

EXHIBIT 2

SAN RAMON 2040 GENERAL PLAN PROJECT

FINAL ENVIRONMENTAL IMPACT REPORT

SCH No. 2022060549

Introduction

**Final Environmental Impact Report-Response to Comments
(dated November 2, 2023)**

Mitigation Monitoring and Reporting Program (dated November 2, 2023)

Final Environmental Impact Report-Errata to DEIR (dated November 2, 2023)

**Draft Environmental Impact Report and associated Appendices (dated August 30,
2023, previously provided to Planning Commission and City Council and
incorporated by reference)**

Introduction

In accordance with the California Environmental Quality Act (CEQA) Guidelines Section 15088, the City of San Ramon has evaluated the comments received on the San Ramon 2040 General Plan Draft Environmental Impact Report (EIR). The responses to the comments and errata, which are included in this document – together with the Draft EIR, the Draft EIR appendices, and the Mitigation Monitoring and Reporting Program – form the Final EIR for use by the City of San Ramon in its review.

This document is organized into three chapters:

- **Chapter 1 – Introduction**
- **Chapter 2 – Responses to Comments.** Provides a list of the agencies, organizations, and individuals who provided written comments on the Draft EIR. Copies of all of the letters received regarding the Draft EIR and responses thereto are included in this section.
- **Chapter 3 – Errata.** Lists refinements to and clarifications on the Draft EIR.

The Final EIR includes the following contents:

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

Environmental Review Process

Pursuant to the California Environmental Quality Act (CEQA), lead agencies are required to consult with public agencies having jurisdiction over a proposed project and to provide the general public with an opportunity to comment on the Draft EIR.

The City of San Ramon distributed a Notice of Preparation (NOP) of the programmatic EIR for a 32-day agency and public review period commencing June 24, 2022 and public comment closed on July 25, 2022. In addition, the City held a hybrid in-person/virtual Scoping Meeting on July 5, 2022. The meeting was aimed at providing information about the proposed plan to members of public agencies, interested stakeholders and residents/community members, and at receiving comments on the scope and content of the EIR.

The Draft EIR was made available for public review for a 48-day comment period that began on August 30, 2023 and ended on October 16, 2023. The Notice of Availability of a Draft EIR was posted with the County Clerk, sent to the State Clearinghouse, and posted on the City's website.

The City received written comment letters on the Draft EIR from three agencies, two organizations, and five individual commenters. Copies of written comments are included in Chapter 2 of this document.

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Responses to Comments

This Final Environmental Impact Report (EIR) chapter includes comments received during the public circulation of the Draft EIR prepared for the City of San Ramon 2040 General Plan as well as responses to such comments.

The Draft EIR was circulated for a 48-day public review period that began on August 30, 2023 and ended on October 16, 2023. The City of San Ramon received seven written comment letters on the Draft EIR as well as four verbal comments on the Draft EIR during the September 19, 2023 Draft EIR Public Meeting. Agency letters that were received are labeled with an “A” and numbered in the order they were received. Comment letters received from organizations are labeled with a “O” and numbered in the order they were received. Comment letters received from individual persons are labeled with a “P” and numbered in the order they were received. The comment identification label as well commenters’ names/associations and the dates comment letters were received are listed below.

Letter ID and Commenter Name/Association		Date Received
Agency Letters		
A1	Brian Olson, California Geologic Society	09/21/23
A2	Constantin Raether, California Office of Emergency Services	09/29/23
A3	Yunsheng Luo, California Department of Transportation	10/13/23
Organization Letters		
O1	Paul Krupka, Krupka Consulting	10/16/23
O2	Ariel Strauss, Greenfire Law 1	10/16/23
O3	Ariel Strauss, Greenfire Law 2 (verbally received during Draft EIR public mtg)	09/19/23
Individual Person Letters		
P1	Sue Bock	10/3/23
P2	Wendy Lee	10/11/23
P3	Call-in User 1 (verbally received during Draft EIR public mtg)	09/19/23
P4	Jim Blickenstaff (verbally received during Draft EIR public mtg)	09/19/23
P5	Vice Chair Kuznik (verbally received during Draft EIR public mtg)	09/19/23

The comment letters and responses follow. The comment letters have been numbered sequentially, and each separate issue raised by the commenter has been assigned a number. The responses to each comment identify first the number of the comment letter, and then the number assigned to each issue (Response A1-1, for example, indicates that the response is for the first issue raised in comment Letter A1).

In some cases, specific changes to the text of the Draft EIR have been made in response to comments received. In no case do these revisions result in a greater number of impacts or impacts of a substantially greater severity than those set forth in the Draft EIR. Where revisions to the Draft EIR text are called for, the page and paragraph are set forth, followed by the appropriate revision. Added text is indicated with underlined and deleted text is indicated with ~~strikeout~~. Page numbers correspond to the page numbers of the Draft EIR. Revisions to the Draft EIR are included in Section 3, *Errata*, of this Final EIR.

Letter A1

From: Olson, Brian@DOC <Brian.Olson@conservation.ca.gov>

Sent: Thursday, September 21, 2023 2:06 PM

To: Planning Services (public) <PlanningPublic@sanramon.ca.gov>

Cc: OLRA@DOC <OLRA@conservation.ca.gov>; OPR State Clearinghouse

<state.clearinghouse@opr.ca.gov>; Gomez, DarylAnne@DOC <DarylAnne.Gomez@conservation.ca.gov>

Subject: San Ramon 2040 General Plan

SCH Number

2022060549

Lead Agency

City of San Ramon

Document Title

San Ramon 2040 General Plan

Document Type

EIR - Draft EIR

Received

8/30/2023

Document Description

As part of a comprehensive planning process, the City of San Ramon proposes to adopt an update to the San Ramon General Plan, including eleven respective General Plan elements, amendment to the San Ramon Village Specific Plan, repeal of the North Camino Ramon Specific Plan, and the San Ramon Zoning Code update. The 2040 General Plan elements include: Land Use; Housing; Traffic and Circulation; Safety; Open Space and Conservation; Parks and Recreation; Public Facilities and Utilities; Noise, Air Quality and GHG Emissions, Growth Management, and Economic Development.

Hello, Cindy—

Thank you for providing the City's Draft EIR for the 2040 General Plan for our review. This email conveys the following recommendations from CGS concerning geologic issues within the General Plan documents:

1. Liquefaction and Landside Hazards

- The Draft EIR discusses both liquefaction and landsliding as potential seismic hazards and provides maps of "Liquefaction Potential" (Figure 3.5-4) and "Landslide Susceptibility" (Figure 3.5-5). The liquefaction potential map appears to depict liquefaction susceptibility based on USGS mapping and the landslide map uses existing CGS Landslide Inventory mapping. The City should be aware that new Earthquake Zones of Required Investigation (EZRI) for liquefaction and earthquake-induced landsliding for the Diablo Quadrangle, which covers the northern portion of the City, will be officially available on February 22, 2024. The City should provide a discussion of EZRIs and include a map of these zones within the General Plan area.
- FYI: New seismic hazard zones for liquefaction and landsliding within the Contra Costa County portion of the Dublin Quadrangle (including the southern portion of the City) are in-progress and should be preliminarily available by summer 2024. When they are available, the zones will be posted online at the websites below.
- CGS seismic hazard zone maps and data are available here:

A1-1

A1-2

A1-3

<https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-liquefaction-zones-1/about>

<https://maps-cnra-cadoc.opendata.arcgis.com/datasets/cadoc::cgs-seismic-hazards-program-landslide-zones-doc-hosted/about>

<https://maps.conservation.ca.gov/cgs/informationwarehouse/index.html?map=regulatorymaps>

<https://maps.conservation.ca.gov/cgs/EQZApp/app/>

A1-3

- Cities and counties affected by EZRI must regulate certain development projects within them. The Seismic Hazards Mapping Act (1990) also requires sellers of real property (and their agents) within a mapped hazard zone to disclose at the time of sale that the property lies within such a zone.

A1-4

2. Fault Rupture Hazards

- The City has a map depicting the locations of Alquist-Priolo Earthquake Fault traces (Figure 3.5-3). They should consider adding the Zones of Required Investigations around these fault traces to this map.

A1-5

- The DEIR states the Alquist-Priolo Earthquake Fault Zoning Act "requires geologic/seismic studies of most proposed development within 50 feet of the zone" (page 3.5-18). This statement is incorrect. The A-P EFZ Act requires fault investigation studies for proposed buildings for human occupancy anywhere within the zone. The City should consider updating the DEIR anywhere that the Act is referenced and described.

A1-6

- A CGS map that is continually updated with fault traces and zones is available here: <https://maps.conservation.ca.gov/cgs/EQZApp/app/>

A1-7

Please let me know if you have any questions.



@CAgeosurvey
FOLLOW US!

Brian Olson, CEG
Senior Engineering Geologist
Seismic Hazards Program

14 Years of Public Service

California Geological Survey

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"A team is not a group of people who work together.

A team is a group of people who trust each other." – Simon Sinek

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Letter A1

COMMENTER: Brian Olson, Senior Engineering Geologist California Geologic Society

DATE: September 21, 2023

Response A1-1

The commenter states that that liquefaction potential maps (figures 3.5-4 and 3.5-5) in Section 3.5, Geology and Soils, of the Draft EIR appear to depict liquefaction susceptibility based on United States Geologic Survey (USGS) mapping and the landslide susceptibility is based on existing California Geologic Survey (CGS) Landslide Inventory mapping. The comment states the Draft EIR should include a discussion and maps of the new Earthquake Zones of Required Investigation (EZRI) for liquefaction and earthquake-induced landsliding for the Diablo Quadrangle which will be available on February 22, 2024.

The City acknowledges that new liquefaction and landslide maps for the Diablo Quadrangle will be available in February 2024. The analysis in the Draft EIR was based on the most current information available at the time the Notice of Preparation was circulated for public review in June 2022. The maps referenced by the commenter are not available for inclusion in the Final EIR because they will not be available until February 2024. Therefore, no revisions to the Draft EIR are required in response to this comment. However, individual development projects within the City would undergo development review, at which time project design and analysis of impacts related to geology and soils would consider the most current landslide and liquefaction maps.

Response A1-2

The commenter states that new seismic hazard zones for liquefaction and landsliding for the Dublin Quadrangle will be preliminarily available by summer 2024.

The City acknowledges that new liquefaction and landslide maps for the Dublin Quadrangle will be available in February 2024. As discussed in Response A1-1, the most current liquefaction and landslide maps will be considered during the design and environmental review of individual development projects. No revisions to the Draft EIR are required in response to this comment.

Response A1-3

The commenter provides links to the CGS seismic hazard zone maps.

The City acknowledges the CGS seismic hazard zone maps provided by the commenter. This comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR. No further response is required.

Response A1-4

This comment states that cities and counties must regulate development projects within EZRI zones and that property sellers must disclose that a property is with in an EZRI zone.

This comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR. No further response is required.

Response A1-5

The commenter states that the Draft EIR incorrectly states that the Alquist-Priolo Earthquake Fault Zoning Act requires geologic/seismic studies of most proposed development within 50 feet of the zone. The commenter states that investigation studies are required for all proposed buildings for human occupancy anywhere within the zone.

This comment is acknowledged. In response to this comment, the following revision has been made to Section 3.5, *Geology and Soils*, Pages 3.5-18 and 3.5-19 of the Draft EIR:

The Alquist-Priolo Earthquake Fault Zoning Act regulates development near the surface traces of active faults to mitigate the hazard of surface fault rupture. Essentially, this Act contains two requirements: (1) it prohibits the location of most structures for human occupancy across the trace of active faults; and (2) it establishes Earthquake Fault Zones and requires geologic/seismic studies of most proposed development of buildings for human occupancy within 50 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. The nearest Alquist-Priolo Earthquake Fault Zone is located along the Calaveras Fault to the west of I-680 in the western portion of San Ramon and extends in a north to south direction.

Response A1-6

The commenter requests that the Zones of Required Investigations around the Alquist-Priolo Earthquake Fault Traces be added to Figure 3.5-3 in Section 3.5, Geology and Soils, of the Draft EIR.

As stated by the commenter in Comment A1-5, and stated on Pages 3.5-18 in Section 3.5, *Geology and Soils*, of the Draft EIR, the required area for geologic/seismic studies is within 50 feet of an Alquist-Priolo Earthquake Fault Zone. The Calaveras Fault, an Alquist-Priolo Earthquake Fault Zone, is located in the western portion of San Ramon to the west of I-680. The addition of a 50-foot “Required Investigation Zone” around this fault would not be legible at the scale of Figure 3.5-3. In addition, the discussion on Pages 3.5-18 of Draft EIR discloses that geologic/seismic studies within 50 feet of an Alquist-Priolo Earthquake Fault Zone. No revisions to the Draft EIR are required in response to this comment.

Response A1-7

The commenter provides a link to the CGS fault maps.

The City acknowledges the CGS fault maps provided by the commenter. This comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR. No further response is required.

