

**Appendix A:
Notice of Preparation/Comments**

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City of San Ramon
Notice of Preparation of an Environmental Impact Report (EIR)
and Notice of Public Scoping Meeting
City Center Mixed Use Master Plan Project

Date: September 25, 2019

To: State Clearinghouse and Interested Public Agencies, Parties, and Organizations

From: Lauren Barr, Planning Manager, City of San Ramon

Subject: Notice of Preparation of an Environmental Impact Report for the City Center Mixed Use Master Plan and Notice of Public Scoping Meeting

NOTICE IS HEREBY GIVEN THAT the City of San Ramon (Lead Agency) will prepare an Environmental Impact Report (EIR) for the City Center Mixed Use Master Plan Project. The EIR will address the potential physical and environmental effects of the project for each of the environmental topics outlined in the California Environmental Quality Act (CEQA). The City of San Ramon will use the EIR when considering approval of the proposed City Center Mixed Use Master Plan project. The project description, location, and potential environmental effects of the City Center Mixed Use Master Plan project are described in the attached materials.

30-DAY NOP COMMENT PERIOD: The City of San Ramon is soliciting comments from public agencies, organizations, and members of the public regarding the scope and content of the EIR, and the environmental issues and alternatives to be addressed in the EIR. In accordance with the time limits established by CEQA, the NOP public review period will begin on **September 25, 2019** and end on **October 25, 2019**. Please provide your written/typed comments (including name, affiliation, telephone number, and contact information) to the address shown below by **5:00 p.m., Friday, October 25, 2019**. If you wish to be placed on the notification list for this project, or need additional information, please contact:

Mr. Lauren Barr, Planning Manager
City of San Ramon
Community Development Department
2601 Crow Canyon Road
San Ramon, CA 94583
Phone: 925.973.2567
Email: lbarr@sanramon.ca.gov

PUBLIC SCOPING MEETING: The City of San Ramon will hold a public scoping meeting to: (1) inform the public and interested agencies about the proposed project; and (2) solicit public comment on the scope of the environmental issues to be addressed in the EIR, as well as the range of alternatives to be evaluated. The meeting will be held at on **Tuesday, October 15, 2019** starting at **7:00 p.m.** at **San Ramon City Hall, 7000 Bollinger Canyon Road, San Ramon, 94583**.

CITY CENTER MIXED USE MASTER PLAN PROJECT

Project Location

The 134.98-acre planning area is located in the Bishop Ranch Business Park in the City of San Ramon, Contra Costa County, California (Exhibit 1). The planning area encompasses the Bishop Ranch 1A, Bishop Ranch 3A, and Bishop Ranch 2600 complexes (Exhibit 2). Camino Ramon and Bollinger Canyon Road are the primary arterial roadways that serve the planning area. The project site is located on the Diablo, California United States Geological Quadrangle, Township 2 South, Range 1 West, Unsectioned (Latitude 37° 45' 50" North; Longitude 121° 57' 25" West).

Existing Conditions

Land Use Activities

The planning area encompasses the Bishop Ranch 1A, Bishop Ranch 3A, and Bishop Ranch 2600 complexes. Bishop Ranch 2600 is developed with a 1.75 million square-foot office building, a parking structure, surface parking, two water features, and pedestrian amenities. Bishop Ranch 1A and Bishop Ranch 3A are undeveloped. All of the sites can be accessed via Camino Ramon. Additionally, Bollinger Canyon Road provides access to Bishop Ranch 1A and Bishop Ranch 3A, and Bishop Drive and Executive Parkway provide access to Bishop Ranch 2600.

Land Use Designations

Bishop Ranch 1A, Bishop Ranch 3A, and Bishop Ranch 2600 are designated Mixed Use—City Center by the City of San Ramon General Plan 2035 and zoned City Center Mixed Use (CCMU) by the San Ramon Zoning Ordinance.

Project History

The San Ramon City Council approved the San Ramon City Center Project and certified the associated EIR in December 2007. The City Center Project envisioned 2.1 million square feet of retail, office, entertainment, residential uses (487 dwelling units) and civic uses (City Hall and library) on the Bishop Ranch 1A, Bishop Ranch 2, and Bishop Ranch 3A sites. In 2014, Sunset Development and the City of San Ramon mutually agreed to amend the entitlements to remove the civic uses from the City Center Project. (The City ultimately developed a City Hall within Central Park, which opened in 2016.) In November 2018, City Center Bishop Ranch, an approximately 300,000-square-foot lifestyle retail/entertainment center opened on the former Bishop Ranch 2 site.

Project Description

Proposed Project

Sunset Development is proposing a Master Plan (City Center Mixed Use Master Plan) to guide the development of residential and commercial uses within the planning area to complement and support City Center Bishop Ranch. The buildout potential of the Master Plan is up to 4,500 dwelling

units, a 169-key hotel, 166,000 square feet of commercial, and several new parking structures. The hotel and retail uses that were previously entitled and evaluated in the 2007 City Center EIR are being carried forward into the Master Plan. Table 1 summarizes the components of the Master Plan.

Table 1: City Center Mixed Use Master Plan Project Summary

Area	Sub Area	End Use	Characteristics
Bishop Ranch 1A (9.87 acres)	1	Residential	400–500 du
	2	Residential	150–250 du
	Subtotal		550–750 du
Bishop Ranch 3A (10.43 acres)	1	Residential	250–350 du
	2	Residential	200–300 du
	3	Residential	200–300 du
	Hotel	Hotel	169 keys
	Retail	Retail	70,000 square feet
	Subtotal		650–950 du 169 keys
Bishop Ranch 2600 (100.1 acres)	NW 1	Residential	450–550 du
	NW 2	Residential	250–350 du
	NW 3	Residential	200–300 du
	NW 4	Residential	250–350 du
	NE 1	Residential	450–550 du
	NE 2	Residential	300–400 du
	NE 3	Residential	200–300 du
	NE 4	Residential	50–75 du
	SE 1	Residential	200–300 du
	SE 2	Residential	250–350 du
	Retail	Retail	96,000 square feet
	Subtotal		2,600–3,525 du 96,000 square feet
Total	Residential		4,500 du
	Hotel		169 keys
	Retail		166,000 square feet
Notes: du = dwelling units Key = Maximum number of guest quarters that can be ‘keyed off’ (e.g. a suite with 4 bedrooms = 4 keys) Source: BAR Architects 2019.			

Residential

Up to 4,500 multi-family dwelling units would be developed within Bishop Ranch 1A (up to 750 dwelling units), Bishop Ranch 3A (up to 950 dwelling units), and Bishop Ranch 2600 (up to 3,525 dwelling units). Units would consist of for-sale and rental products.

Hotel

The 169-key hotel evaluated in the 2007 San Ramon City Center Project EIR is being carried forward into the Master Plan. The hotel would be a multi-story structure located within Bishop Ranch 3A. Parking for the hotel would be provided in the nearby existing Bishop Ranch 3 South parking structure as part of a shared parking arrangement.

Retail

Up to 96,000 square feet of retail uses would be developed within Bishop Ranch 3A and Bishop Ranch 2600. This retail square footage represents 'carryover' from the unbuilt entitlements evaluated in the 2007 San Ramon City Center Project EIR. Retail uses include restaurants, health and beauty, and personal, business, and financial services.

Parking

Parking would be provided in structures as the Master Plan builds out. In certain cases, shared parking arrangements would be used as appropriate. Table 2 summarizes required parking by use within each planning area.

Table 2: City Center Mixed Use Master Plan Parking Summary

Area	Required Parking Spaces			
	Residential	Visitor	Office	Retail
Bishop Ranch 1A (9.87 acres)	825–975	138–188	—	—
Bishop Ranch 3A (10.43 acres)	975–1,175	163–238	—	302
Bishop Ranch 2600 (100.10 acres)	3,900–4,600	975–1,150	5,800	406
Total	6,750	1,125	5,800	708
<p>Notes: 'Office' represents existing Bishop Ranch 2600 parking demand that would need to be provided by new or existing facilities. Hotel parking would be provided in the existing Bishop Ranch 3 South parking garage (2633 Camino Ramon) Source: BAR Architects 2019.</p>				

Utilities

Storm Drainage

The Master Plan area is currently served by existing storm drainage infrastructure owned and maintained by the City of San Ramon and Contra Costa County Flood Control and Water Conservation District. The proposed Master Plan would install storm drainage systems consisting of inlets,

underground piping, bioretention swales, and basins that would collect and detain runoff during storm events and meter its release into downstream drainage facilities in a manner designed to prevent flooding.

