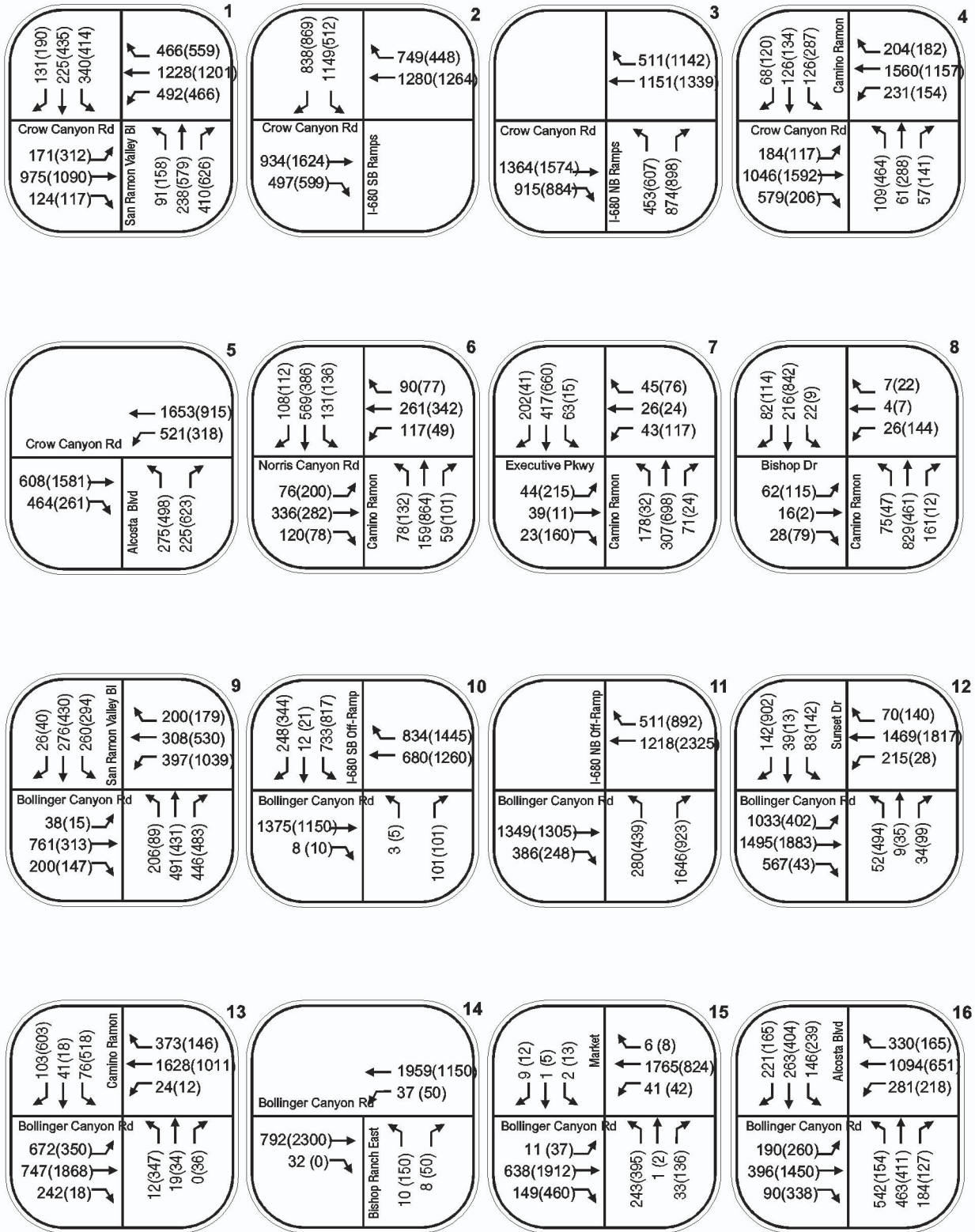
Existing Intersection Operations

Table 4.12-3 summarizes the existing traffic operations at the 29 existing intersections during the morning (AM) and afternoon (PM) peak hours for the study area intersections. The AM peak hour is between 7 a.m. and 9 a.m. and the PM peak hour is between 4 p.m. and 6 p.m. The existing volumes are shown in Exhibits 4.12-2a and 4.12-2b. The existing intersection geometry is shown in Exhibits 4.12-3a and 4.12-3b. As noted in the table, all intersections operate at LOS C or better during both peak hours—with the exception of the Bollinger Canyon Road/San Ramon Valley Boulevard, Bollinger Canyon Road/Alcosta Boulevard, and San Ramon Valley Boulevard/Montevideo Drive intersections, which operate at LOS D during the PM peak hour. Two existing intersections are evaluated qualitatively. Crow Canyon Road and Crow Canyon Place are expected to operate as well as Crow Canyon Road and Camino Ramon. Likewise, Crow Canyon Road and Twin Creeks Drive are expected to operate as well as, or better than, Crow Canyon Road and San Ramon Valley

Boulevard. The existing traffic operations are well within the City's thresholds for acceptable operations.

Table 4.12-3: Existing Intersection Levels of Service

No.	Intersection	AM Peak Hour		PM Peak Hour	
		V/C Ratio	LOS	V/C Ratio	LOS
1	Crow Canyon Road/San Ramon Valley Boulevard	0.56	A	0.74	C
2	Crow Canyon Road/I-680 Southbound Ramps	0.59	A	0.57	A
3	Crow Canyon Road/I-680 Northbound Ramps	0.52	A	0.60	A