Letter A2

From: Raether, Constantin@CalOES <Constantin.Raether@CalOES.ca.gov>

Sent: Friday, September 29, 2023 2:12 PM

To: Cindy Yee <cjee@sanramon.ca.gov>

Cc: Boemecke, Wendy@CalOES <Wendy.Boemecke@CalOES.ca.gov>; CalOES Mitigation Planning <mitigationplanning@caloes.ca.gov>; LaMar-Haas, Victoria@CalOES <Victoria.LaMar-Haas@CalOES.ca.gov>

Subject: City of San Ramon Safety Element Update

Good afternoon,

The California Governor's Office of Emergency Services (Cal OES) Local Hazard Mitigation Planning Team has taken the time to review the proposed updates/changes to your General Plan. Government Code 65302(g)(8) states "before preparing or revising its Safety Element, each city and county shall consult.... the Office of Emergency Services for the purpose of including information known by and available to the department."

The Cal OES Local Hazard Mitigation Planning Team reviews and compares your current Safety Element hazards against those listed in the most recent Federal Emergency Management Agency (FEMA) approved Contra Costa County Multi-Jurisdictional Local Hazard Mitigation Plan (MJLHMP).

Our office has reviewed your proposed Safety Element and found no substantive changes to your hazard profiles when compared against the most recent FEMA approved Contra Costa County MJLHMP. Our office has no further comments at this time.

Should you need further assistance or have questions please email our team at mitigationplanning@caloes.ca.gov.

Constantin Raether, Environmental Planner
Local Mitigation Planning | Recovery Directorate
California Governor's Office of Emergency Services



Office: (916) 328-7778
Cell: (916) 715-9408
www.caloes.ca.gov/HMGP

A2-1

Letter A2

COMMENTER: Constantin Raether, Environmental Planner, California Governor's Office of Emergency Services

DATE: September 29, 2023

Response A2-1

The commenter states that the Office of Emergency Services has reviewed the Safety Element and found no substantive changes to the hazard profiles when compared against the Contra Costa County Multi-Jurisdictional Local Hazard Mitigation Plan.

This comment is acknowledged. The comment pertains to the 2040 General Plan and not the Draft EIR. The comment does not contain a substantive comment on the analysis or findings of the Draft EIR, and no further response is required.

California Department of Transportation

DISTRICT 4
OFFICE OF REGIONAL AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D | OAKLAND, CA 94623-0660
www.dot.ca.gov



October 13, 2023

SCH #: 2022060549
GTS #: 04-CC-2022-00714
GTS ID: 26840
Co/Rt/Pm: CC/680/VAR

Cindy M Yee, Senior Planner
City of San Ramon
7000 Bollinger Canyon Road
San Ramon, CA 94583

Re: San Ramon 2040 General Plan – Draft Environmental Impact Report (DEIR)

Dear Cindy M Yee:

Thank you for including the California Department of Transportation (Caltrans) in the environmental review process for the San Ramon 2040 General Plan. We are committed to ensuring that impacts to the State's multimodal transportation system and to our natural environment are identified and mitigated to support a safe, sustainable, integrated and efficient transportation system.

The Local Development Review (LDR) Program reviews land use projects and plans to ensure consistency with our mission and state planning priorities. The following comments are based on our review of the August 2023 DEIR.

Project Understanding

The proposed project is to adopt an update to the San Ramon General Plan, including eleven respective General Plan elements, amendment to the San Ramon Village Specific Plan, repeal of the North Camino Ramon Specific Plan, and the San Ramon Zoning Code update. The 2040 General Plan would provide the framework for development up to 10,155 net new residential units and up to 347,339 new non-residential gross square feet. This project area is bisected by I-680.

Travel Demand Analysis

With the enactment of Senate Bill (SB) 743, Caltrans is focused on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. For more information on how Caltrans assesses Transportation Impact Studies, please review Caltrans' Transportation Impact Study Guide ([link](#)).

A3-1

The DEIR states that the operational Vehicle Miles Traveled (VMT) impact of the 2040 General Plan would be significant and unavoidable. Caltrans encourages policies and programs related to land use and circulation that increase density, improve regional accessibility, and reduce VMT. For additional TDM options, please refer to the Federal Highway Administration's Integrating Demand Management into the Transportation Planning Process: A Desk Reference, Chapter 8 ([link](#)).

A3-1

Multimodal Transportation Planning

Please review and include the reference to the *Caltrans District 4 Pedestrian Plan* (2021) and the *Caltrans District 4 Bike Plan* (2018) in the DEIR. These two plans studied existing conditions for walking and biking along and across the State Transportation Network (STN) in the nine-county Bay Area and developed a list of location-based and prioritized needs.

A3-2

Please note that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 ([link](#)) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts. This supersedes Deputy Directive 64-R1, and further builds upon its goals of focusing on the movement of people and goods.

Thank you again for including Caltrans in the environmental review process. Should you have any questions regarding this letter or for future project referrals, please contact LDR-D4@dot.ca.gov.

Sincerely,



YUNSHENG LUO
Branch Chief, Local Development Review
Office of Regional and Community Planning

c: State Clearinghouse

Letter A3

COMMENTER: Yunsheng Luo, Senior Planner, California Department of Transportation

DATE: October 13, 2023

Response A3-1

The commenter summarizes the proposed plan and explains Caltrans' focus on maximizing efficient development patterns, innovative travel demand reduction strategies, and multimodal improvements. The commenter encourages policies and programs related to land use and circulation that increase density, improve regional accessibility, and reduce vehicle miles traveled (VMT) given the Draft EIR's significant and unavoidable finding. The commenter references the Federal Highway Administration Integrating Demand Management into the Transportation Planning Process: A Desk Reference, Chapter 8 as a source of Transportation Demand Management (TDM) options.

The City acknowledges the commenter's suggestion. As noted by the commenter, the Draft EIR analysis has found that the 2040 General Plan's VMT impacts would be significant and unavoidable, and provides Mitigation Measure TRA-2, which is designed to reduce VMT impacts by requiring project-level VMT analysis, application of TDM measures and project design measures that would reduce VMT, and participation in a regional VMT impact fee program or exchange/banking program if and when one is implemented. The Draft EIR impact discussion also references City General Plan policies that would reduce VMT through promoting accessibility, encouraging non-vehicle transportation modes, and improving access to transit services.

The commenter's reference to the FHWA Desk Reference on Integrating Demand Management into the Transportation Planning Process is noted. Chapter 8 of this reference covers integration of TDM at the local planning level. The 2040 General Plan includes policies related to integrating TDM into local development planning and participating in regional TDM efforts, consistent with the Desk Reference's recommendations. No revisions to the Draft EIR are required in response to this comment.

Response A3-2

The commenter encourages the City to review and include Caltrans District 4 Pedestrian Plan (2021) and the Caltrans District 4 Bike Plan (2018) in the Draft EIR. The commenter also notes that any Complete Streets reference should be updated to reflect Caltrans Director's Policy 37 (which supersedes Deputy Directive 64) that highlights the importance of addressing the needs of non-motorists and prioritizing space-efficient forms of mobility, while also facilitating goods movement in a manner with the least environmental and social impacts.

The City is familiar with the *Caltrans District 4 Pedestrian Plan (2021)* and *Caltrans District 4 Bike Plan (2018)*, and references to these plans will be included in the Transportation Setting of the Final EIR. The Bike Plan contains one mid-tier project to reconstruct and square up the ramp ends at the Bollinger Canyon Road/I-680 interchange and provide bike lanes and conflict striping through the interchange. The City of San Ramon looks forward to working with Caltrans to plan and implement these improvements. The City also looks forward to working with Caltrans to provide pedestrian improvements at other I-680 crossings in San Ramon, as recommended in the Pedestrian Plan. The City notes that no specific projects are identified in the Pedestrian Plan.

This comment is acknowledged. In response to this comment, the reference to *Caltrans District 4 Pedestrian Plan* (2021) and *Caltrans District 4 Bike Plan* (2018), and the *Caltrans Director's Policy 37* have been added to EIR Section 3.12, *Transportation*, starting on Page 3.12-15 under the *California Department of Transportation Planning Documents* header of the Draft EIR:

CALTRANS DISTRICT 4 PEDESTRIAN PLAN (2021)

The Caltrans District 4 Pedestrian Plan (2021) implements the Vision Statement and Goals in Toward an Active California, the statewide bicycle and pedestrian plan, and is part of a comprehensive planning process to identify locations with bicycle and pedestrian needs in each Caltrans district across California. The plan is used by Caltrans staff, as well as regional and local agency partners, to address high priority needs along and across the State Transportation Network, which includes the State Highway System and all other multimodal facilities owned and operated by Caltrans, including parallel paths, frontage roads, and other facilities. This plan complements the District 4 Bike Plan, which was completed in 2018 and is described below¹.

CALTRANS DISTRICT 4 BIKE PLAN (2018)

The Caltrans District 4 Bike Plan (2018) identifies infrastructure improvements that can enhance bicycle safety and mobility throughout District 4 and remove some of the barriers to bicycling in the region. The plan was developed in cooperation with local and regional partners to ensure that the improvements on the State highway system complement proposals for local networks.²

CALTRANS DIRECTOR'S POLICY 37

The Caltrans' Director's Policy 37 (December 2021) supersedes policy DD-64-R2 (October 2014) and notes that all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking, biking, and taking transit or passenger rail unless an exception is documented and approved³.

¹ California Department of Transportation. 2021. District 4 Pedestrian Plan for the Bay Area. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district4-finalreport-a11y.pdf> (accessed October 2023).

² California Department of Transportation. 2018. District 4 Bike Plan for the San Francisco Bay Area. https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-bike-plan/caltransd4bikeplan_report_lowres-r6.pdf (accessed October 2023).

³ California Department of Transportation. 2021. Director's Policy 37. December 7, 2021. <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/dp-37-complete-streets-a11y.pdf> (accessed October 2023).

October 16, 2023

By email only to Cindy Yee [planning@sanramon.ca.gov]

Ms. Cindy Yee, Senior Planner
City of San Ramon
7000 Bollinger Canyon Road
San Ramon, CA 94583

RE: Comments on San Ramon General Plan Update Draft Environmental Impact Report:
Transportation Section and Appendix E Transportation Impact Analysis Report

Dear Ms. Yee:

I am pleased to submit my comments on the Transportation Section (TS) and Appendix E Transportation Impact Analysis Report (TIA) of the San Ramon General Plan Update Draft Environmental Report (DEIR).¹ This letter presents my summary qualifications and comments on each of these documents. The words below convey my opinion of matters that require revision to provide clear, complete descriptions and details of the analyses conducted.

Summary of Qualifications

I am a registered Civil Engineer and Traffic Engineer in California and have over 40 years of diverse experience covering all phases of project delivery, including preliminary assessment, conceptual planning, feasibility, design, and construction. I have demonstrated expertise in transportation, traffic, and transit planning, engineering, and design related to transit-oriented development, transit facilities, parking facilities, roadway and highway improvements, large and small development projects, neighborhood, community, downtown, city, subarea, county, and sub-regional plans, and transit and highway corridors. Finally, I have authored and managed dozens of transportation and circulation studies supporting environmental impact reports for transportation improvements and development projects of all kinds and sizes.

Comments on the TS

1. (p. 3.12-19) The "CCTA VMT Guidance for Member Agencies" paragraph is confusing and should be revised to clarify this critical guidance.
 1. Both of the cited CCTA references contain a document called "VMT Analysis Methodology for Land Use Projects in Contra Costa." This document is in Appendix F in the Growth Management Implementation Guide, dated February 17, 2021, and Appendix A in the Final Technical Procedures, dated November 2022. Both documents contain a flow chart titled "Figure 1 - CCTA VMT Analysis Process." Finally, quoting from the opening paragraph of the subject VMT Analysis Methodology for Land Use Projects in Contra Costa: "This guidance is intended to assist lead agencies in their CEQA VMT analysis consistent with new requirements of the CCTA Growth Management Program (GMP)."