Water

The Master Plan area is currently served, and would continue to be served, by East Bay Municipal Utility District (EBMUD) with potable water. Pursuant to the Water Code, EBMUD will prepare a Water Supply Assessment for the proposed Master Plan.

Wastewater

The Master Plan area is currently served, and would continue to be served, by Central Contra Costa Sanitary District (Central San) for wastewater collection and treatment.

Energy

The Master Plan area is currently served, and would continue to be served, by Marin Clean Energy and Pacific Gas and Electric Company (PG&E) with electricity. The Master Plan area is currently served, and would continue to be served, by PG&E with natural gas.

Fire Protection and Emergency Medical Services

The Master Plan area is currently served, and would continue to be served, by the San Ramon Valley Fire Protection District for fire protection and emergency medical services.

Police

The Master Plan area is currently served, and would continue to be served, by the San Ramon Police Department for police protection.

Schools

The Master Plan area is within the boundaries of the San Ramon Valley Unified School District.

Required Discretionary Approvals

The proposed project requires the following discretionary approvals from City of San Ramon:

- Development Plan
- Major Subdivision Application
- Land Use Permit for Shared Parking Reduction and Blended Ratio for Multi-family Development
- Land Use Permit (Community Buildings, Privately Owned Parks, Amphitheater, Lodging Uses, and Conference/Conventions Uses anticipated by the Master Plan)
- Architectural and Landscape Design Guidelines
- Development Agreement

Subsequent approvals may include demolition permits, grading permits, and building permits.

Environmental Review

Potential Environmental Effects

The EIR will evaluate the full range of environmental issues contemplated under CEQA and the CEQA Guidelines, as listed below.

- Aesthetics, Light, and Glare
- Air Quality
- Biological Resources
- Cultural and Tribal Cultural Resources
- Energy
- Geology, Soils, and Seismicity
- Greenhouse Gas Emissions
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Land Use
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems

Effects Found not to be Significant

It is anticipated that Agriculture, Forest, and Mineral Resources, as well as Wildfire, will be addressed in the Effects Found not to be Significant section of the EIR.

Agriculture and Forest Resources

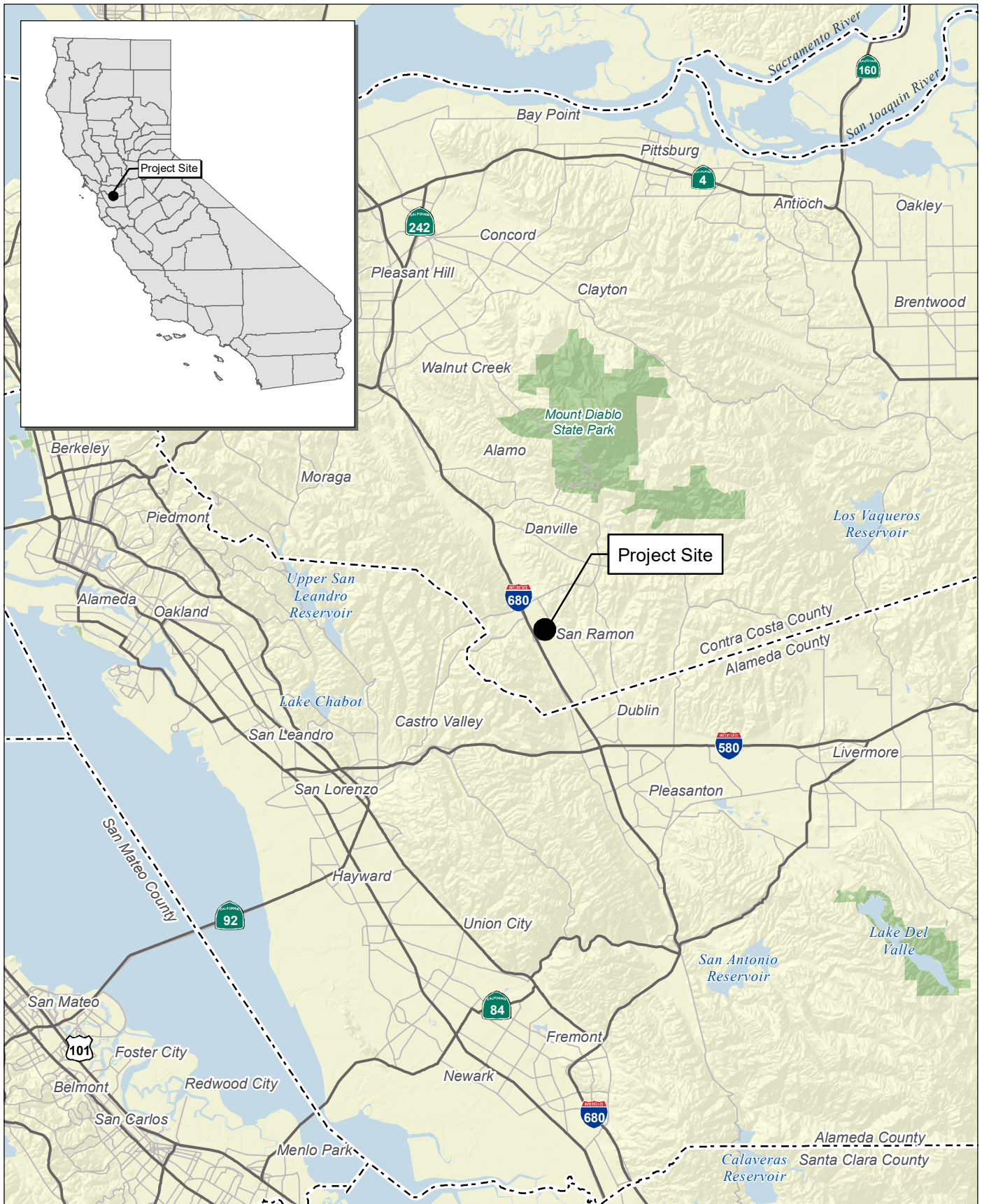
The Master Plan area is located within an urban environment. No existing agriculture or forestry land use activities occur within the Master Plan area. This condition precludes the possibility of loss of agricultural or forest resources.

Mineral Resources

The Master Plan area is located within an urban environment. No mineral extraction activities occur within the Master Plan area. This condition precludes the possibility of loss of mineral resources.

Wildfire

The Master Plan area is located within an urban environment. There are no wildlands susceptible to wildfires within the Master Plan area. This condition precludes the possibility of wildfires.



Source: Census 2000 Data, The CaSIL.

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Exhibit 1 Regional Location Map

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Source: Google Earth Pro Aerial Imagery.

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Exhibit 2

Local Vicinity Map

Aerial Base

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Source: Bar Architects, July 2019.

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Exhibit 3 Site Plan

CITY OF SAN RAMON • CITY CENTER MIXED USE MASTER PLAN
NOTICE OF PREPARATION

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Summary of EIR Scoping Comments Letters

Agency/Organization	Author	Date	Comment Summary	Coverage in Draft EIR
California State Transportation Agency, Department of Transportation	Wahida Rashid, Acting District Branch Chief of Local Development—Intergovernmental Review	09/13/2019	<ul style="list-style-type: none"> • Requests hydraulics information • Requests travel demand analysis • Requests multimodal impact evaluation • Requests a robust Transportation Demand Management Program • Requests the City impose transportation impact fees and active transportation improvements • Requests a Transportation Management Plan and analysis of construction-related impacts to State right-of-way • Requests discussion of utilities within State right-of-way • Requests discussion of City's role in all proposed mitigation • States requirements of encroachment permit 	<ul style="list-style-type: none"> • Section 3.9, Hydrology and Water Quality • Section 3.14, Transportation • Section 3.15, Utilities and Service Systems
Contra Costa Health Services, Environmental Health Division	W. Eric Fung, Environmental Health Specialist	10/02/2019	<ul style="list-style-type: none"> • States requirements of various permits • States plans must be approved prior to building permit issuances • States various requirements based on facility type • Requests debris, waste, and hazardous materials be properly disposed 	<ul style="list-style-type: none"> • Section 3.15, Utilities and Service Systems • Section 3.8, Hazards and Hazardous Materials
City of Dublin	Obaid U. Khan, Transportation and Operations Manager	10/16/2019	<ul style="list-style-type: none"> • Requests discussion of Dougherty Valley Settlement agreement • Requests project trip distribution map 	<ul style="list-style-type: none"> • Section 3.14, Transportation
Contra Costa County Flood Control and Water Conservation District	Joe Smithonic, Engineering Staff	10/24/2019	<ul style="list-style-type: none"> • Recommends including map of project area and parcels in project site • Requests including map of watersheds in project site • Requests identification of watercourses and facilities in project site that could be impacted • Requests discussion of project generated runoff and its impacts • Requests discussion of improvements if proposed • Requests discussion of drainage problems in downstream areas • Requests a study using County's hydrology method • Requests discussion of detention basins if proposed • Requests discussion of compliance with NPDES requirements • Recommends requesting consultation from appropriate regulatory agencies 	<ul style="list-style-type: none"> • Section 2, Project Description • Section 3.9, Hydrology and Water Quality • Section 3.15, Utilities and Service Systems