4	Crow Canyon Road/Camino Ramon	0.57	A	0.76	C
5	Crow Canyon Road/Alcosta Boulevard	0.44	A	0.67	B
6	Camino Ramon/Norris Canyon Road	0.46	A	0.59	A
7	Camino Ramon/Executive Parkway	0.36	A	0.43	A
8	Camino Ramon/Bishop Drive	0.36	A	0.46	A
9	Bollinger Canyon Road/San Ramon Valley Boulevard	0.79	C	0.88	D
10	Bollinger Canyon Road/I-680 Southbound Ramps	0.50	A	0.57	A
11	Bollinger Canyon Road/I-680 Northbound Ramps	0.75	C	0.71	C
12	Bollinger Canyon Road/Sunset Drive/Chevron Park	0.66	B	0.68	B
13	Bollinger Canyon Road/Camino Ramon	0.56	A	0.74	C
14	Bollinger Canyon Road/Bishop Ranch 1 East	0.39	A	0.56	A
15	Bollinger Canyon Road/Market Place	0.45	A	0.54	A
16	Bollinger Canyon Road/Alcosta Boulevard	0.71	C	0.81	D
17	Alcosta Boulevard /Norris Canyon Road	0.40	A	0.43	A
18	San Ramon Valley Boulevard/Norris Canyon Road	0.55	A	0.55	A
19	Bollinger Canyon Road/Crow Canyon Road	0.46	A	0.45	A
20	Bollinger Canyon Road/Dougherty Road	0.50	A	0.47	A
21	San Ramon Valley Boulevard/Montevideo Drive	0.62	B	0.81	D
22	Alcosta Boulevard/Montevideo Drive	0.27	A	0.28	A
23	Crow Canyon Road/Dougherty Road	0.41	A	0.57	A
24	Alcosta Boulevard/Old Ranch Road	0.30	A	0.26	A
25	Old Ranch Road/Dougherty Road	0.64	B	0.37	A
26	Sunset Drive/Shops at Bishop Ranch	0.30	A	0.38	A
27	Bishop Drive/Sunset Drive	0.36	A	0.47	A
28	Bollinger Canyon Road/Norris Canyon Road	0.86*	C*	0.37*	B*



Source: DMJM HARRIS | AECOM, June 2007.



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Exhibit 4.12-2a Existing Traffic Volumes