O1-1

¹ Documents reviewed: San Ramon General Plan Update Draft Environmental Report (DEIR) > Transportation Section (Rincon Consultants, Inc., August 30, 2023) and Appendix E Transportation Impact Analysis Report (Fehr & Peers, Revised Draft San Ramon 2040 General Plan Transportation Impact Assessment, June 2023)

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2. This section should clearly state that the City will follow the latest CCTA guidance referred to as "VMT Analysis Methodology for Land Use Projects in Contra Costa," which is Appendix A in the CCTA Final Technical Procedures, dated November 2022, to evaluate land use projects that are subject to CEQA as discussed in Section 3.12.4, Impacts and Mitigation Measures.	01-1
2. (p. 3.12-21) In the last bullet on this page, please clarify that the model land uses were adjusted to reflect the non-residential building area proposed in addition to housing units, as cited in Table 2-1 on page 2-6. This comment applies to other such references in the document.	01-2
3. (p. 3.12-35) The first sentence in the first paragraph is incomplete because it says that ONLY 2040 General Plan VMT per employee would exceed the impact threshold; Table 3.12-2 states that General Plan VMT per resident also exceeds the impact threshold. The third sentence in the first paragraph repeats this error. Also, the use of the general terms "VMT per capita" and "VMT per employee" instead of the more specific terms "Home-Based VMT per Resident" and "Home-Work VMT per Employee" can confuse the reader and should be revised.	01-3
4. (p. 3.12-35) The second and third paragraphs qualify Mitigation Measure TRA-2 should be reviewed for relevance and, if suitable, included there. Apparently preconceived, the "conclusion" (third paragraph) should logically be placed after describing the mitigation measure elements.	01-4
5. p. 3.12-35 - 3.12-37 Mitigation Measure TRA-2 Prepare and Implement VMT Reduction Measures as written is inadequate because it does not state what the City shall do to comply with the CCTA Growth Management Program requirements in light of the <i>significant and unavoidable</i> finding. I believe the language used in Section 1.3.4.2.3 of the TIA could replace the entirety of this discussion to resolved this inadequacy, provided it addresses my other TIA comments below.	01-5
6. p. 3.12-40 The remark below about cumulative impacts shown in Table 3.12-5 is a stretch given the reduction in VMT between the existing value and proposed plan value - 0.02 VMT/Service Population - is essentially null (0.001%). 1. "Countywide boundary VMT per service population would decrease with the proposed plan, reflecting the travel efficiency that generally results from more dense, mixed-use development provided with the proposed plan."	01-6

Comments on the TIA

1. (p. 17) The "CCTA VMT Guidance for Member Agencies" paragraph is confusing and should be revised to clarify this critical guidance. See <i>Comment 1 (TS) above</i> .	01-7
2. (p. 22) In the third bullet on this page, please clarify that the model land uses were adjusted to reflect the non-residential building area proposed in addition to housing units.	01-8
3. (p. 23) Guiding policies highlighted in this section 1.3.4 of the TIA appear to mimic those cited in the DEIR 3.12. Given each document employs a different presentation style regarding facilities covered, it would be prudent for the City team to cross-check all referenced policies in the two documents to confirm there are no conflicting statements.	01-9
4. (p. 27) The concluding statement regarding this impact would be enhanced and better highlighted with language like that used for Impact 2 on page 30.	01-10
5. (p. 36) The Impact 5 introduction would be enhanced and consistent with previous statements by adding "conflict with CEQA Guidelines section 15064.3, subdivision (b) because it would" between "would" and "generate".	01-11
6. (p. 37) In the last paragraph, second sentence, the addition of "A" after "Appendix" would clarify this reference.	01-12
7. (p. 39) Referring to the last paragraph, third sentence, see <i>Comment 6 (TS) above</i> .	01-13

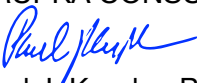
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|--|-------|
| 8. (p. 39) The last sentence on this page contradicts this respective statement on page 3.12-41 in the TS, which I believe to be true: "Therefore, the cumulative impact related to VMT would be significant and unavoidable." | 01-14 |
| 9. (p. 40) The first sentence under Section 1.3.4.2.3 is misleading given it states "...i.e. no specific employment use changes were identified)...". As noted in Comment 2 above, please clarify that non-residential land use changes were identified. | 01-15 |
| 10. (p. 40) In the second paragraph, the third sentence ends with "...Appendix F (CCTA Recommended Methodology) describes options for mitigation of VMT impacts." This needs careful review and clarification to blend elements of the noted reference material to meet the needs of this TIA. | |
| <ul style="list-style-type: none"> 1. In fact, the referenced guiding document is titled "VMT Analysis Methodology for Land Use Projects in Contra Costa" and describes the assumptions and procedures I believe the City intends to apply to "implement VMT reduction measures" as the title of this mitigation measure indicates. 2. The subsequent text describing "options" is out of place and confusing to me, given I believe the author's use of "shall" means <u>the noted types of mitigations shall be considered</u>. 3. Finally, <i>as noted in Comment 1 (TS) above</i>, the CCTA Final Technical Procedures, dated November 2022, contains a newer version of the "VMT Analysis Methodology for Land Use Projects in Contra Costa" (see Appendix A) than one the CCTA Growth Management Implementation Guide, which is referenced in the TIA. Shouldn't the newer version be referenced? | 01-16 |
| 11. (p. 40) The end of item 1 of the list here includes "Part 3, above." Please clarify this is a reference to material in the CCTA document. This is another example of the larger matter discussed in Comment 10 above. | 01-17 |
| 12. (p. 40) The last paragraph should be revised to reflect it is pertinent to <u>VMT analysis</u> and not limited to the referenced VMT reduction measures. This could be addressed by replacing "with the following TDM" with "incorporating, but not limited to, VMT reduction mitigation measures listed in Table 5". | 01-18 |
| 13. (p. 42) The style break noted in Comment 5 above is repeated here for Impact 6 and on page 46 for Impact 7. Using consistent "would not" language for these impact threshold discussions would enhance reader interpretation. | 01-19 |
| 14. (Appendix A) To be clear to the reader that this is part of the TIA, the information documented herein should include source and date as well as Fehr & Peers report identification (footer). | 01-20 |

Conclusion

The TS and TIA do not clearly and completely document critical context, procedures, and results as noted above. Revisions should be made to enhance these documents to aid the public and City officials in rendering necessary judgments regarding their adequacy.

Please contact me if you have any questions or other requests.

Sincerely,
KRUPKA CONSULTING


Paul J. Krupka, PE
Sole Proprietor

Registered Professional Engineer in California > Civil C 47497, Traffic TR 1574

Letter O1

COMMENTER: Paul Krupka, Registered Professional Engineer, Krupka Consulting

DATE: October 16, 2023

Response O1-1

The commenter states that the “CCTA VMT Guidance for Member Agencies” paragraph in Draft EIR Section 3.12, Transportation, is confusing and should be rewritten, and provides information on the VMT Analysis Methodology for Land Use Projects in Contra Costa County.

The text describing and referencing the CCTA VMT analysis guidance in EIR Section 3.12, *Transportation*, on Pages 3.12-19, 3.12-20, and 3.12-35 are revised to refer to the most recent version. Note that the guidance published in the CCTA *Technical Procedures* in November 2022 is essentially unchanged from the guidance published in the *Growth Management Implementation Guide* in February 2021, with the exception of updated references to source documents published by Caltrans and the California Air Pollution Control Officers Association.

EIR Section 3.12, *Transportation*, on Pages 3.12-19, 3.12-20, and 3.12-35 are revised as follows:

CCTA VMT Guidance for Member Agencies

The CCTA has developed guidance for member jurisdictions to use in developing their own VMT analysis methods, metrics, and thresholds of significance. The latest CCTA’s guidance is *VMT Analysis for Land Use Projects in Contra Costa*, which is found in Appendix A in *Growth Management Program Implementation Guide* (Revised February 17, 2021) and CCTA’s *Final Technical Procedures*, Appendix F (CCTA Recommended Methodology November 2022) describes the recommendations. A flow chart describing the recommended methodology is included in the Technical Appendix (Appendix 1) to Appendix E. At the time of publishing, the City of San Ramon has chosen to follow the CCTA guidance. More detail on the VMT analysis methodology, metrics, and thresholds of significance are provided in Section 3.12.4, *Impacts and Mitigation Measures*.

VMT Impact Methodology and Assumptions

Since SB 743 eliminated the use of level of service (LOS) for CEQA impact analysis purposes, that method is not utilized in this analysis. The analysis in this document examines potential roadway transportation impacts under current CEQA criteria. The primary quantitative measure of roadway impacts is VMT. The VMT analysis methodology utilizes the procedures described in the CCTA’s *Growth Management Program Implementation Guide* (revised February 17, 2021), Appendix F *VMT Analysis for Land Use Projects in Contra Costa*, which is found in Appendix A in CCTA’s *Final Technical Procedures* (November 2022). The procedures are summarized below.

MITIGATION MEASURE TRA-2

PREPARE AND IMPLEMENT VMT REDUCTION MEASURES

The CCTA’s *Growth Management Program Implementation Guide* (revised February 17, 2021), Appendix F (CCTA Recommended Methodology) *VMT Analysis for Land Use Projects in Contra Costa*, which is found in Appendix A in CCTA’s *Final Technical Procedures* (November 2022)

describes options for mitigation of VMT impacts. The first two options below apply to development projects and plans, and the third applies at a General Plan area-wide scale.

Response O1-2

The commenter requests that Section 3.12, Transportation, be clarified to state that the model land uses were adjusted to reflect the housing units and non-residential building areas proposed.

The non-residential land uses in the VMT modelling were taken from the Contra Costa Countywide Travel Demand Model and were not adjusted for this analysis. Please refer to Response O2-4 for further explanation. No revisions to the Draft EIR are necessary.

Response O1-3

The commenter states that Section 3.12, Transportation, incorrectly states that only 2040 General Plan VMT per employee would exceed thresholds; however, the section also states that the General Plan VMT per resident also exceeds thresholds.

The referenced sentences in the first paragraph on Page 3.12-35 of Section 3.12, *Transportation* is revised to include VMT per capita. Note that the finding that both VMT rates would exceed the threshold is also provided in the last paragraph on Page 3.12-14. Regarding the use of terms ‘VMT per Employee’ and ‘VMT per Capita’ in certain instances, as opposed to the more complete ‘Home-Based VMT per Resident’ and ‘Home-Work VMT per Employee’, these choices were made to improve readability and the City maintains that the information is clear as written.

EIR Section 3.12, *Transportation*, on Page 3.12-35 is revised as follows:

Development facilitated by the 2040 General Plan would result in marginal reductions in VMT per capita and VMT per employee from existing conditions, but VMT per capita and VMT per employee would still exceed the impact threshold. Implementing the 2040 General Plan policies listed above under Impact TRA-1 would reduce VMT through promoting accessibility, encouraging non-vehicle transportation modes, and improving access to transit services. Even with the 2040 General Plan policies to reduce VMT, it is possible that VMT per capita and per employee would still remain above applicable thresholds. Although VMT per capita and employee would be reduced as a result of the 2040 General Plan, according to OPR guidance on the application of SB 743, a VMT impact is still significant if VMT per capita or employee remains above 15 percent below the existing baseline. Thus, with respect to consistency with *CEQA Guidelines* Section 15064.3, subdivision (b), the operational VMT impact of the 2040 General Plan would be significant and unavoidable since VMT per resident and employee would be greater than 17.3 and 12.8, respectively, in the 2040 General Plan area, and Mitigation Measure TRA-2 would be required.

Response O1-4

The commenter requests that the second and third paragraphs on Page 3.12-35 in Section 3.12, Transportation, be added to Mitigation Measure TRA-2 if suitable to include.

In EIR Section 3.12, *Transportation*, on Page 3.12-35, the second and third paragraphs are intended to introduce the mitigation measure and describe its expected effectiveness. The finding that the impact would remain significant and unavoidable is provided after the description of the mitigation measure. No revisions to the Draft EIR are necessary.

Response O1-5

The commenter states that Mitigation Measure TRA-2 is inadequate, because it does not state what the City will do to comply with the CCTA Growth Management Program.

The City believes that the wording of Mitigation Measure TRA-2 adequately describes how the City would comply with the CCTA Growth Management Program Guidelines. The measure states that projects have the option of changing the project's characteristics to reduce VMT, or implementing a TDM plan to reduce VMT, and that the City shall require preparation of TDM plans for projects that do not meet the CCTA screening criteria and thresholds. While the wording of Mitigation Measure TRA-2 is somewhat different than the wording in Transportation Impact Assessment (TIA) (Appendix E to the Draft EIR) in Section 1.3.4.2.3, the intent and proposed City action is nonetheless clear. No revisions to the Draft EIR are necessary.

Response O1-6

The commenter questions the accuracy of the statement in Section 3.21, Transportation, that "Countywide boundary VMT per service population would decrease with the proposed plan, reflecting the travel efficiency that generally results from more dense, mixed-use development provided with the proposed plan" given that the reduction in VMT is essentially null (0.001%).

The referenced reduction in countywide boundary VMT per service population is small, but the effect is nonetheless a reduction, and should be disclosed. VMT changes on a countywide scale are generally expected to be small when considering development changes in only one city. No revisions to the Draft EIR are necessary.

Response O1-7

The commenter states that the "CCTA VMT Guidance for Member Agencies" paragraph in the TIA is confusing and should be revised to clarify the guidance.

The reference to the CCTA guidance is revised throughout the TIA (Appendix E to the Draft EIR), similar to the revisions in Draft EIR Section 3.12, *Transportation*. See Response O1-1 for further explanation.

Response O1-8

The commenter requests that that the TIA be clarified to state that the model land uses were adjusted to reflect the housing units and non-residential building areas proposed.

See Response O1-7. No further revisions to the Draft EIR are necessary.

Response O1-9

The commenter requests that the policies in Section 3.1.4 of the TIA be cross-checked against Section 3.12, Transportation, of the Draft EIR to ensure they do not conflict.

The content referenced by the commenter is included Draft EIR Section 3.12, *Transportation*, and is consistent. No revisions to the Draft EIR are necessary.