Agency/Organization	Author	Date	Comment Summary	Coverage in Draft EIR
			<ul style="list-style-type: none"> • Recommends addressing storm drain facilities • States existing flood control facilities are adequate • Requests addressing perpetual funding for maintenance of new drainage facilities required • Requests Flood Control District be included in review of drainage facilities with regional benefit 	
Pacific Gas and Electric Company	Plan Review Team	09/02/2019	<ul style="list-style-type: none"> • Provides information and requirements for using PG&E facilities 	<ul style="list-style-type: none"> • Section 3.15, Utilities and Service Systems
San Ramon Valley Unified School District, Facilities Development	Gary Black, Assistant Superintendent of Facilities and Operations	09/10/2019	<ul style="list-style-type: none"> • States School District would update facilities plans and utilize developer fees to accommodate project generated students 	<ul style="list-style-type: none"> • Section 3.13, Public Services and Recreation
Comcast Cable Corporation	David Higginbotham, Field Sales Operations	10/02/2019	<ul style="list-style-type: none"> • Confirms proposed project is within service area • States expectation of ability to serve 	<ul style="list-style-type: none"> • Section 3.15, Utilities and Service Systems
Contra Costa Mosquito & Vector Control District	Jeremy Shannon, Vector Control Planner	10/08/2019	<ul style="list-style-type: none"> • Requests additional environmental health impact analysis beyond CEQA Guidelines 	<ul style="list-style-type: none"> • Section 3.9, Hydrology and Water Quality
Central Contra Costa Sanitary District	Russell B. Leavitt, Engineering Assistant	10/13/2019	<ul style="list-style-type: none"> • States sewer connection locations must be determined • States anticipated wastewater flows must be confirmed • States collection system capacity must be confirmed • Estimates project would not affect available treatment plant capacity • Advises applicant of Source Control Ordinance and capital improvement fees 	<ul style="list-style-type: none"> • Section 3.15, Utilities and Service Systems
East Bay Municipal Utility District (EBMUD)	David J. Rehnstrom, Manager of Water Distribution Planning	10/16/2019	<ul style="list-style-type: none"> • Requires preparation of a Water Supply Assessment • Confirms proposed project is within service area • Requests applicant contact EBMUD for water service costs and conditions • States utility installation requirements • Requires proposed project to use recycled water • Requests that City require project to comply with AB 325 and advises applicant of EBMUD Water Service Regulations 	<ul style="list-style-type: none"> • Section 3.15, Utilities and Service Systems

Agency/Organization	Author	Date	Comment Summary	Coverage in Draft EIR
Pacific Gas and Electric Company	Jessi Devgan, Senior New Business Representative	10/23/2019	<ul style="list-style-type: none"> States ability to serve proposed project site 	<ul style="list-style-type: none"> Section 3.15, Utilities and Service Systems
San Ramon Valley Unified School District, Facilities Development	Tina Perault, Senior Planning and Development Manager	10/24/2019	<ul style="list-style-type: none"> Estimates number of project generated students Concern for loss of developer fees subsequent to AB 48 approval 	<ul style="list-style-type: none"> Section 3.13, Public Services and Recreation
Individual	John Hazelwood	09/26/2019	<ul style="list-style-type: none"> Concern for traffic on Bollinger Canyon Road near Bishop Ranch area 	<ul style="list-style-type: none"> Section 3.14, Transportation
Individual	Vee	09/26/2019	<ul style="list-style-type: none"> Concern for additional traffic 	<ul style="list-style-type: none"> Section 3.14, Transportation
Individual	Naiju Kavumpurath	09/27/2019	<ul style="list-style-type: none"> Concern for jobs/housing balance and additional traffic Concern for public school overcrowding Concern for overuse of public facilities 	<ul style="list-style-type: none"> Section 3.14, Transportation Section 3.13, Public Services and Recreation Section 3.12, Population and Housing
Individual	Ching Evans	10/02/2019	<ul style="list-style-type: none"> Concern for additional traffic Concern for public school overcrowding 	<ul style="list-style-type: none"> Section 3.14, Transportation Section 3.13, Public Services and Recreation
Individual	Christina Toy	10/02/2019	<ul style="list-style-type: none"> Inquires how project would address traffic in an already congested area 	<ul style="list-style-type: none"> Section 3.14, Transportation
Individual	Shawn Richardson	10/03/2019	<ul style="list-style-type: none"> Requests redesigning project to reconsider traffic and parks Concern for public school overcrowding 	<ul style="list-style-type: none"> Section 3.14, Transportation Section 3.13, Public Services and Recreation
Individual	Sally Lee	10/04/2019	<ul style="list-style-type: none"> Opposes proposed building heights Suggests constructing new ramps to I-680 Suggests offering proposed residential units to employees of project area 	<ul style="list-style-type: none"> Section 3.1, Aesthetics, Light, and Glare Section 3.14, Transportation Section 3.12, Population and Housing

Agency/Organization	Author	Date	Comment Summary	Coverage in Draft EIR
Individual	Rick Marks	10/07/2019	<ul style="list-style-type: none"> • Requests EIR discuss projected population from new housing • Requests acreage for all different uses be included in Project Description • Analyze impacts to parks and how project meets City's goals and standards for neighborhood parks • Requests EIR discuss baseline traffic conditions 	<ul style="list-style-type: none"> • Section 3.14, Transportation • Section 3.12, Population and Housing • Section 3.13, Public Services and Recreation
Individual	Cheri Ng	10/09/2019	<ul style="list-style-type: none"> • Concern regarding height and density of residential buildings 	<ul style="list-style-type: none"> • Section 3.1, Aesthetics, Light, and Glare
Individual	Melinda Morse	10/10/2019	<ul style="list-style-type: none"> • Expresses confusion on low income housing requirements 	<ul style="list-style-type: none"> • Section 3.12, Population and Housing
Individual	H. Chung	10/12/2019	<ul style="list-style-type: none"> • Concern for public school overcrowding 	<ul style="list-style-type: none"> • Section 3.13, Public Services and Recreation
Individual	Hamid Rezaei	10/12/2019	<ul style="list-style-type: none"> • Concern for public school overcrowding • Concern for additional traffic • Concern for increased crime 	<ul style="list-style-type: none"> • Section 3.13, Public Services and Recreation • Section 3.14, Transportation
Individual	Kathy Senti	10/12/2019	<ul style="list-style-type: none"> • Concern for additional traffic • Concern for public school overcrowding 	<ul style="list-style-type: none"> • Section 3.14, Transportation • Section 3.13, Public Services and Recreation
Individual	Franette	10/12/2019	<ul style="list-style-type: none"> • Expresses support for infill development • Concern for additional traffic • Suggests adding daycare or schools to project • Requests increased setbacks on Camino Ramon 	<ul style="list-style-type: none"> • Section 3.10, Land Use • Section 3.14, Transportation • Section 3.13, Public Services and Recreation
Individual	Sangam	10/12/2019	<ul style="list-style-type: none"> • Concern for public school overcrowding • Concern for additional traffic 	<ul style="list-style-type: none"> • Section 3.13, Public Services and Recreation • Section 3.14, Transportation
Individual	Anonymous	10/12/2019	<ul style="list-style-type: none"> • Concern regarding traffic • Concern regarding building design 	<ul style="list-style-type: none"> • Section 3.14, Transportation • Section 3.1, Aesthetics, Light, and Glare