Response O1-10

The commenter states that the conclusion under “Roadway Facilities” in Impact 1 in the TIA should be enhanced and consistent with the language used in the conclusion of Impact 2.

The concluding statement requested is provided on page 26 of the TIA, after the listing of relevant 2040 General Plan policies. No revisions to the Draft EIR are necessary.

Response O1-11

The commenter provides suggested revisions to the introduction of Impact 5 in the TIA.

The comment is noted. The requested wording is provided directly above the impact statement, so was not repeated in the interest of enhancing readability. No revisions to the Draft EIR are necessary.

Response O1-12

This commenter suggests revising the TIA to revise reference to the “Appendix to “Appendix A.”

As there is only one appendix to the TIA, such an edit is not warranted. No revisions to the Draft EIR are necessary.

Response O1-13

This commenter refers to the previous comment.

See Response O1-12. No revisions to the Draft EIR are necessary.

Response O1-14

This commenter states that the conclusion in the TIA that cumulative VMT impacts would be less than significant conflicts with the conclusion in the Draft EIR that cumulative VMT impacts would be significant and unavoidable.

The finding in the Draft EIR Section 3.12, *Transportation*, Page 3.12-41 is the City’s CEQA finding for the cumulative VMT impact and is based on the OPR guidance cited on Draft EIR Page 3.12-40. A long-term plan’s cumulative impact should generally be considered to have the same significance conclusion as its project-level impact. In contrast, the TIA includes a finding of less than significant based on the fact that the analysis shows the cumulative boundary VMT within the County would be reduced with the proposed plan. The TIA is intended to present the analysis results and provide input for the Draft EIR; additional CEQA expertise and judgment on the part of the City and its CEQA document preparers is then applied to prepare the Draft EIR. In this instance, the Draft EIR made a conservative VMT impact conclusion. This explains the different descriptions of the cumulative impact in the two documents. No revisions to the Draft EIR are necessary.

Response O1-15

This comment states that the first sentence in Section 1.3.4.2.3 of the TIA is misleading. The commenter also requests that the TIA be revised to clarify that non-residential land use changes were identified.

See Response O1-2. No revisions to the Draft EIR are necessary.

Response O1-16

The commenter provides suggested revisions to the second paragraph on page 40 of the TIA.

Regarding the reference to the VMT analysis guidance, the revisions were made under Response O1-7. Regarding the use of the term “options”, this text is a summary of the content in the VMT analysis guidance. The rest of the mitigation measure text describes how the City would implement VMT reduction measures for projects, through requiring VMT screening analysis and full analysis for projects that do not screen out and requiring TDM plans for projects with VMT impacts. Regarding the CCTA guidance please refer to Response O1-7. No further revisions to the Draft EIR are necessary.

Response O1-17

The commenter requests that a reference to the CCTA document be added to page 40 of the TIA.

Items 1 – 3 on page 40 on the TIA are presented as a direct excerpt from the VMT analysis guidance, and the reference to “Part 3, above” should be understood as referring to that document. As noted in Response to Comment O1-7, the reference to the VMT guidance is updated to refer to the most recent version. No further revisions to the Draft EIR are necessary.

Response O1-18

The commenter provides suggested edits to page 40 of the TIA.

On page 40 of the TIA, the last paragraph is intended to introduce a list of mitigation measures, displayed in Table 5, to be included in project-level TDM plans. This is not an exhaustive list of the measures that could be included. No revisions to the Draft EIR are necessary.

Response O1-19

The commenter proposes the use of similar wording as they noted under Response O1-11 to enhance readability.

See Response O1-11. No revisions to the Draft EIR are necessary.

Response O1-20

The commenter states that Appendix A of the TIA should include a source, date, and footer.

The TIA (Draft EIR Appendix E) includes the source (Fehr & Peers) and date (June 2023) on the cover page of the report itself. No additional change is needed.

Letter O2



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October 16, 2023

Via Electronic Mail

To: Ms. Cindy Yee, Senior Planner, City of San Ramon
Planning@sanramon.ca.gov; CYee@sanramon.ca.gov

**RE: Comments on Draft Environmental Impact Report for the San Ramon 2040
General Plan (State Clearinghouse No. 2022060549)**

Dear Ms. Yee:

On behalf of Citizens Against Market Place Apartment/Condo Development, I am writing to provide comments on the Draft Environmental Impact Report for the San Ramon 2040 General Plan (“DEIR”). I relayed similar positions in my oral statements to the Planning Commission on September 19th. These comments focus on three primary deficiencies in the DEIR: (1) The failure to account for the vehicle miles traveled (“VMT”) impacts of increasing number of residents driving farther to meet retail demand that are and will be unmet within the City; (2) the failure to identify “areas of known controversy” related to the insufficiency of local retail and the environmental impact of that shortage; and (3) the failure to consider a realistic alternative that specifically improves protection of retail, similar to environmentally superior Alternative 2, but without the very unpopular, extreme core residential densification.

O2-1

1. The Problem of Retail Deficiency is Not Addressed by the DEIR

Land use arrangement is one of the most significant drivers of automobile trips. In a heavily car-dependent community with limited public transit, situating retail far from residences makes it impractical to access it by foot or bicycle. The City is facing a population boom while failing to craft long-term zoning policies to accommodate the retail needs of current and future residents. This will have tremendous vehicle traffic-related environmental impacts that are not discussed in the DEIR.

O2-2

“[A]s part of the City of San Ramon’s General Plan Update process[,]” in May 2022, The Natelson Dale Group, Inc., provided the City a *San Ramon: Retail Development Opportunities Analysis* (“Retail Opportunity Analysis”).¹ This analysis detailed “substantial existing ‘leakage’ [purchases lost to surrounding cities] of resident retail demand” in the amount of approximately \$280 million annually and projected an opportunity for between 1,100,000 and 1,800,000 square feet of new net retail space through 2040.² The DEIR incorporated this projection by recounting that “retail floor area is expected to have a demand of up to 1,800,000 square feet.”³ The DEIR estimates that the proposed project “could result in an increase in population that would exceed ABAG population forecasts by 35 percent by 2040.”⁴ At the same time, the project would add only approximately 347,000 square feet for all non-residential building types, including office space, retail and industrial.⁵ This is dramatically less than what would be appropriate based on the Retail Opportunity Analysis and also far less than under the current General Plan (no project option): “4,900,000 gsf of non- residential buildout is anticipated under the adopted (2035) San Ramon General Plan, compared to 347,339 gsf of non-residential buildout anticipated under the proposed plan.”⁶

O2-3

The DEIR is deficient by failing to consider the necessity to provide for increasing local retail needs and accurately account for the VMT impacts of that failure. Under the California Environmental Quality Act (“CEQA”), the City must consider activities causing either a direct or reasonably foreseeable indirect physical change to the environment.⁷ VMT analysis must assess the “significance of transportation impacts” of the project; “‘vehicle miles traveled’ refers to the amount and distance of automobile travel attributable to a project.”⁸

O2-4

The Office of Planning and Research Technical Advisory on Evaluation Transportation Impacts in CEQA (December 2018) (“Technical Advisory”) clarifies that VMT is not calculated merely by looking at the trips to-and-from the site.

The assessment should cover the full area in which driving patterns are expected to change. As with other types of projects, the VMT estimation should not be truncated at a modeling

¹ Retail Opportunity Analysis at 3.

² Id. at 2, 6

³ DEIR at 2-11.

⁴ Id. at ES-18.

⁵ Id. at 2-6.

⁶ Id. at 5-3.

⁷ Pub. Res. Code, § 21065.

⁸ CEQA Guidelines, § 15064.3.

or jurisdictional boundary for convenience of analysis when travel behavior is substantially affected beyond that boundary.⁹

With respect to retail in particular, the Technical Advisory further explains:

By adding retail opportunities into the urban fabric and thereby improving retail destination proximity, local-serving retail development tends to shorten trips and reduce VMT. Thus, lead agencies generally may presume such development creates a less-than-significant transportation impact. Regional-serving retail development, on the other hand, which can lead to substitution of longer trips for shorter ones, may tend to have a significant impact.¹⁰

However, the DEIR categorically neglects to discuss City-wide VMT benefits of improved shopping access. The *Transportation Impact Assessment* (June 2023) by Fehr Peers attached to the DEIR has only four passing references to “retail” (primarily as quotes from the General Plan or generic headings). It entirely fails to include any mention of the impact of community-serving retail square footage falling further out of proportion with a growing population, and the resultant need to drive farther to meet every-day needs. The discussion of VMT is limited to considering trips created by traveling to and from development in the City but does not consider the consequences of forcing residents to drive farther on account of the lack of access to local retail. The mismatch between residential development and commercial access is arguably the most significant environmental problem facing the City, but it is ignored by the DEIR. The DEIR claims that “All environmental issue areas are analyzed in detail in this EIR.”¹¹ This is plainly incorrect.

O2-4

2. Lack of Sufficient Community-Serving Retail is an “Area of Known Controversy”

“The EIR scoping process did not identify areas of known controversy for the proposed plan.”¹² This is unreasonable and shows a lack of due diligence. The failure of the City to provide adequate retail, and the VMT-related impacts of that problem, was the focus of thousands of comments by the public in connection with the Market Place project approval (DP 2022-0007) and a central element of an active CEQA lawsuit filed against the City (Contra Costa Superior Court Case No. N23-0770, filed April 19, 2023). The City is obligated to identify

O2-5

⁹ Technical Advisory at 19.

¹⁰ Id. at 13; *see also*, p. 26 (“As an illustration, assessing the total change in VMT for a grocery store built in a food desert that diverts trips from more distant stores could reveal a net VMT reduction.”).

¹¹ DEIR at ES-2.

¹² Id.

known areas of controversy related to potential environmental impacts.¹³ This section of the DEIR is plainly noncompliant.

O2-5

3. The DEIR does Not Include Sufficient Consideration of Alternatives to the Proposed Project

The DEIR recognizes that “the proposed 2040 General Plan already meets and exceeds the RHNA requirements, meaning that an increase in residential buildout under this potential alternative would far exceed RHNA requirements beyond the need for additional residential development.”¹⁴ In connection with the Market Place project application review, thousands of residents expressed strong opposition to extreme residential densification and high rises while demanding more and better community-serving retail opportunities. Yet, the DEIR did not consider an alternative that protects retail without residential densification in excess of the level of the proposed project.

The DEIR notes it scoped but did not analyze a “reduced residential” alternative that would not meet the City’s mandatory Regional Housing Needs Allocation (“RHNA”) requirements.¹⁵ Of course, the City should not consider a legally noncompliant option. Instead of offering a straw man, however, the City must evaluate an option that meets RHNA requirements and incorporates the retail protections of environmentally-superior Alternative 2 (such as a “retail shopping” designation) without adding significant high density residential.

O2-6

Adding these protections to the proposed project or an alternative would reduce the environmental impact of the project and further numerous City objectives, including the following policies:¹⁶

- 5.6-I-20: Encourage local commerce to reduce commute distances for employment and shopping needs.
- 2.3-G-2: Provide adequate land use designations to accommodate planned development, with business and commercial areas complementing residential and public development in location/access, mix of uses, attractiveness, and environmental quality.
- 2.3-G-5: Strengthen the retail sector in San Ramon in order to expand retail and restaurant options for residents and employees and to increase the tax base.

¹³ CEQA Guidelines, § 15123, subd. (b)(2); *see also*, *City of Maywood v. Los Angeles Unified School Dist.* (2012) 208 Cal.App.4th 362, 373.

¹⁴ DEIR at 5-27.

¹⁵ *Id.*

¹⁶ *Id.* at 2-45, 2-46

“[P]ublic agencies should not approve projects as proposed if there are feasible alternatives or feasible mitigation measures available which would substantially lessen the significant environmental effects of such projects[.]”¹⁷ Consequently, the City must consider a politically feasible alternative the protects and promotes community-serving retail.

O2-6

4. Conclusion

The City is obligated to respond to and discuss these comments in the final EIR.¹⁸ Furthermore, because the DEIR is deficient, it must be revised to accurately analyze the VMT impacts of inadequate retail and consider an alternative that will seek to remedy this deficiency.

O2-7

Respectfully,

GREENFIRE LAW, PC



Ariel Strauss, Of-Counsel

Attorneys for Citizens Against Market Place Apartment/Condo Development

¹⁷ Pub. Resources Code, § 21002.

¹⁸ CEQA Guidelines, §15088(c).

Letter O2

COMMENTER: Ariel Strauss, Of-Counsel, Greenfire Law, Attorneys for Citizens Against Market Place Apartment/Condo Development

DATE: October 16, 2023

Response O2-1

The commenter states that their comments focus on three primary deficiencies in the Draft EIR: (1) The failure to account for the vehicle miles traveled (“VMT”) impacts of increasing number of residents driving farther to meet retail demand that are and will be unmet within the City; (2) the failure to identify “areas of known controversy” related to the insufficiency of local retail and the environmental impact of that shortage; and (3) the failure to consider a realistic alternative that specifically improves protection of retail, similar to environmentally superior Alternative 2, but without the very unpopular, extreme core residential densification.

See Responses O2-2 through O2-6.