Agency/Organization	Author	Date	Comment Summary	Coverage in Draft EIR
Individual	Phyllis Combs	10/14/2019	<ul style="list-style-type: none"> Concern for additional traffic Concern for public school overcrowding 	<ul style="list-style-type: none"> Section 3.14, Transportation Section 3.13, Public Services and Recreation
Individuals	Rochelle and Sheldon Nelson	10/14/2019	<ul style="list-style-type: none"> Concern for traffic along Bollinger Canyon Road 	<ul style="list-style-type: none"> Section 3.14, Transportation
Individual	Jim Blickenstaff	10/15/2019	<ul style="list-style-type: none"> Notes project does not meet parkland dedication requirements Requests estimation of project generated school age children Inquires about how additional police service demand would be compensated Requests traffic analysis Requests visual simulations Requests collaboration with EBMUD 	<ul style="list-style-type: none"> Section 3.13, Public Services and Recreation Section 3.14, Transportation Section 3.1, Aesthetics, Light, and Glare Section 3.15, Utilities and Service Systems
Individual	Robert Klinger	10/15/2019	<ul style="list-style-type: none"> Requests applicant pay public service impact fees 	<ul style="list-style-type: none"> Section 3.13, Public Services and Recreation
Individual	Philip Hensley	10/15/2019	<ul style="list-style-type: none"> Concern regarding the placement of housing within Bishop Ranch Concern regarding existing and future traffic Suggests that infrastructure (roads, schools, water) can support proposed development 	<ul style="list-style-type: none"> Section 3.10, Land Use Section 3.14, Transportation Section 3.13, Public Services and Recreation
Individual	Larry Feigenbaum	10/16/2019	<ul style="list-style-type: none"> Concern for additional traffic Concern for public school overcrowding 	<ul style="list-style-type: none"> Section 3.14, Transportation Section 3.13, Public Services and Recreation
Individual	Ashwin Kamath	10/16/2019	<ul style="list-style-type: none"> Concern for additional traffic 	<ul style="list-style-type: none"> Section 3.14, Transportation
Individual	Shaughn Park	10/16/2019	<ul style="list-style-type: none"> Concern for additional traffic Concern for increased crime 	<ul style="list-style-type: none"> Section 3.14, Transportation Section 3.13, Public Services and Recreation

Agency/Organization	Author	Date	Comment Summary	Coverage in Draft EIR
Individual	Stan Sinita	10/16/2019	<ul style="list-style-type: none"> • Suggests trail bridges over nearby roads for public safety • Suggests transportation improvements 	<ul style="list-style-type: none"> • Section 3.14, Transportation
Individual	Randall Riley	10/18/2019	<ul style="list-style-type: none"> • Concern for additional traffic 	<ul style="list-style-type: none"> • Section 3.14, Transportation
Individual	Kenneth Sturm	10/19/2019	<ul style="list-style-type: none"> • Concern for additional traffic • Concern for public school overcrowding 	<ul style="list-style-type: none"> • Section 3.14, Transportation • Section 3.13, Public Services and Recreation
Individual	Erin Barca	10/21/2019	<ul style="list-style-type: none"> • Concern for additional parkland use 	<ul style="list-style-type: none"> • Section 3.13, Public Services and Recreation
Individual	Tim Sevilla	10/23/2019	<ul style="list-style-type: none"> • Concern for additional traffic • Notes insufficient I-680 ramps • Concern for public school overcrowding • Concern for increased crime 	<ul style="list-style-type: none"> • Section 3.14, Transportation • Section 3.13, Public Services and Recreation
Individual	Jim Blickenstaff	10/25/2019	<ul style="list-style-type: none"> • Notes project does not meet parkland dedication requirements • Requests public school impact mitigation • Inquires how additional police service demand would be compensated • Requests traffic analysis • Requests compliance with building height limits • Requests visual simulations • Requests collaboration with EBMUD 	<ul style="list-style-type: none"> • Section 3.13, Public Services and Recreation • Section 3.14, Transportation • Section 3.1, Aesthetics, Light, and Glare • Section 3.15, Utilities and Service Systems
Individual	Janet E. Jimenez	10/25/2019	<ul style="list-style-type: none"> • Concern for proposed residential parking • Requests parkland dedication requirements are met • Concern for public school needs • Asks traffic questions • Asks about utilities' ability to serve • Concern for proposed building heights' effect on community character 	<ul style="list-style-type: none"> • Section 3.13, Public Services and Recreation • Section 3.14, Transportation • Section 3.15, Utilities and Service Systems • Section 3.1, Aesthetics, Light, and Glare

Agency/Organization	Author	Date	Comment Summary	Coverage in Draft EIR
Individual	Sherrie Sivaraman	10/25/2019	<ul style="list-style-type: none"> • Concern for additional traffic • Concern for air quality from additional traffic • Concern for additional noise • Concern for public school overcrowding • Concern for increased sewer demand • Concern for drainage infrastructure • Concern for wildlife habitat 	<ul style="list-style-type: none"> • Section 3.14, Transportation • Section 3.2, Air Quality • Section 3.11, Noise • Section 3.13, Public Services and Recreation • Section 3.15, Utilities and Service Systems • Section 3.3, Biological Resources

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September 2, 2019

Lauren Barr
City of San Ramon
7000 Bollinger Canyon Rd.
San Ramon, CA

Ref: Gas and Electric Transmission and Distribution

Dear Ms. Barr,

Thank you for submitting Bishop Ranch 1A, 3A, and 2600 plans for our review. PG&E will review the submitted plans in relationship to any existing Gas and Electric facilities within the project area. If the proposed project is adjacent/or within PG&E owned property and/or easements, we will be working with you to ensure compatible uses and activities near our facilities.

Attached you will find information and requirements as it relates to Gas facilities (Attachment 1) and Electric facilities (Attachment 2). Please review these in detail, as it is critical to ensure your safety and to protect PG&E's facilities and its existing rights.

Below is additional information for your review:

1. This plan review process does not replace the application process for PG&E gas or electric service your project may require. For these requests, please continue to work with PG&E Service Planning: https://www.pge.com/en_US/business/services/building-and-renovation/overview/overview.page.
2. If the project being submitted is part of a larger project, please include the entire scope of your project, and not just a portion of it. PG&E's facilities are to be incorporated within any CEQA document. PG&E needs to verify that the CEQA document will identify any required future PG&E services.
3. An engineering deposit may be required to review plans for a project depending on the size, scope, and location of the project and as it relates to any rearrangement or new installation of PG&E facilities.

Any proposed uses within the PG&E fee strip and/or easement, may include a California Public Utility Commission (CPUC) Section 851 filing. This requires the CPUC to render approval for a conveyance of rights for specific uses on PG&E's fee strip or easement. PG&E will advise if the necessity to incorporate a CPUC Section 851 filing is required.

This letter does not constitute PG&E's consent to use any portion of its easement for any purpose not previously conveyed. PG&E will provide a project specific response as required.

Sincerely,

Plan Review Team
Land Management



Attachment 1 – Gas Facilities

There could be gas transmission pipelines in this area which would be considered critical facilities for PG&E and a high priority subsurface installation under California law. Care must be taken to ensure safety and accessibility. So, please ensure that if PG&E approves work near gas transmission pipelines it is done in adherence with the below stipulations. Additionally, the following link provides additional information regarding legal requirements under California excavation laws: <http://usanorth811.org/wp-content/uploads/2017/05/CA-LAW-English.pdf>

1. **Standby Inspection:** A PG&E Gas Transmission Standby Inspector must be present during any demolition or construction activity that comes within 10 feet of the gas pipeline. This includes all grading, trenching, substructure depth verifications (potholes), asphalt or concrete demolition/removal, removal of trees, signs, light poles, etc. This inspection can be coordinated through the Underground Service Alert (USA) service at 811. A minimum notice of 48 hours is required. Ensure the USA markings and notifications are maintained throughout the duration of your work.
2. **Access:** At any time, PG&E may need to access, excavate, and perform work on the gas pipeline. Any construction equipment, materials, or spoils may need to be removed upon notice. Any temporary construction fencing installed within PG&E's easement would also need to be capable of being removed at any time upon notice. Any plans to cut temporary slopes exceeding a 1:4 grade within 10 feet of a gas transmission pipeline need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.
3. **Wheel Loads:** To prevent damage to the buried gas pipeline, there are weight limits that must be enforced whenever any equipment gets within 10 feet of traversing the pipe.

Ensure a list of the axle weights of all equipment being used is available for PG&E's Standby Inspector. To confirm the depth of cover, the pipeline may need to be potholed by hand in a few areas.

Due to the complex variability of tracked equipment, vibratory compaction equipment, and cranes, PG&E must evaluate those items on a case-by-case basis prior to use over the gas pipeline (provide a list of any proposed equipment of this type noting model numbers and specific attachments).

No equipment may be set up over the gas pipeline while operating. Ensure crane outriggers are at least 10 feet from the centerline of the gas pipeline. Transport trucks must not be parked over the gas pipeline while being loaded or unloaded.

4. **Grading:** PG&E requires a minimum of 36 inches of cover over gas pipelines (or existing grade if less) and a maximum of 7 feet of cover at all locations. The graded surface cannot exceed a cross slope of 1:4.
5. **Excavating:** Any digging within 2 feet of a gas pipeline must be dug by hand. Note that while the minimum clearance is only 12 inches, any excavation work within 24 inches of the edge of a pipeline must be done with hand tools. So to avoid having to dig a trench entirely with hand tools, the edge of the trench must be over 24 inches away. (Doing the math for a 24 inch wide trench being dug along a 36 inch pipeline, the centerline of the trench would need to be at least 54 inches $[24/2 + 24 + 36/2 = 54]$ away, or be entirely dug by hand.)



Water jetting to assist vacuum excavating must be limited to 1000 psig and directed at a 40° angle to the pipe. All pile driving must be kept a minimum of 3 feet away.

Any plans to expose and support a PG&E gas transmission pipeline across an open excavation need to be approved by PG&E Pipeline Services in writing PRIOR to performing the work.

6. Boring/Trenchless Installations: PG&E Pipeline Services must review and approve all plans to bore across or parallel to (within 10 feet) a gas transmission pipeline. There are stringent criteria to pothole the gas transmission facility at regular intervals for all parallel bore installations.

For bore paths that cross gas transmission pipelines perpendicularly, the pipeline must be potholed a minimum of 2 feet in the horizontal direction of the bore path and a minimum of 12 inches in the vertical direction from the bottom of the pipe with minimum clearances measured from the edge of the pipe in both directions. Standby personnel must watch the locator trace (and every ream pass) the path of the bore as it approaches the pipeline and visually monitor the pothole (with the exposed transmission pipe) as the bore traverses the pipeline to ensure adequate clearance with the pipeline. The pothole width must account for the inaccuracy of the locating equipment.

7. Substructures: All utility crossings of a gas pipeline should be made as close to perpendicular as feasible (90° +/- 15°). All utility lines crossing the gas pipeline must have a minimum of 12 inches of separation from the gas pipeline. Parallel utilities, pole bases, water line 'kicker blocks', storm drain inlets, water meters, valves, back pressure devices or other utility substructures are not allowed in the PG&E gas pipeline easement.

If previously retired PG&E facilities are in conflict with proposed substructures, PG&E must verify they are safe prior to removal. This includes verification testing of the contents of the facilities, as well as environmental testing of the coating and internal surfaces. Timelines for PG&E completion of this verification will vary depending on the type and location of facilities in conflict.

8. Structures: No structures are to be built within the PG&E gas pipeline easement. This includes buildings, retaining walls, fences, decks, patios, carports, septic tanks, storage sheds, tanks, loading ramps, or any structure that could limit PG&E's ability to access its facilities.

9. Fencing: Permanent fencing is not allowed within PG&E easements except for perpendicular crossings which must include a 16 foot wide gate for vehicular access. Gates will be secured with PG&E corporation locks.

10. Landscaping: Landscaping must be designed to allow PG&E to access the pipeline for maintenance and not interfere with pipeline coatings or other cathodic protection systems. No trees, shrubs, brush, vines, and other vegetation may be planted within the easement area. Only those plants, ground covers, grasses, flowers, and low-growing plants that grow unsupported to a maximum of four feet (4') in height at maturity may be planted within the easement area.

11. Cathodic Protection: PG&E pipelines are protected from corrosion with an "Impressed Current" cathodic protection system. Any proposed facilities, such as metal conduit, pipes,



service lines, ground rods, anodes, wires, etc. that might affect the pipeline cathodic protection system must be reviewed and approved by PG&E Corrosion Engineering.

12. Pipeline Marker Signs: PG&E needs to maintain pipeline marker signs for gas transmission pipelines in order to ensure public awareness of the presence of the pipelines. With prior written approval from PG&E Pipeline Services, an existing PG&E pipeline marker sign that is in direct conflict with proposed developments may be temporarily relocated to accommodate construction work. The pipeline marker must be moved back once construction is complete.

13. PG&E is also the provider of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs which may endanger the safe operation of its facilities.



Attachment 2 – Electric Facilities

It is PG&E's policy to permit certain uses on a case by case basis within its electric transmission fee strip(s) and/or easement(s) provided such uses and manner in which they are exercised, will not interfere with PG&E's rights or endanger its facilities. Some examples/restrictions are as follows:

1. **Buildings and Other Structures:** No buildings or other structures including the foot print and eave of any buildings, swimming pools, wells or similar structures will be permitted within fee strip(s) and/or easement(s) areas. PG&E's transmission easement shall be designated on subdivision/parcel maps as **"RESTRICTED USE AREA – NO BUILDING."**
2. **Grading:** Cuts, trenches or excavations may not be made within 25 feet of our towers. Developers must submit grading plans and site development plans (including geotechnical reports if applicable), signed and dated, for PG&E's review. PG&E engineers must review grade changes in the vicinity of our towers. No fills will be allowed which would impair ground-to-conductor clearances. Towers shall not be left on mounds without adequate road access to base of tower or structure.
3. **Fences:** Walls, fences, and other structures must be installed at locations that do not affect the safe operation of PG&E's facilities. Heavy equipment access to our facilities must be maintained at all times. Metal fences are to be grounded to PG&E specifications. No wall, fence or other like structure is to be installed within 10 feet of tower footings and unrestricted access must be maintained from a tower structure to the nearest street. Walls, fences and other structures proposed along or within the fee strip(s) and/or easement(s) will require PG&E review; submit plans to PG&E Centralized Review Team for review and comment.
4. **Landscaping:** Vegetation may be allowed; subject to review of plans. On overhead electric transmission fee strip(s) and/or easement(s), trees and shrubs are limited to those varieties that do not exceed 15 feet in height at maturity. PG&E must have access to its facilities at all times, including access by heavy equipment. No planting is to occur within the footprint of the tower legs. Greenbelts are encouraged.
5. **Reservoirs, Sumps, Drainage Basins, and Ponds:** Prohibited within PG&E's fee strip(s) and/or easement(s) for electric transmission lines.
6. **Automobile Parking:** Short term parking of movable passenger vehicles and light trucks (pickups, vans, etc.) is allowed. The lighting within these parking areas will need to be reviewed by PG&E; approval will be on a case by case basis. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications. Blocked-up vehicles are not allowed. Carports, canopies, or awnings are not allowed.
7. **Storage of Flammable, Explosive or Corrosive Materials:** There shall be no storage of fuel or combustibles and no fueling of vehicles within PG&E's easement. No trash bins or incinerators are allowed.
8. **Streets and Roads:** Access to facilities must be maintained at all times. Street lights may be allowed in the fee strip(s) and/or easement(s) but in all cases must be reviewed by PG&E for



proper clearance. Roads and utilities should cross the transmission easement as nearly at right angles as possible. Road intersections will not be allowed within the transmission easement.

9. Pipelines: Pipelines may be allowed provided crossings are held to a minimum and to be as nearly perpendicular as possible. Pipelines within 25 feet of PG&E structures require review by PG&E. Sprinklers systems may be allowed; subject to review. Leach fields and septic tanks are not allowed. Construction plans must be submitted to PG&E for review and approval prior to the commencement of any construction.

10. Signs: Signs are not allowed except in rare cases subject to individual review by PG&E.

11. Recreation Areas: Playgrounds, parks, tennis courts, basketball courts, barbecue and light trucks (pickups, vans, etc.) may be allowed; subject to review of plans. Heavy equipment access to PG&E facilities is to be maintained at all times. Parking is to clear PG&E structures by at least 10 feet. Protection of PG&E facilities from vehicular traffic is to be provided at developer's expense AND to PG&E specifications.

12. Construction Activity: Since construction activity will take place near PG&E's overhead electric lines, please be advised it is the contractor's responsibility to be aware of, and observe the minimum clearances for both workers and equipment operating near high voltage electric lines set out in the High-Voltage Electrical Safety Orders of the California Division of Industrial Safety (<https://www.dir.ca.gov/Title8/sb5g2.htm>), as well as any other safety regulations. Contractors shall comply with California Public Utilities Commission General Order 95 (http://www.cpuc.ca.gov/gos/GO95/go_95_startup_page.html) and all other safety rules. No construction may occur within 25 feet of PG&E's towers. All excavation activities may only commence after 811 protocols has been followed.