Response O2-2

The commenter states that land use arrangement is one of the most significant drivers of the automobile trips and would have vehicle-related environmental impacts that are not discussed in the Draft EIR.

The City agrees that land use mix and location is an important factor contributor to the amount of VMT generated within a city or region, and that longer trips between uses will generally make walking and bicycling for those trips less practical. Traffic congestion is not a required topic under CEQA pursuant to California Senate Bill 743, which mandates the use of VMT to analyze transportation-related environmental impacts instead of the use of level of service. With regard to the VMT impacts discussed in the Draft EIR, see Response O2-4. No revisions to the Draft EIR are necessary.

Response O2-3

The commenter states that the population growth and non-residential development identified in the Draft EIR is less than what would be appropriate based on the Retail Opportunity Analysis and the current General Plan.

Draft EIR Table 2-1 shows the overall land use components and associated population summary for the 2040 General Plan. This indicates the net change in residential units (10,155), non-residential gross square footage (347,339), and population (26,269) between existing baseline (2022) and projected 2040 General Plan buildout (2040). The residential units are based on the 2023-2031 Housing Element projections and infill redevelopment opportunities, and the non-residential gross square footage is per the City’s understanding of growth potential within existing and recently vacated specific plan areas as well as mixed-use designated areas that informed development of the 2040 General Plan Land Use Element. Per the table footnote, the 2040 population estimate assumes approximately 2.92 persons per household per California Department of Finance, and then a 5 percent projected vacancy rate was applied to further adjust. Furthermore, CEQA analysis focuses

on the environmental impacts of the proposed plan and is not required to address economic effects, including those related to retail opportunities. No revisions to the Draft EIR are necessary.

Response O2-4

The commenter states that the Draft EIR is deficient, because it fails to consider the necessity to provide local retail needs and accurately account for VMT impacts.

Regarding the VMT analysis provided in the Draft EIR, the analysis methodology follows the commenter's referenced guidance in OPR's *Technical Advisory on Evaluating Transportation Impacts in CEQA*, as well as the Contra Costa Transportation Authority's guidance on VMT analysis which is contained in Appendix A of the CCTA *Technical Procedures* (November 2022). Specifically, Home-based VMT per resident and Home-work VMT per employee are assessed for the city as a whole, including the full trip lengths for all trips (i.e., trip lengths are not truncated at the city or county boundary). A separate, cumulative analysis is also provided that assesses the net change in total year 2040 VMT within Contra Costa County, with the project; this analysis captures the net effect of the project on travel behavior changes, within the county in which San Ramon sits.

With regard to the non-residential (office, retail, and industrial) land use assumptions in the VMT analysis, the 2040 No Project (current 2035 General Plan) and 2040 With Project (2040 General Plan) analyses rely on the land use data included in the Contra Costa Countywide Travel Demand Model, which includes substantial growth in all three non-residential categories. In the model, a growth of approximately 8,700 employees, very roughly corresponding to about 4.6 million square feet of non-residential development, is included within the city of San Ramon. Roughly 750,000 square feet of this development is in the retail category. The CCTA developed the model's land use assumptions based on ABAG population and employment forecasts for the Bay Area and individual counties, and the process included review and input from individual cities with regard to the geographic allocation of the growth. Because the model's objective is to be consistent with regional land use forecasts, significant deviation from the model's assumptions would require a re-allocation of development potential to other cities and counties represented in the model. Because (1) the City of San Ramon does not control planning and zoning decisions for other jurisdictions, (2) ultimately the development market plays a primary role in determining the location, type and density of development, and (3) such a reallocation would introduce substantial uncertainty into the VMT analysis, a re-allocation of the model's non-residential land uses in San Ramon was not undertaken. It is also important to note that such a re-allocation, if performed, would need to apply to both the 2040 No Project (2035 General Plan) and 2040 With Project (2040 General Plan) scenarios, since the 2035 General Plan would also not be expected to have calculated non-residential land uses that are substantially lower than the model's assumptions.

As noted in the comment's second excerpt from the *Technical Advisory*, local-serving retail may be found to reduce VMT while regional-serving retail may increase VMT. Such determinations require more project details than are available in a programmatic General Plan EIR analysis, and would thus need to be made on a project-by-project basis. As such, the Draft EIR cannot provide a quantitative assessment of any citywide benefits of adding retail, as the comment suggests. The analysis provided in the Draft EIR does include the effect of trips travelling between all residences in San Ramon to all destinations within San Ramon, the County, and the region. Therefore, no revisions to the Draft EIR are necessary.

Response O2-5

The commenter states that Draft EIR fails to identify lack of sufficient community-serving retail as an area of known controversy.

CEQA solely requires the identification of areas of known controversy as they relate to physical environmental impacts. As such, economic effects, including related to amount of retail included in the 2040 General Plan Land Use Element, are not required to be included in the EIR as an area of known controversy. In addition, this comment does not disagree with the EIR conclusions or mitigation related to environmental impacts. No revisions to the Draft EIR are necessary.

Response O2-6

The commenter states that the Draft EIR does not include sufficient consideration of alternatives, because it did not consider an alternative that protects retail without residential densification in excess of the level of the proposed 2040 General Plan.

In Draft EIR Chapter 5, *EIR Alternatives*, EIR Alternative 2 included and assessed both the residential units to meet the Regional Housing Needs Allocation (RHNA) requirement as well as new infill mixed use within the City Core and additional retail shopping compared to the proposed plan. The retail preservation under EIR Alternative 2 is assumed specifically with redevelopment of the Chevron site. The anticipated overall non-residential gross square footage reduction under EIR Alternative 2 would be the result of a reduction in office land uses rather than retail land uses across San Ramon. EIR Alternative 2 would focus on more transit-oriented, mixed-use land uses, including shops and a diversity of housing opportunities, and redesignate 41.4-acres within four existing mixed-use shopping centers as “Retail Shopping” to promote infill development. CEQA analysis focuses on the environmental impacts of the proposed plan and is not required to address economic effects, including those related to retail opportunities. Nonetheless, EIR Alternative 2 was deemed the environmentally superior alternative in the Draft EIR Alternatives comparison analysis (see Draft EIR p. 5-29) and will be considered by the City as part of EIR Findings. Furthermore, this comment does not disagree with the EIR Alternatives conclusions related to environmental impacts. No revisions to the Draft EIR are necessary.

Response O2-7

This comment states that the Draft EIR is deficient and should be revised to accurately analyze the VMT impacts of inadequate retail and consider an alternative that will seek to remedy this deficiency.

See Responses O2-2 through O2-6.

Letter O3

Verbal Comment Received During September 19, 2023 Draft EIR Public Meeting

Greenfire Law (attorneys for CAMPAD), Ariel Strauss

- | | |
|---|------|
| • Concerned about the lack of adequate protection of retail. Does not like idea of converting retail to residential. | O3-1 |
| • There is no EIR Alternative to protect retail. | O3-2 |
| • EIR pp. 2-6 identifies there is less non-residential development expected by General Plan 2040 buildout than what is recommended by the 2022 retail development opportunity study and far less than the non-residential development estimate from the General Plan 2035 shown on EIR pp. 5-3. | O3-3 |
| • No alternative considered that targets protection of retail without the extreme increase in core densification. | O3-4 |
| • The DEIR exclusively focuses on VMT trips between home and work; were VMT impacts considered for longer trips for shopping outside of San Ramon? | O3-5 |

Letter O3

COMMENTER: Ariel Strauss, Of-Counsel, Greenfire Law, Attorneys for Citizens Against Market Place Apartment/Condo Development

DATE: September 19, 2023

Response O3-1

The commenter expresses concern about the lack of adequate protection of retail. The commenter expresses opposition to conversion of retail to residential uses.

The commenter's opposition to conversion of retail is acknowledged. This comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR. No further response is required.

Response O3-2

The commenter states that the Draft EIR does not include an alternative that protects retail.

See Response O2-6.

Response O3-3

The commenter states that page 2-6 of the Draft EIR identifies less non-residential development expected by the General Plan 2040 buildout than what is recommended by the 2022 retail development opportunity study and far less than the non-residential development estimate from the General Plan 2035.

See Response O2-3.

Response O3-4

The commenter states that the Draft EIR does not include an alternative that protects retail without the extreme increase in core densification.

See Response O2-6.

Response O3-5

The commenter asks if VMT impacts considered longer trips for shopping outside of San Ramon.

See Response O2-4.

Letter P1

Ticket: [#20231003231814]

Name: sue bock

e-mail: srvclimate@gmail.com

Climate Action Plan Comment:

We request that our voices in San Ramon be heard regarding the CAP evolution. San Ramon city council needs to be aware of the impacts their decisions will determine their impact on the environment and 1. Take advantage of the governmental monies that are available for San Ramon can benefit everyone. 2. Is the city ready to claim the monies and what will happen if we miss th opportunities.

Page title: [Home](#)

P1-1

Letter P1

COMMENTER: Sue Bock

DATE: October 3, 2023

Response P1-1

The commenter states that City's decisions on the CAP will impact the environment and that the City should take advantage of government funds that are available.

The San Ramon Climate Action Plan (CAP) is still in the planning stages. Once the City is further in the CAP planning process, the City plans on holding a public meeting regarding the proposed CAP greenhouse gas emissions reduction measures as well as regarding the Draft CAP document itself. This comment is not related to the Draft EIR, and no revisions to the Draft EIR are necessary.

Letter P2

Ticket: [#20231011185105]

Name: Wendy

e-mail: wendymarielee@yahoo.com

Climate Action Plan Comment:

Hello. I am looking for information on AB 1346 (signed by Governor Newsom in 2021 to take effect in 2024) in the Plan and what the City of San Ramon and residents can do to prepare for the changes brought about by this legislation. This legislation addresses greenhouse gas emissions, air quality, and noise, three important areas of the Plan. Thank you.

P2-1

Page title: [Home](#)

Letter P2

COMMENTER: Wendy Lee

DATE: October 11, 2023

Response P2-1

The commenter requests additional information on Assembly Bill 1346 and what residents can do to prepare for changes resulting from the legislation.

Assembly Bill 1346 requires the California Air Resources Board (CARB) to adopt cost-effective and technologically feasible regulations by July 1, 2022 to prohibit engine exhaust emissions from new small off-road engines, which are often used in lawn and garden equipment. The regulations would apply to engines produced on or after January 1, 2024, or as soon as CARB determines it is feasible, whichever is later. To support the transition to zero-emission small off-road equipment, the bill requires CARB to identify and, to the extent feasible, make available funding for commercial rebate or similar incentive funding as part of any updates to existing applicable funding program guidelines, for local air districts to implement. Because the United States Environmental Protection Agency (EPA) has exclusive jurisdiction over emissions regulations, the EPA must approve any changes to CARB's regulations before they are adopted by CARB. CARB's amendments to their Small Off-Road Engine Regulation to comply with Assembly Bill 1346 are currently undergoing review by the United States Environmental Protection Agency.

CARB and the local air districts are responsible for developing and implementing regulations to achieve zero emissions from small off-road engines sold in California. It is not the City's responsibility to phase out the use of the small off-road equipment that the bill addresses, and is therefore not applicable to the policies outlined in the 2040 General Plan. No revisions to the Draft EIR are necessary.

Letter P3

Verbal Comment Received During September 19, 2023 Draft EIR Public Meeting

Call-in User 1 (name not provided)

- | | |
|--|------|
| • Have concerns with zoning amendment to remove creek setback regulations. | P3-1 |
| • Have issues with my own property and soil settlement issues that went through an extensive legal process with the HOA. | P3-2 |
| • Referenced the submitted Federal Realty public comment letter and stated no response or change has been provided. | P3-3 |
| • Retail is very important to the community. | P3-4 |

Letter P3

COMMENTER: Call-in User 1

DATE: September 19, 2023

Response P3-1

The commenter states that they have concerns with zoning amendment to remove creek setback regulations.

The commenter's concern with the zoning amendment to remove creek setback regulations is acknowledged. This comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR. No further response is required.

Response P3-2

The comment states their property has soil settlement issues.

The comment is acknowledged. This comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR. No further response is required.

Response P3-3

The commenter stated no responses to Federal Realty's public comment letter on the 2040 General Plan non-retail policy have been provided.

The comment is acknowledged. This comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR. No further response is required.

Response P3-4

The commenter states that retail is very important to the community.

The commenter's support for retail development is acknowledged. This comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR. No further response is required.

Letter P4

Verbal Comment Received During September 19, 2023 Draft EIR Public Meeting

Jim Blickenstaff

- Visual/Aesthetics impacts were not considered; ambitiously building a lot of housing and those will have negative visual impacts and should be clarified as a significant impact in the EIR.
- Wants DEIR public review/comment period extended.

P4-1

P4-2

Letter P4

COMMENTER: Jim Blickenstaff

DATE: September 19, 2023

Response P4-1

The commenter states that aesthetics was not covered in the Draft EIR, and that negative visual impacts from additional housing should be identified as a significant impact.