Contractor shall ensure the protection of PG&E's towers and poles from vehicular damage by (installing protective barriers) Plans for protection barriers must be approved by PG&E prior to construction.

13. PG&E is also the owner of distribution facilities throughout many of the areas within the state of California. Therefore, any plans that impact PG&E's facilities must be reviewed and approved by PG&E to ensure that no impact occurs that may endanger the safe and reliable operation of its facilities.



**SAN RAMON VALLEY UNIFIED SCHOOL DISTRICT
FACILITIES DEVELOPMENT**

3280 Crow Canyon Road, San Ramon, CA 94583
Office (925) 552-5986 FAX (925) 328-0560

September 10, 2019

City of San Ramon
Planning Services Division
ATTENTION: Lauren Barr, Planning Manager
2401 Crow Canyon Road
San Ramon, CA 94583

**RE: City Center Mixed Use Master Plan
DP 19-300-00, AR 19-200-056**

Dear Mr. Barr,

Thank you for the opportunity to respond to the proposed City Center Mixed Use Master Plan project.

The San Ramon Valley Unified School District continually monitors growth within its boundaries in an effort to accommodate new and existing students. On April 19, 2016, San Ramon Valley Unified School District's Board of Education unanimously approved staff's recommendation to modify the Twin Creeks Elementary School boundary by reassigning Park Central and City Center residential developments to two different nearby elementary schools thereby distributing the impact of these developments to multiple campuses.

Approved under the current General Plan are 487 units to be built in the City Center area. The district has plans in place to accommodate students generated from these approved units. However, it is our understanding that given the proposed City Center Mixed Use Plan the district could be faced with the possibility of housing students from an additional 4,000 units (depending on density bonuses). If the proposed changes are made to the General Plan to include these residential units, the district would update its facilities plans utilizing all available resources such as developer fees to house these additional students.

Should you have any questions or concerns please, do not hesitate to contact me.

Sincerely,

A handwritten signature in blue ink, appearing to read "Gary Black", is written over a horizontal line.

Gary Black

Assistant Superintendent, Facilities and Operations

Barr, Lauren

From: Russ Leavitt <RLeavitt@centralsan.org>
Sent: Friday, September 13, 2019 2:38 PM
To: Barr, Lauren
Cc: Dan Frost; Danea Gemmell
Subject: DP 19-300-00, AR 19-200-0556; San Ramon City Center Mixed Use Master Plan Comments
Attachments: RUSSELL B LEAVITT.vcf

According to Central Contra Costa Sanitary District (Central San) records, the project area is within Central San's service area. The proposed development is located near numerous existing Central San sewers. Depending on the connection location(s), some project wastewater would flow to the north by gravity to the Central San's wastewater treatment plant in near the Interstate 680/State Route 4 interchange in unincorporated Martinez. The remaining wastewater would flow south by gravity to Central San's San Ramon Pump Station, then be pumped north until it flows by gravity to the treatment plant.

The City Center Mixed Use Master Plan includes proposed residential and retail use quantities (e.g., number of residential units and retail space square footage), but does not indicate the type(s) of retail space, nor estimated wastewater flows. Central San was not able to determine the proposed sewer connection location(s) from the utility plans included in Attachment D. As noted above, the connection location is vital to knowing the routing of the wastewater flow and its demand on sewer capacity.

Central San received supplemental information, separate from this Master Plan, from a subconsultant working for the developer and has initiated a preliminary review of the collection system capacity based on that information. Depending on the findings from the preliminary capacity review, additional information may be required to confirm anticipated wastewater flows (e.g., how much retail space is anticipated to be restaurant/food service) and the location of sewer connection.

Central San also needs to confirm if there is adequate collection system capacity to accept wastewater flow from the proposed development. If there is not adequate capacity to serve the development, capacity improvements may be required and the development may be responsible for all or a portion of the cost of those capacity improvements.

The current discharge permit for Central San's wastewater treatment plant allows an average dry weather flow discharge rate of 53.8 million gallons per day (mgd), based on a secondary level of treatment. The actual average dry weather flow rate in the year 2018 was 31.1 mgd. Central San estimates the project will add 507,000 gallons per day (0.507 mgd) in treatment demand, based on an assumption that the retail space is essentially all general commercial/offices and does not include food or restaurant service. Compared to the remaining treatment plant capacity of 22.7 mgd. The project's demand represents about two percent of the remaining treatment plant discharge limit. The project, therefore, would have a less-than-significant effect on available treatment plant capacity.

The proposed project includes commercial business activity uses. The developer should be aware that Central San's Source Control Ordinance is applicable to potential commercial tenants. Project improvement plans must be reviewed by Central San to determine the specific source control requirements that will apply.

In general, the payment of capital improvement fees is required for developments that generate an added wastewater capacity demand to the sanitary sewer system. This project may be subject to substantial capital improvement fees due to its size or uses. The applicant must submit full-size improvement plans for Central San Permit staff to review and pay all appropriate fees. For more sewer connection and fee information, the applicant should contact the Central San Permit Section at (925) 229-7371. Thanks!

RUSSELL B. LEAVITT

Engineering Assistant III

v: (925) 229-7255 f: (925) 228-4624

RLEAVITT@centralsan.org



**Central Contra Costa
Sanitary District**

5019 Imhoff Place, Martinez, California 94553-4392

DEPARTMENT OF TRANSPORTATION

DISTRICT 4
OFFICE OF TRANSIT AND COMMUNITY PLANNING
P.O. BOX 23660, MS-10D
OAKLAND, CA 94623-0660
PHONE (510) 286-5528
TTY 711
www.dot.ca.gov



*Making Conservation
a California Way of Life.*

September 13, 2019

GTS #04-CC-2019-00395

GTS ID: 16956

Co/Rt/Pm: CC/680/3.20

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

Project – Bishop Ranch City Center Mixed Use Master Plan- Early Review

Dear Lauren Barr:

Thank you for including the California Department of Transportation (Caltrans) in the early review process for this project. In tandem with the Metropolitan Transportation Commission's (MTC) Sustainable Communities Strategy (SCS), Caltrans' mission signals our continuing approach to evaluate and mitigate impacts to the State's multimodal transportation network. Our comments are based on the August 2019 Draft City Center Mixed-Use Master Plan.

Project Understanding

The City Center Mixed-Use Master Plan is in the early review stage. The site is located in San Ramon and is bounded by Bishop Drive from the west, Camino Ramon from the east, Executive Parkway from the North, and Bollinger Canyon Road from the South. 4,500 multi-family units, a 169-key hotel, and up to 170,000 square feet of retail and new office parking structures are proposed within the 134.98-acre site. Regional access is provided by I-680 and is approximately 1,900 feet from the Bollinger Canyon Road on- and off-ramps. The site is within a planned Priority Development Area and is within 1/4 mile of bus transit service.

Travel Demand Analysis

Please submit a travel demand analysis that provides a VMT analysis resulting from the Master Plan. With the enactment of Senate Bill (SB) 743, Caltrans is focusing on transportation infrastructure that supports smart growth and efficient development to ensure alignment with State policies using efficient development patterns, innovative travel demand reduction strategies,

multimodal improvements, and VMT as the primary transportation impact metric. Please ensure that the travel demand analysis includes:

- A VMT analysis pursuant to the City's guidelines or, if the City has no guidelines, the Office of Planning and Research's Guidelines (http://opr.ca.gov/docs/20190122-743_Technical_Advisory.pdf). Projects that result in automobile VMT per capita greater than 15% below existing (i.e. baseline) city-wide or regional values for similar land use types may indicate a significant impact. If necessary, mitigation for increasing VMT should be identified. Mitigation should support the use of transit and active transportation modes. Potential mitigation measures that include the requirements of other agencies such as Caltrans are fully enforceable through permit conditions, agreements, or other legally-binding instruments under the control of the City.
- In addition to the schematic illustrations of walking, biking and auto conditions at the project site and study area roadways, identify potential safety issues for all road users should be identified and fully mitigated.
- The project's primary and secondary effects on pedestrians, bicycles, travelers with disabilities and transit performance should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access to pedestrians, bicycle, and transit facilities must be maintained.
- Analysis of the impacts of transportation network companies (TNCs), and ways to mitigate these impacts.
- Clarification of the intensity of events/receptions to be held at the location and how the associated travel demand and VMT will be mitigated.