Impacts related to aesthetics were addressed in Section 4.1, *Aesthetics*, of the Draft EIR. Specifically, as required by *CEQA Guidelines* Appendix G, the Draft EIR analyzed impacts related to scenic vistas, scenic resources within a state scenic highway, conflicts with applicable zoning and other regulations governing scenic quality, and light and glare.

Impacts to scenic vistas was discussed under Impact AES-1 in Section 4.1. As discussed under Impact AES-1, development facilitated by the 2040 General Plan would occur within the urbanized areas of the General Plan area. These areas are highly developed with retail, restaurant, commercial, and residential land uses ranging up to 85 feet tall. Publicly available views throughout the General Plan area are largely limited by intervening development and topography, mature landscaping, and large street or median trees. None of the scenic views of open space areas are designated as “vistas” or “scenic corridors” within the adopted 2035 San Ramon General Plan or the proposed 2040 General Plan. However, the 2040 General Plan Land Use Element and Open Space and Conservation Element contain guiding policies and implementing policies that would minimize impacts to scenic views of the surrounding hills and natural features from future residential development would be less than significant.

Impacts to scenic resources within a State scenic highway was discussed under Impact AES-2 in Section 4.1. As discussed in AES-2, the 2040 General Plan would direct future development in such a way as to minimize the impacts of growth by emphasizing the intensification and reuse of already developed areas, thus minimizing pressure to develop on the remaining open space that could contain scenic resources within State scenic highways in San Ramon and instead directing growth and development to infill areas. Therefore, impacts related to damage of scenic resources within a State scenic highway would be less than significant.

Impacts related to scenic quality were analyzed in Impact AES-3. The significance criterion listed in *CEQA Guidelines* Appendix G thresholds include the following question related to scenic quality:

- a) In non-urbanized areas, would the project substantially degrade existing visual character or quality of public views of the site and its surroundings? If the project is in an urbanized area, would the project conflict with applicable zoning and other regulations governing scenic quality?

As discussed under Impact AES-3, San Ramon is characterized as a suburban residential community, as approximately 60 percent of the General Plan area’s developed land is occupied with residential uses. The 2040 General Plan would facilitate infill development and redevelopment projects within existing urban areas, as such Section 4.1, *Aesthetics*, of the Draft EIR appropriately considers whether the 2040 General Plan would conflict with applicable zoning or other regulations governing scenic quality. As stated in the Draft EIR, implementation of the guiding policies and implementing policies of the 2040 General Plan EIR, partnered with conformance to San Ramon Municipal Code and Zoning Code requirements, would ensure that development facilitated by the 2040 General

Plan would be visually compatible with San Ramon’s overall form and would improve underutilized parcels through architectural and landscape design. As such, the 2040 General Plan would not conflict with San Ramon regulations governing visual character or quality and impacts would be less than significant. Because San Ramon is located in an urbanized area, CEQA does not require that the Draft EIR consider if the project substantially degrade existing visual character or quality of public views of the site and its surroundings, because this significance criterion is only applicable to non-urbanized areas.

Impacts from additional light and glare resulting from residential development facilitated by the 2040 General Plan were considered under Impact AES-4 in Section 4.1. While development facilitated by the 2040 General Plan would create new sources of light and glare in the General Plan area, the 2040 General Plan would reinforce and improve lighting standards and requirements outlined in the San Ramon Municipal Code to reduce light pollution and glare. Compliance with 2040 General Plan goals and policies and the San Ramon Municipal Code would ensure that impact related to light and glare would be less than significant.

The commenter does not provide any specifics or substantiation as to why negative visual impacts from additional housing should be identified as a significant impact. The Draft EIR considers visual impacts resulting from the 2040 General Plan and concludes that impacts would be less than significant, and no revisions to the Draft EIR are required.

Response P4-2

The commenter requested that the public review period on the Draft EIR be extended.

CEQA Guidelines Section 21091(a) states that a Draft EIR be circulated for at least 30-days and that a Draft EIR be circulated for at least 45-days for projects where a state agency is the lead agency, a responsible agency, or a trustee agency; a state agency otherwise has jurisdiction by law; or the project is of sufficient statewide, regional, or areawide significance. The duration of the public review period complied with the requirements of *CEQA Guidelines* Section 21091(a). Specifically, the Draft EIR was circulated for a 48-day public review period from August 30, 2023 through October 16, 2023, which exceeded the required 45-day public review period being a “project” of areawide significance as a citywide general plan update. An extension of the Draft EIR public review period is not required. Furthermore, this comment does not contain a substantive comment on the analysis or conclusions in the Draft EIR; as such, no revisions to the EIR are required,

Letter P5

Verbal Comment Received During September 19, 2023 Draft EIR Public Meeting

Vice Chair Kuznik

- As we are adding housing, we are adding sensitive receptors. It does not seem like there is a mechanism for which the EIR monitors or accounts for more noise.

P5-1

Letter P5

COMMENTER: Vice Chair Kuznik

DATE: September 19, 2023

Response P5-1

The commenter states that Draft EIR does not account for increased noise resulting from more housing and additional sensitive receptors.

The California Supreme Court in a December 2015 opinion (*California Building Industry Assn. v. Bay Area Air Quality Management District*) confirmed that CEQA is concerned with the impacts of a project on the environment, not the effects the existing environment may have on a project. Therefore, the Draft EIR analyzes noise generated from additional residential development, and not noise impacts to additional residents (which are considered sensitive receptors). Population growth resulting from the development of additional housing was factored into the noise analysis under Impact N-1 in Section 3.10, *Noise*, of the Draft EIR. As discussed in Section 3.10.4 of the Draft EIR, implementation of the 2040 General Plan would allow additional buildout, which would generate new vehicle trips that could incrementally increase the exposure of land uses along roadways to operation roadway vehicle noise. Increases in roadway vehicle noise levels for the General Plan 2040 Buildout condition compared to existing conditions were estimated based on predicted future roadway volumes, which account for population growth resulting from General Plan 2040 Buildout. Impact N-1 of the Draft EIR also considers that noise generated from increased residential development, such as from landscaping, maintenance activities, and mechanical equipment such as ground-level and rooftop ventilation and heating (HVAC) systems. No revisions to the Draft EIR are required.

Errata

The following are revisions to the Draft Environmental Impact Report (EIR) for the San Ramon 2040 General Plan. These revisions are minor modifications and clarifications to amplify, correct, supplement, or clarify, information in the public review Draft EIR. The revisions do not constitute “significant new information,” because they do not result in a new avoidable significant impact, substantially increase the severity of any environmental impacts, identify a feasible plan alternative considerably different from others previously analyzed, or involve new mitigation measures or substantial revisions to mitigation measures that were included in the Draft EIR (*State CEQA Guidelines* Section 15088.5). Therefore, recirculation of the Draft EIR is not warranted.

The revisions are listed by the section and page number. All additions to the text are underlined (underlined), and all deletions from the text are stricken (~~stricken~~).

Text Changes in Response to Public Comments

The following text changes to the Draft EIR were made in response to public comments received during public circulation of the Draft EIR. Refer to Chapter 2 for the responses to public comments.

Executive Summary

Mitigation Measure TRA-2 was updated for accuracy on Page ES-22 in Table ES-1 in the Executive Summary section of the Draft EIR:

MITIGATION MEASURE TRA-2 PREPARE AND IMPLEMENT VMT REDUCTION MEASURES

The CCTA’s ~~*Growth Management Program Implementation Guide* (revised February 17, 2021), Appendix F (CCTA Recommended Methodology)~~ *VMT Analysis for Land Use Projects in Contra Costa*, which is found in Appendix A in CCTA’s Final Technical Procedures (November 2022) describes options for mitigation of VMT impacts. The first two options below apply to development projects and plans, and the third applies at a General Plan area-wide scale.

This revision adds more accurate information to Mitigation Measure TRA-2. As noted below under “Transportation,” this revision to Mitigation Measure TRA-2 was also made in Section 3.12, *Transportation*. This revision to the Draft EIR is not a substantial revision to Mitigation Measure TRA-2 and does not change the environmental impacts disclosed in the Draft EIR.

Section 3.5, Geology and Soils

Pages 3.5-18 and 3.5-19

Regulatory setting information was updated for accuracy on Pages 3.5-18 and 3.5-19 under the *Alquist-Priolo Earthquake Fault Zoning Act* heading in Section 3.5, *Geology and Soils*, of the Draft EIR:

The Alquist-Priolo Earthquake Fault Zoning Act regulates development near the surface traces of active faults to mitigate the hazard of surface fault rupture. Essentially, this Act contains two requirements: (1) it prohibits the location of most structures for human

occupancy across the trace of active faults; and (2) it establishes Earthquake Fault Zones and requires geologic/seismic studies of ~~most~~ proposed development of buildings for human occupancy within 50 feet of the zone. The Earthquake Fault Zones are delineated and defined by the State Geologist and identify areas where potential surface rupture along a fault could occur. The nearest Alquist-Priolo Earthquake Fault Zone is located along the Calaveras Fault to the west of I-680 in the western portion of San Ramon and extends in a north to south direction.

This revision adds more accurate and complete information to the geology and soils regulatory setting. This revision to the Draft EIR does not change the environmental impacts disclosed in the Draft EIR.

Section 3.12, Transportation

Page 3.12-15

Regulatory setting information was added for accuracy and completeness on Page 3.12-15 under the *California Department of Transportation Planning Documents* heading in Section 3.12, *Transportation*, of the Draft EIR:

CALTRANS DISTRICT 4 PEDESTRIAN PLAN (2021)

The Caltrans District 4 Pedestrian Plan (2021) implements the Vision Statement and Goals in Toward an Active California, the statewide bicycle and pedestrian plan, and is part of a comprehensive planning process to identify locations with bicycle and pedestrian needs in each Caltrans district across California. The plan is used by Caltrans staff, as well as regional and local agency partners, to address high priority needs along and across the State Transportation Network, which includes the State Highway System and all other multimodal facilities owned and operated by Caltrans, including parallel paths, frontage roads, and other facilities. This plan complements the District 4 Bike Plan, which was completed in 2018 and is described below¹.

CALTRANS DISTRICT 4 BIKE PLAN (2018)

The Caltrans District 4 Bike Plan (2018) identifies infrastructure improvements that can enhance bicycle safety and mobility throughout District 4 and remove some of the barriers to bicycling in the region. The plan was developed in cooperation with local and regional partners to ensure that the improvements on the State highway system complement proposals for local networks.²

CALTRANS DIRECTOR'S POLICY 37

The Caltrans' Director's Policy 37 (December 2021) supersedes policy DD-64-R2 (October 2014) and notes that all transportation projects funded or overseen by Caltrans will provide comfortable, convenient, and connected complete streets facilities for people walking,

¹ California Department of Transportation. 2021. District 4 Pedestrian Plan for the Bay Area. <https://dot.ca.gov/-/media/dot-media/programs/transportation-planning/documents/active-transportation-complete-streets/district4-finalreport-a11y.pdf> (accessed October 2023).

² California Department of Transportation. 2018. District 4 Bike Plan for the San Francisco Bay Area. https://dot.ca.gov/-/media/dot-media/district-4/documents/d4-bike-plan/caltransd4bikeplan_report_lowres-r6.pdf (accessed October 2023).

biking, and taking transit or passenger rail unless an exception is documented and approved³.

This revision adds more accurate and complete information to the transportation regulatory setting. This revision to the Draft EIR does not change the environmental impacts disclosed in the Draft EIR.

Page 3.12-19

Regulatory setting information was updated for accuracy on Page 3.12-19 under the *CCTA VMT Guidance for Member Agencies* heading in Section 3.12, *Transportation*, of the Draft EIR:

CCTA VMT Guidance for Member Agencies

The CCTA has developed guidance for member jurisdictions to use in developing their own VMT analysis methods, metrics, and thresholds of significance. The latest CCTA's guidance is *VMT Analysis for Land Use Projects in Contra Costa*, which is found in Appendix A in *Growth Management Program Implementation Guide* (Revised February 17, 2021) and CCTA's *Final Technical Procedures, Appendix F (CCTA Recommended Methodology November 2022)* describes the recommendations. A flow chart describing the recommended methodology is included in the Technical Appendix (Appendix 1) to Appendix E. At the time of publishing, the City of San Ramon has chosen to follow the CCTA guidance. More detail on the VMT analysis methodology, metrics, and thresholds of significance are provided in Section 3.12.4, *Impacts and Mitigation Measures*.

This revision adds more accurate and complete information to the transportation regulatory setting. This revision to the Draft EIR does not change the environmental impacts disclosed in the Draft EIR.

Page 3.12-20

The *Approach to Analysis* section was updated for accuracy on Page 3.12-20 under the *VMT Impact Methodology and Assumptions* heading in Section 3.12, *Transportation*, of the Draft EIR:

VMT Impact Methodology and Assumptions

Since SB 743 eliminated the use of level of service (LOS) for CEQA impact analysis purposes, that method is not utilized in this analysis. The analysis in this document examines potential roadway transportation impacts under current CEQA criteria. The primary quantitative measure of roadway impacts is VMT. The VMT analysis methodology utilizes the procedures described in the CCTA's *Growth Management Program Implementation Guide* (revised February 17, 2021), Appendix F *VMT Analysis for Land Use Projects in Contra Costa*, which is found in Appendix A in CCTA's *Final Technical Procedures* (November 2022). The procedures are summarized below.