With respect to the local and regional roadway system, provide project related trip generation, distribution, and assignment estimates. To ensure that queue formation does not create traffic conflicts, the project-generated trips should be added to the existing, future and cumulative scenario traffic volumes for the intersections and freeway ramps listed below. Potential queuing issues should be evaluated including on-ramp storage capacity and analysis of freeway segments near the project; turning movements should also be evaluated. In conducting these evaluations, it is necessary to use demand volumes rather than output volumes or constrained flow volume.

- Local Intersections along Bollinger Canyon Road, Crow Canyon Road and

- Alcosta Boulevard;
- Bollinger Canyon Road on- and off-ramps for northbound and southbound directions; and
- Crow Canyon Road on- and off-ramps for northbound and southbound directions.

Multimodal Planning

The project's primary and secondary effects on pedestrians, bicyclists, travelers with disabilities, and transit users should be evaluated, including countermeasures and trade-offs resulting from mitigating VMT increases. Access for pedestrians and bicyclists to transit facilities must be maintained. These smart growth approaches are consistent with MTC's Regional Transportation Plan/SCS and would help meet Caltrans Strategic Management targets.

Vehicle Trip Reduction

From Caltrans' *Smart Mobility 2010: A Call to Action for the New Decade*, the project site is identified as **Place Type 2a: Close-in Centers** where location efficiency factors, such as community design, are moderate and regional accessibility is strong. Given the place, type and size of the project, it should include a robust Transportation Demand Management (TDM) Program to reduce VMT and greenhouse gas emissions. Such measures are critical to facilitating efficient site access. The measures listed below will promote smart mobility and reduce regional VMT.

- Project design to encourage walking, bicycling and transit access;
- Transit and trip planning resources such as a commute information kiosk;
- Real-time transit information system;
- Transit subsidies on an ongoing basis;
- Ten percent vehicle parking reductions;
- Charging stations and designated parking spaces for electric vehicles;
- Carpool and clean-fuel parking spaces;
- Designated parking spaces for a car share program;
- Unbundled parking;
- Showers, changing rooms and clothing lockers for employees that commute via active transportation;
- Emergency Ride Home program;
- Employee transportation coordinator;
- Secured bicycle storage facilities;
- Fix-it bicycle repair station(s);
- Bicycle route mapping resources;

- Participation/Formation in/of a Transportation Management Association (TMA) in partnership with other developments in the area; and
- Aggressive trip reduction targets with Lead Agency monitoring and enforcement.

Transportation Demand Management programs should be documented with annual monitoring reports by an onsite TDM coordinator to demonstrate effectiveness. If the project does not achieve the VMT reduction goals, the reports should also include next steps to take in order to achieve those targets. Also, reducing parking supply can encourage active forms of transportation, reduce regional VMT, and lessen future transportation impacts on State facilities. These smart growth approaches are consistent with the MTC's Regional Transportation Plan/SCS goals and would meet Caltrans Strategic Management Plan sustainability goals.

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). The reference is available online at: <http://www.ops.fhwa.dot.gov/publications/fhwahop12035/fhwahop12035.pdf>.

Transportation Impact Fees

The Lead Agency should identify project-generated travel demand and estimate the costs of transit and active transportation improvements necessitated by the proposed project; viable funding sources such as development and/or transportation impact fees should also be identified. We encourage a sufficient allocation of fair share contributions toward multimodal and regional transit improvements to fully mitigate cumulative impacts to regional transportation. We also strongly support measures to increase sustainable mode shares, thereby reducing VMT. The Lead Agency should also consider fair share fees for shuttles that use the public curb space.

The City should also ensure that a capital improvement plan identifying the cost of needed improvements, funding sources, and a scheduled plan for implementation is prepared. Caltrans welcomes the opportunity to work with the City and local partners to secure the funding for needed mitigation. Traffic mitigation- or cooperative agreements are examples of such measures.

Hydraulics

Please provide drainage plans, details and calculations to demonstrate the level of impact to the existing drainage system near I-680. Potential issues and mitigation measures must be identified.

Construction-Related Impacts

Potential impacts to the State Right-of-Way (ROW) from project-related temporary access points should be analyzed. Mitigation for significant impacts due to construction and noise should be identified. Project work that requires movement of oversized or excessive load vehicles on state roadways requires a transportation permit that is issued by Caltrans. To apply, visit:

<https://dot.ca.gov/programs/traffic-operations/transportation-permits>.

Prior to construction, coordination is required with Caltrans to develop a Transportation Management Plan (TMP) to reduce construction traffic impacts to the STN.

Utilities

Any utilities that are proposed, moved or modified within Caltrans' Right-of-Way (ROW) shall be discussed. If utilities are impacted by the project, provide site plans that show the location of existing and/or proposed utilities. These modifications require a Caltrans-issued encroachment permit.

Lead Agency

As the Lead Agency, the City of San Ramon is responsible for all project mitigation, including any needed improvements to the State Transportation Network (STN.) The project's fair share contribution, financing, scheduling, implementation responsibilities and lead agency monitoring should be fully discussed for all proposed mitigation measures.

Encroachment Permit

Please be advised that any work or traffic control that encroaches onto I-680 requires a Caltrans-issued encroachment permit. To obtain an encroachment permit, a completed encroachment permit application, environmental documentation, six (6) sets of plans clearly indicating the State ROW, and six (6) copies of signed, dated and stamped (include stamp expiration date) traffic control plans must be submitted to: Office of Encroachment Permits, California DOT, District 4, P.O. Box 23660, Oakland, CA 94623-0660. To download the permit application and obtain more information, visit

<https://dot.ca.gov/programs/traffic-operations/ep/applications>.

Lauren Barr, Planning Manager
September 13, 2019
Page 6

Thank you again for including Caltrans in the early review process. We look forward to reviewing the subsequent environmental documents. Should you have any questions regarding this letter, please contact Mark Leong at 510-622-1644 or mark.leong@dot.ca.gov.

Sincerely,



Wahida Rashid
Acting District Branch Chief
Local Development - Intergovernmental Review



Gavin Newsom
Governor

STATE OF CALIFORNIA
Governor's Office of Planning and Research
State Clearinghouse and Planning Unit



Kate Gordon
Director

Notice of Preparation

September 25, 2019

To: Reviewing Agencies
Re: City Center Mixed Use Master Plan
SCH# 2019090586

RECEIVED
SEP 30 2019
CITY OF SAN RAMON
PLANNING SERVICES

Attached for your review and comment is the Notice of Preparation (NOP) for the City Center Mixed Use Master Plan draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Mr. Lauren Barr, Planning Manager
San Ramon, City of
2601 Crow Canyon Road
San Ramon, CA 94583

with a copy to the State Clearinghouse in the Office of Planning and Research at state.clearinghouse@opr.ca.gov. Please refer to the SCH number noted above in all correspondence concerning this project on our website: <https://ceqanet.opr.ca.gov/2019090586/2>.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Scott Morgan
Director, State Clearinghouse

cc: Lead Agency

Notice of Completion & Environmental Document Transmittal

Mail to: State Clearinghouse, P.O. Box 3044, Sacramento, CA 95812-3044 (916) 445-0613

For Hand Delivery/Street Address: 1400 Tenth Street, Sacramento, CA 95814

SCH# 9090586

Project Title: City Center Mixed Use Master Plan**Lead Agency:** City of San Ramon**Contact Person:** Mr. Lauren Barr, Planning Manager**Mailing Address:** 2601 Crow Canyon Road**Phone:** 925 973 2567**City:** San Ramon**Zip:** 94583**County:** Contra Costa**Project Location:** County: Contra Costa**City/Nearest Community:** San Ramon**Cross Streets:** Camino Ramon / Bollinger Canyon Road**Zip Code:** 94583**Longitude/Latitude (degrees, minutes and seconds):** 37 ° 45 ' 50 " N / 121 ° 57 ' 25 " W **Total Acres:** 135**Assessor's Parcel No.:** 213-133-121 -122, -128**Section:** Unsec**Twp.:** 2 S**Range:** 1 W**Base:** Diablo**Within 2 Miles:** State Hwy #: 680**Waterways:** Watson Canyon Drainage**Airports:****Railways:****Schools:** San Ramon Valley Unified**Document Type:**CEQA: ☒ NOP
☐ Early Cons
☐ Neg Dec
☐ Mit Neg Dec☐ Draft EIR
☐ Supplement/Subsequent EIR
(Prior SCH No.) _____
Other: _____NEPA: ☐ NOI
☐ EA
☐ Draft EIS
☐ FONSI**Other:** ☐ Joint Document
☐ Final Document
☐ Other: _____

Governor's Office of Planning & Research

Local Action Type:☐ General Plan Update
☐ General Plan Amendment
☐ General Plan Element
☐ Community Plan☐ Specific Plan
☒ Master Plan
☐ Planned Unit Development
☐ Site Plan☐ Rezone
☐ Prezone
☒ Use Permit
☒ Land Use Change (e.g., etc.)