This revision adds more accurate and complete information to the transportation *Approach to Analysis* section. This revision to the Draft EIR does not change the environmental impacts disclosed in the Draft EIR.

³ California Department of Transportation. 2021. Director's Policy 37. December 7, 2021. <https://dot.ca.gov/-/media/dot-media/programs/esta/documents/dp-37-complete-streets-a11y.pdf> (accessed October 2023).

Page 3.12-35

Mitigation Measure TRA-2 was updated for accuracy on Page 3.12-35 under the *Mitigation Measure* heading in Section 3.12, *Transportation*, of the Draft EIR:

MITIGATION MEASURE TRA-2 PREPARE AND IMPLEMENT VMT REDUCTION MEASURES

The CCTA's ~~*Growth Management Program Implementation Guide* (revised February 17, 2021), Appendix F (CCTA Recommended Methodology)~~ *VMT Analysis for Land Use Projects in Contra Costa*, which is found in Appendix A in CCTA's Final Technical Procedures (November 2022) describes options for mitigation of VMT impacts. The first two options below apply to development projects and plans, and the third applies at a General Plan area-wide scale.

This revision adds more accurate information to Mitigation Measure TRA-2. This revision to the Draft EIR is not a substantial revision to Mitigation Measure TRA-2 and does not change the environmental impacts disclosed in the Draft EIR.

Impact TRA-2 was updated for accuracy on Page 3.12-35 under the *Operation* heading in Section 3.12, *Transportation*, of the Draft EIR:

Development facilitated by the 2040 General Plan would result in marginal reductions in VMT per capita and VMT per employee from existing conditions, but VMT per capita and VMT per employee would still exceed the impact threshold. Implementing the 2040 General Plan policies listed above under Impact TRA-1 would reduce VMT through promoting accessibility, encouraging non-vehicle transportation modes, and improving access to transit services. Even with the 2040 General Plan policies to reduce VMT, it is possible that VMT per capita and per employee would still remain above applicable thresholds. Although VMT per capita and employee would be reduced as a result of the 2040 General Plan, according to OPR guidance on the application of SB 743, a VMT impact is still significant if VMT per capita or employee remains above 15 percent below the existing baseline. Thus, with respect to consistency with *CEQA Guidelines* Section 15064.3, subdivision (b), the operational VMT impact of the 2040 General Plan would be significant and unavoidable since VMT per resident and employee would be greater than 17.3 and 12.8, respectively, in the 2040 General Plan area, and Mitigation Measure TRA-2 would be required.

This revision adds more accurate and complete information to the impact analysis included in the transportation section. This revision to the Draft EIR does not change the findings or significance conclusions disclosed in the Draft EIR.

Appendix E, Traffic Impact Assessment

The following changes were made to the Traffic Impact Assessment (Appendix E of the Draft EIR).

Page 17

Regulatory setting information was updated for accuracy on Page 17 of the Traffic Impact Assessment under the *CCTA VMT Guidance for Member Agencies* heading in Appendix E of the Draft EIR:

1.2.3.4 CCTA VMT Guidance for Member Agencies

The CCTA has developed guidance for member jurisdictions to use in developing their own VMT analysis methods, metrics, and thresholds of significance. The latest CCTA guidance is VMT Analysis for Land Use Projects in Contra Costa, which is found in Appendix A in CCTA's Final Technical Procedures (November 2022). ~~Growth Management Program Implementation Guide (Revised February 17, 2021), Appendix F (CCTA Recommended Methodology)~~ describes the recommendations. A flow chart describing the recommended methodology is included in the Technical Appendix. At the time of publishing, the City of San Ramon has chosen to follow the CCTA guidance. More detail on the VMT analysis methodology, metrics, and thresholds of significance are provided in Section 4.14.3, Methodology and Assumptions.

This revision adds more accurate and complete information to the regulatory setting in the Traffic Impact Assessment. This revision to the Traffic Impact Assessment does not change the environmental impacts disclosed in the Draft EIR.

Page 20

Section 1.3.3, *Methodology and Assumptions for VMT Analysis*, was updated for accuracy on Page 20 of the Traffic Impact Assessment in Appendix E of the Draft EIR:

The VMT analysis methodology utilizes the procedures described in the CCTA's ~~Growth Management Program Implementation Guide (Revised February 17, 2021), Appendix F~~ VMT Analysis for Land Use Projects in Contra Costa, which is found in Appendix A in CCTA's Final Technical Procedures (November 2022). The procedures are summarized below.

This revision adds more accurate and complete information to the methodology and assumptions in the Traffic Impact Assessment. This revision to the Traffic Impact Assessment does not change the environmental impacts disclosed in the Draft EIR.

Page 40

Section 1.3.4.2.3, *Mitigation Measure: Implement VMT Reduction Measures*, was updated for accuracy on Page 40 of the Traffic Impact Assessment in Appendix E of the Draft EIR:

Individual housing project development proposals that do not screen out from VMT impact analysis shall provide a quantitative VMT analysis using the methods applied in this EIR, with modifications if appropriate based on future changes the City of San Ramon practices and CCTA VMT analysis methodology guidelines. Projects which result in a significant impact shall include travel demand management measures and physical measures to reduce VMT. The CCTA's ~~Growth Management Program Implementation Guide (Revised February 17, 2021), Appendix F (CCTA Recommended Methodology)~~ VMT Analysis for Land Use Projects in Contra Costa, which is found in Appendix A in CCTA's Final Technical Procedures (November 2022) describes options for mitigation of VMT impacts. The first two options below apply to development projects and plans, and the third applies at a Citywide scale.

This revision adds more accurate information to the mitigation measures in the Traffic Impact Assessment. This revision is not a substantial revision to the proposed mitigation measures and does not change the environmental impacts disclosed in the Draft EIR.

Additional Text Changes

In addition to text changes made in response to public comments, the following text changes were made to the Draft EIR for accuracy and completeness.

Executive Summary

Page ES-9

Mitigation Measure CR-1 was updated for accuracy on Page ES-9 in Table ES-1 in the Executive Summary section of the Draft EIR:

CR-1 Prepare a Historical Resources Evaluation Prior to Approval for Projects Involving Buildings 45 Years or Older and Implement Mitigation Prior to and During Construction. A historic resources evaluation for projects involving buildings 45 years or older shall be prepared as follows:

- All properties 45 years of age or older as deemed appropriate by the San Ramon Community Development Director shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines. The evaluation shall be prepared by a qualified architectural historian or historian who meets the Secretary of the Interior's Professional Qualifications Standards in architectural history or history (as defined in Code of Federal Regulations, Title 36, Part 61). The qualified architectural historian or historian shall conduct an intensive-level evaluation in accordance with the guidelines and best practices promulgated by the State Office of Historic Preservation to identify potential historical resources within the proposed development site. ~~All properties 45 years of age or older as deemed appropriate by the San Ramon Community Development Director shall be evaluated within their historic context and documented in a report meeting the State Office of Historic Preservation guidelines.~~ Such evaluated properties shall be documented on Department of Parks and Recreation Series 523 Forms. The report shall be submitted to the City for review and concurrence. If the property is already listed in the NRHP or CRHR, the historical resources evaluation described above shall not be required.
- If historical resources are identified within the site of a proposed development, efforts shall be made to the extent feasible to ensure that impacts are mitigated. Application of mitigation shall generally be overseen by a qualified architectural historian or historic architect meeting the Professional Qualification Standards, unless unnecessary in the circumstances (e.g., preservation in place). In conjunction with a development application that may affect the historical resource, the historical resources evaluation report shall also identify and specify the treatment of character-defining features and construction activities.
- Efforts shall be made to the greatest extent feasible to ensure that the relocation, rehabilitation, or alteration of the resource is consistent with the Secretary of the Interior's Standards for the Treatment of Historic Properties with Guidelines for Preserving, Rehabilitating, Restoring, and Reconstructing Historic Buildings. Application of the Standards shall be overseen by a qualified architectural historian or historic architect meeting the Professional Qualification Standards. In conjunction with a development application that may affect the historical resource, a report identifying

and specifying the treatment of character-defining features and construction activities shall be provided to the City for review and concurrence. As applicable, the report shall demonstrate how a project complies with the Standards and be submitted to the City for review and approval prior to the issuance of permits.

- If significant historical resources are identified on a development site and compliance with the Standards and or avoidance is not possible, appropriate site-specific mitigation measures shall be established and undertaken. Mitigation measures may include documentation of the historical resource in the form of a Historic American Building Survey (HABS) report, or equivalent. The report shall comply with the Secretary of the Interior's Standards for Architectural and Engineering Documentation and shall generally follow the HABS Level III requirements, including digital photographic recordation, detailed historic narrative report, and compilation of historic research. The documentation shall be completed by a qualified architectural historian or historian who meets the Professional Qualification Standards and submitted to the City prior to issuance of any permits for demolition or alteration of the historical resource.

This revision to Mitigation Measure CR-1 was made for consistency with Section 3.4, Cultural and Tribal Cultural Resources. This revision to the Draft EIR is not a substantial revision to Mitigation Measure CR-1 and does not change the environmental impacts disclosed in the Draft EIR.

Page ES-10

Mitigation Measure CR-2 was updated for accuracy on Page ES-10 in Table ES-1 in the Executive Summary section of the Draft EIR:

Mitigation Measure CR-2: Prepare an Archaeological Resources Assessment prior to Project Approval and Implement Mitigation prior to and during Construction. An archaeological resources assessment for projects involving ground disturbance shall be prepared as follows:

- Assessments shall include a California Historical Resources Information System records search at the Northwest Information Center (NAHC) and a Sacred Lands File search maintained by the Native American Heritage Commission. The records searches will characterize the results of previous cultural resource surveys and disclose any cultural resources that have been recorded and/or evaluated in and around a project site. A Phase I pedestrian survey shall be undertaken at a project site that is on previously undeveloped land in order to locate any surface cultural materials. By performing a records search, consultation with the NAHC, and a Phase I survey, a qualified archaeologist shall be able to classify a project site as having high, medium, or low sensitivity for archaeological resources.
- If the Phase I archaeological survey identifies resources that may be affected by a project, the archaeological resources assessment shall also include Phase II testing and evaluation. If resources are determined significant or unique through Phase II testing and site avoidance is not possible, appropriate site-specific mitigation measures shall be identified in the Phase II evaluation. These measures shall include, but would not be limited to, a Phase III data recovery program, avoidance, or other appropriate actions to be determined by a qualified archaeologist in consultation with the City and any interested Tribes, as stated in the 2040 General Plan Tribal Consultation Implementation Program outlined by Guiding Policy ENV-5 and Guiding Policy 8.7-G-1. If

significant archaeological resources cannot be avoided, impacts may be reduced to less-than-significant levels by adding fill soils on top of the sites rather than cutting into cultural deposits. Alternatively, and/or in addition, a data collection program may be warranted, including mapping the location of artifacts, surface collection of artifacts, or excavation of the cultural deposit to characterize the nature of the buried portions of sites. Curation of the excavated artifacts or samples shall occur as specified by the archaeologist in consultation with the City and any interested Tribes. As stated in the 2040 General Plan Tribal Consultation Implementation Program outlined by Guiding Policy ENV-5 and Guiding Policy 8.7-G-1, the final disposition of artifacts not directly associated with Native American graves shall be negotiated during consultation with interested tribes. If Native American tribes do not accept the artifact, it shall be offered to an institution staffed by qualified professionals, as determined by the City Planner. Artifacts include material recovered from all phases of work, including the initial survey, testing, indexing, data recovery, and monitoring.

This revision to Mitigation Measure CR-2 was made for consistency with Section 3.4, Cultural and Tribal Cultural Resources. This revision to the Draft EIR is not a substantial revision to Mitigation Measure CR-2 and does not change the environmental impacts disclosed in the Draft EIR.

Page ES-14

Mitigation Measure GHG-1 was updated for accuracy on Page ES-14 in Table ES-1 in the Executive Summary section of the Draft EIR:

GHG-1 Adopt and Implement a San Ramon Qualified Climate Action Plan and San Ramon CEQA GHG Emissions Thresholds. The City shall adopt an updated, qualified San Ramon Climate Action Plan (CAP) by the end of 2024 and include targets that reflect those set by SB 32 to reduce GHG emissions by 40 percent below the 1990 levels by 2030 and AB 1279 to achieve carbon neutrality by 2045. The updated, qualified San Ramon CAP shall be implemented and tracked/monitored by the City in accordance with the CAP-established timeline and details.

~~Implementation measures in an updated Climate Action Plan to achieve the 2030 and 2045 targets shall include, but are not limited to, the following:~~

- ~~*—Develop and adopt Zero Net Energy requirements for new and remodeled residential and non-residential development;~~
- ~~*—Develop and adopt a building electrification ordinance for existing and proposed structures;~~
- ~~*—Expand charging infrastructure and parking for electric vehicles;~~
- ~~*—Implement carbon sequestration by expanding the urban forest, participating in soil-based or compost application sequestration initiatives, supporting regional open space protection, and/or incentivizing rooftop gardens; and~~
- ~~*—Implement policies and measures included in the 2022 California Climate Change Scoping Plan, such as mobile source strategies for increasing clean transit options and zero emissions vehicles by providing electric vehicle charging stations.~~

The City shall also adopt San Ramon CEQA GHG Emissions Thresholds of Significance that are consistent with an updated, qualified San Ramon Climate Action Plan by the end of 2024 for use in future CEQA GHG emissions analyses through 2030 and consistent with SB 32. In addition, upon completion of future climate action plan updates and as necessary, the City

shall update the CEQA GHG emissions thresholds of significance to be consistent with each climate action plan update.

This revision to Mitigation Measure GHG-1 was made for consistency with Section 3.6, Greenhouse Gas Emissions and Energy. This revision to the Draft EIR is not a substantial revision to Mitigation Measure GHG-1 and does not change the environmental impacts disclosed in the Draft EIR.

Page ES-18

Mitigation Measure NOI-1 was updated for accuracy on Page ES-18 in Table ES-1 in the Executive Summary section of the Draft EIR:

NOI-1 Include and Implement Construction Noise Reduction Measures. To minimize noise during construction, construction contractors shall implement the following measures for construction activities conducted within ~~the City San Ramon~~. Construction plans submitted to the City shall include construction noise analysis and identify these measures on demolition, grading, and construction plans submitted to the City. The City of San Ramon Building Division and/or Public Works Department shall verify that grading, demolition, and/or construction plans submitted to the City include these notations prior to issuance of demolition, grading and/or building permits.

This revision to Mitigation Measure NOI-1 was made for consistency with Section 3.10, Noise. This revision to the Draft EIR is not a substantial revision to Mitigation Measure NOI-1 and does not change the environmental impacts disclosed in the Draft EIR.

Page ES-19

Mitigation Measure NOI-2 was updated for accuracy on Page ES-19 in Table ES-1 in the Executive Summary section of the Draft EIR:

NOI-2 Implement Operational Roadway Vehicle Noise Reduction Measures. To reduce operational roadway vehicle noise, the City shall implement a developer fair share mitigation program to fund the following measures for projects operated on the following roadway segments within ~~the City San Ramon~~: Dougherty Road Boulevard between Bollinger Canyon Road (north) and Bollinger Canyon Road (South), San Ramon Valley Boulevard between the northern City limit and Crow Canyon Road, Camino Ramon between Crow Canyon Road and Norris Canyon Road, and Camino Ramon between Norris Canyon Road and Bollinger Canyon Road. The City shall retain a qualified acoustical consultant to prepare a San Ramon-wide Roadway Vehicle Noise Reduction Study that specifies, at a minimum, the specific locations, extent, height of sound walls, and other design details such as “quiet pavement” to reduce roadway vehicle noise impacts at impacted roadways throughout San Ramon. The study shall also include an estimated cost of improvement along each impacted roadway segment to inform the developer fair share mitigation program. Roadway vehicle noise reduction measures may include, but are not limited to:

This revision to Mitigation Measure NOI-2 was made for consistency with Section 3.10, Noise. This revision to the Draft EIR is not a substantial revision to Mitigation Measure NOI-2 and does not change the environmental impacts disclosed in the Draft EIR.

Page ES-20

Mitigation Measure NOI-3 was updated for accuracy on Page ES-20 in Table ES-1 in the Executive Summary section of the Draft EIR:

NOI-3 Prepare a Noise and Vibration Analysis and Implement Construction Vibration Control Measures and Screening Distances. Prior to issuance of a building permit for a project requiring a) pile driving during construction within 135 feet of fragile structures ~~such as~~ (historical resources), 100 feet of non-engineered timber and masonry buildings (e.g., most residential buildings), ~~b~~) or within 75 feet of engineered concrete and masonry (no plaster); ~~be~~) a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; or a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure and/or c) 15 feet of any other structure, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded. This revision to Mitigation Measure N-3 was made for consistency with Section 3.10, Noise. This revision to the Draft EIR is not a substantial revision to Mitigation Measure N-3 and does not change the environmental impacts disclosed in the Draft EIR.

This revision to Mitigation Measure NOI-3 was made for consistency with Section 3.10, Noise. This revision to the Draft EIR is not a substantial revision to Mitigation Measure NOI-3 and does not change the environmental impacts disclosed in the Draft EIR.

Page ES-25

Impact UTIL-1 was updated for accuracy on Page ES-22 in Table ES-1 in the Executive Summary section of the Draft EIR:

Impact UTL-1. Development under the 2040 General Plan would increase demand for water, wastewater, stormwater, and telecommunications services. ~~While u~~Utility facilities and infrastructure development and relocation facilitated by the proposed plan would occur in developed areas of San Ramon where such facilities exist, ~~construction-related impacts would be significant and Unavoidable even with mitigation.~~ impacts would be less than significant with mitigation.

This revision corrects the information in the Executive Summary for consistency with Section 3.13, *Utilities and Service Systems*, of the Draft EIR. This revision to the Draft EIR does not result in a new avoidable significant effect or substantially increase the severity of any environmental impacts identified in the Draft EIR.

Page ES-25

The Mitigation Measure(s) column was updated for accuracy under Utilities and Service Systems on Page ES-25 in Table ES-1 in the Executive Summary section of the Draft EIR:

Mitigation Measures AQ-1, AQ-2, AQ-3, BIO-1, BIO-2, CR-1, CR-2, CR-2, CR-3, CR-4, GEO-1, GHG-1, HAZ-1, NOI-1, NOI-2, NOI-3, TRA-1, TRA-2, UTL-1, and UTL-2

This revision corrects the information in the Executive Summary for consistency with Section 3.13, *Utilities and Service Systems*, of the Draft EIR. This revision to the Draft EIR does not result in a new avoidable significant effect or substantially increase the severity of any environmental impacts identified in the Draft EIR.

Page ES-26

Mitigation Measure was updated for accuracy on Page ES-26 in Table ES-1 in the Executive Summary section of the Draft EIR:

UTL-2 Provide Adequate Wastewater Infrastructure and Treatment for Projects. To ensure adequate wastewater infrastructure and treatment, as well as consistency with existing utility providers and State regulations, the City shall ~~adopt~~ implement the following measures ~~General Plan policy~~:

- ~~▪ **New Policy:** The City shall ensure that adequate wastewater facilities and services are available to meet the needs of existing and future development through the following measures:~~
- **Infrastructure Maintenance.** Infrastructure Maintenance. Collaborate with Central San and Dublin San Ramon Services District in their efforts to maintain wastewater conveyance, treatment, and disposal infrastructure in good working conditions within San Ramon.
- **New Development.** Coordinate the review of development proposals with Central San to ensure that new development can be adequately served.
- **Wastewater Services Requirement.** Require that wastewater services for new development do not negatively affect service to existing uses.
- **Capital Improvements Program.** When updating the Capital Improvements Program, identify and include the following:
 - Projects that could also support green infrastructure improvements.
 - Street improvements consistent with emergency vehicle access standards.
 - City-sponsored projects necessary to maintain or improve levels of performance.

This revision to Mitigation Measure UTL-2 was made for consistency with Section 3.13, *Utilities and Service Systems*, of the Draft EIR. This revision to the Draft EIR is not a substantial revision to Mitigation Measure NOI-3 and does not change the environmental impacts disclosed in the Draft EIR.

Section 3.10, Noise

Page 3.10-30

Mitigation Measure NOI-3 was updated for accuracy on Page 3.10-30 in Section 3.10, Noise, of the Draft EIR:

NOI-3 Prepare a Noise and Vibration Analysis and Implement Construction Vibration Control Measures and Screening Distances. Prior to issuance of a building permit for a project requiring pile driving during construction a) within 135 feet of fragile structures (historical resources), 100 feet of non-engineered timber and masonry buildings [e.g., most residential buildings], ~~b) or~~ within 75 feet of engineered concrete and masonry (no plaster); ~~c) b)~~ a vibratory roller within 40 feet of fragile historical resources or 25 feet of any other structure; and/or ~~d) c)~~ a dozer or other large earthmoving equipment within 20 feet for a fragile historical structure or 15 feet of any other structure, the project applicant shall prepare a groundborne noise and vibration analysis to assess and mitigate potential noise and vibration impacts related to these construction activities. This noise and vibration analysis shall be conducted by a qualified and experienced acoustical consultant or engineer. The vibration levels shall not exceed FTA architectural damage thresholds (e.g., 0.12 in/sec PPV for fragile or historical resources, 0.2 in/sec PPV for non-engineered timber and masonry buildings, and 0.3 in/sec PPV for engineered concrete and masonry). If vibration levels would exceed this threshold, alternative uses such as drilling piles as opposed to pile driving, static rollers as opposed to vibratory rollers, and lower horsepower earthmoving equipment shall be used. If necessary, construction vibration monitoring shall be conducted to ensure FTA vibration thresholds are not exceeded.

This revision to Mitigation Measure NOI-3 was made for accuracy. This revision to the Draft EIR is not a substantial revision to Mitigation Measure NOI-3 and does not change the environmental impacts disclosed in the Draft EIR.

Section 3.13, Utilities and Service Systems

Page 3.13-23

Mitigation Measure UTL-2 was updated for accuracy on Page 3.13-23 in Section 3.13, Utilities and Service Systems, of the Draft EIR:

MITIGATION MEASURE UTL-2: PROVIDE ADEQUATE WASTEWATER INFRASTRUCTURE AND TREATMENT FOR PROJECTS

To ensure adequate wastewater infrastructure and treatment, as well as consistency with existing utility providers and State regulations, the City shall implement the following measures:

- **Infrastructure Maintenance. Infrastructure Maintenance.** Collaborate with Central San and Dublin San Ramon Services District in their efforts to maintain wastewater conveyance, treatment, and disposal infrastructure in good working conditions within San Ramon.
- **New Development.** Coordinate the review of development proposals with Central San to ensure that new development can be adequately served.
- **Wastewater Services Requirement.** Require that wastewater services for new development do not negatively affect service to existing uses.

- **Capital Improvements Program.** When updating the Capital Improvements Program, identify and include the following:
 - Projects that could also support green infrastructure improvements.
 - Street improvements consistent with emergency vehicle access standards.
 - City-sponsored projects necessary to maintain or improve levels of performance.

This revision to Mitigation Measure UTL-2 was made for accuracy. This revision to the Draft EIR is not a substantial revision to Mitigation Measure UTL-2 and does not change the environmental impacts disclosed in the Draft EIR.

Chapter 4, Other CEQA Sections

Page 4-2

Section 4.1.2, *Removal of Obstacles to Growth*, was updated for accuracy on Page 4-2 in Chapter 4, *Other CEQA Sections*, of the Draft EIR:

As discussed under Impact LU-1 and LU-2 in Section 3.9, *Land Use/Planning and Population/Housing*, much of San Ramon is developed, and the proposed plan encourages infill development to meet San Ramon's anticipated population and employment growth and housing needs.

This revision adds more accurate information to Chapter 4, *Other CEQA Sections*. This revision to the Draft EIR does not change the environmental impacts disclosed in the Draft EIR.

Page 4-3

The following two paragraphs in Section 4.2, *Irreversible Environmental Effects*, were updated for accuracy on Page 4-3 in Chapter 4, *Other CEQA Sections*, of the Draft EIR:

Growth facilitated by the proposed plans would require an irreversible commitment of City services, water supply, and wastewater treatment. As discussed in Section 3.12, *Public Services and Recreation*, impacts to public services would be reduced to a less-than-significant level with implementation of policies included in the proposed plans. As discussed in Section 3.13, *Utilities and Service Systems*, impacts to utilities would ~~remain significant and unavoidable~~ be less than significant after implementation of mitigation as they relate to construction and operation of development facilitated by the proposed plan utility infrastructure.

As discussed in Section 3.10, *Noise*, implementation of proposed policies and mitigation measures would reduce the noise impacts associated with future growth to a less-than-significant level. As discussed in Section 3.12, *Transportation*, the policies in the proposed plan and mitigation measures would reduce many transportation impacts to a less-than-significant level; however, changes in land use and population growth facilitated by the proposed plan combined with regional population growth would reduce vehicles miles traveled (VMT) per capita; however, VMT per capita would still exceed thresholds result in additional vehicle trips on area roadways, resulting in significant and unavoidable traffic impacts on several roadways.

These revisions correct the information in Chapter 4, *Other CEQA Sections*, for consistency with the impacts analysis in Sections 3.12, *Transportation*, and 3.13, *Utilities and Service Systems*, of the Draft EIR. These revisions to the Draft EIR do not result in a new avoidable significant effect or substantially increase the severity of any environmental impacts identified in the Draft EIR.

Draft Environmental Impact Report and associated Appendices (dated August 30, 2023, previously provided to Planning Commission and City Council and incorporated by reference)

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