SEP 25 2019

STATE CLEARINGHOUSE

☐ Annexation
☐ Redevelopment
☐ Coastal Permit
☒ Other: Development Agrmt.**Development Type:**☒ Residential: Units 4500 Acres _____
☐ Office: Sq.ft. _____ Acres _____ Employees _____
☒ Commercial: Sq.ft. 166,000 Acres _____ Employees _____
☐ Industrial: Sq.ft. _____ Acres _____ Employees _____
☐ Educational: _____
☐ Recreational: _____
☐ Water Facilities: Type _____ MGD _____☐ Transportation: Type _____
☐ Mining: Mineral _____
☐ Power: Type _____ MW
☐ Waste Treatment: Type _____ MGD
☐ Hazardous Waste: Type _____
☒ Other: Hotel - 169 keys**Project Issues Discussed in Document:**☒ Aesthetic/Visual
☒ Agricultural Land
☒ Air Quality
☒ Archeological/Historical
☒ Biological Resources
☐ Coastal Zone
☒ Drainage/Absorption
☐ Economic/Jobs
☐ Fiscal
☒ Flood Plain/Flooding
☒ Forest Land/Fire Hazard
☒ Geologic/Seismic
☒ Minerals
☒ Noise
☒ Population/Housing Balance
☒ Public Services/Facilities☒ Recreation/Parks
☒ Schools/Universities
☒ Septic Systems
☒ Sewer Capacity
☒ Soil Erosion/Compaction/Grading
☒ Solid Waste
☒ Toxic/Hazardous
☒ Traffic/Circulation☒ Vegetation
☒ Water Quality
☒ Water Supply/Groundwater
☒ Wetland/Riparian
☒ Growth Inducement
☒ Land Use
☒ Cumulative Effects
☐ Other: _____**Present Land Use/Zoning/General Plan Designation:**

Office and undeveloped / City Center Mixed Use / City Center Mixed Use

Project Description: (please use a separate page if necessary)

The Master Plan contemplates 4,500 dwelling units and 166,000 square feet of commercial.

Note: The State Clearinghouse will assign identification numbers for all new projects. If a SCH number already exists for a project (e.g. Notice of Preparation or previous draft document) please fill in.

Regional Water Quality Control Board (RWQCB)

RWQCB 1
Cathleen Hudson
North Coast District (4)

RWQCB 2
Environmental Document
Coordinator


San Francisco Bay Region (2)

Central Coast Region (3)

Teresa Rodgers
Los Angeles Region (4)

RWQCB 55
Central Valley Region (5)

Central Valley Region (5)
Fresno Branch Office

 **RWQCB 6**
Central Valley Region (5)
Redding Branch Office

RWQCB 6V
Lahontan Region (6)
Victorville Branch Office

☐ RWQCB 7
Colorado River Basin Region (7)
☐ RWQCB 8

☐ **RWQCB 9**
Santa Ana Region (8)
San Diego Region (9)

Other _____

1

Conservancy

Updated 5/22/18



Comcast Cable
3055 Comcast Place
Livermore, CA 94551

October 2, 2019

Jerry Engen
Bishop Ranch, A Sunset Development Project
2600 Camino Ramon, Ste. 201
San Ramon, CA 94583

RE: Comcast Broadband Communications Services Availability at – Bishop Ranch, San Ramon, CA 94583

Dear Jerry:

This letter is to confirm that your proposed project located at – Bishop Ranch, San Ramon, CA 94583 is within Comcast's service territory.

Under its present plans, and upon owner's/developer's completion of the service application documents, Comcast expects to be in a position to provide its services to occupants in the referenced projects. Our broadband services include television, high-speed internet, and telephone services.

Arrangements to install the necessary service facilities are being made in accordance with Comcast's wiring infrastructure specifications and requirements.

You will be contacted by our local Engineering department to discuss the project specifics and align your project details to our construction process.

Sincerely,

A handwritten signature in black ink, appearing to read "David", followed by a large, stylized flourish or loop.

David Higginbotham
Comcast Cable Corporation
Field Sales Operations

ANNA M. ROTH, RN, MS, MPH
HEALTH SERVICES DIRECTOR

RANDALL L. SAWYER
CHIEF ENVIRONMENTAL HEALTH & HAZMAT OFFICER

JOCELYN STORTZ
ENVIRONMENTAL HEALTH DIRECTOR



CONTRA COSTA
ENVIRONMENTAL HEALTH

2120 Diamond Boulevard, Suite 100
Concord, California 94520

Ph (925) 608-5500
Fax (925) 608-5502
www.cchealth.org/eh/

October 2, 2019

City of San Ramon
Planning Services Department
Attn: Lauren Barr, Division Manager
2401 Crow Canyon Road
San Ramon, CA 94583

RECEIVED

OCT 17 2019

**CITY OF SAN RAMON
PLANNING SERVICES**

RE: City Center Mixed Use Master Plan
Bishop Ranch 1A, Bishop Ranch 3A, and Bishop Ranch 2600 Complexes
APN: Various
Service Request #: SR0014242

Dear Ms. Barr:

Contra Costa Environmental Health (CCEH) has received a request for agency comment regarding the above referenced project. The following are our comments [if the project is served by public sewer and public water]:

1. A permit from CCEH is required for any well or soil boring prior to commencing drilling activities, including those associated with water supply, environmental investigation and cleanup, or geotechnical investigation.
2. Any abandoned wells (water, environmental, or geotechnical) must be destroyed under permit from CCEH. If the existence of such wells are known in advance or discovered during construction or other activities, these must be clearly marked, kept secure, and destroyed pursuant to CCEH requirements.
3. A health permit is required for retail food facilities and public swimming pool/spas. Food facilities include restaurants, stores, bars, cafeterias, snack bars, kiosks at transit sites, and any business or operation that sells or gives food away to the public (including employees or students). Public swimming pools/spas include those found at health clubs, municipal pools, apartments, condominiums, and swim clubs; these facilities also include water parks, spray parks, and interactive water features.
4. Plans must be submitted to CCEH and approved prior to the issuance of building permits for such facilities noted in item (3). Prior to the submission of plans, CCEH staff is available to meet with prospective developers/operators to discuss the requirements for these facilities and the plan review process.
5. Dumpster areas serving retail food facilities are required to have a drain to the sanitary sewer and provided with a hot/cold water supply. It is recommended that developers be informed of this



requirement, since it is usually easier to plan for the installation of sewer and water in dumpster areas during initial construction rather than install these afterwards.

6. All retail food and swimming pool/spa facilities must have approved restrooms. This includes kiosks located at transit sites. It is recommended that developers be informed of this requirement, since it is usually easier to plan for the installation of restrooms during initial construction rather than install these afterwards.
7. Medical waste generators include hospitals, clinics, doctors' offices, veterinarians, skilled nursing facilities, and laboratories. These facilities must obtain a valid permit from CCEHD and meet the requirements of the Medical Waste Management Act.
8. Substantial construction and demolition (C & D) waste could result from this project. Hazardous construction and demolition materials should be separated from those that can be recycled or disposed.
9. Debris from construction or demolition activity must go to a solid waste or recycling facility that complies with the applicable requirements and can lawfully accept the material (e.g., solid waste permit, EA Notification, etc.). The debris must be transported by a hauler that can lawfully transport the material. Debris bins or boxes of one cubic yard or more owned by the collection service operator shall be identified with the name and telephone number of the agent servicing the container.
10. Non-source-separated waste materials must not be brought back to the contractor's yard unless the facility has the appropriate solid waste permit or EA Notification.
11. Body art facilities (e.g., tattoo, piercing, permanent cosmetics) require a permit from CCEHD. New facilities require a plan review and approval from CCEHD prior to the issuance of building permits. New facilities include existing buildings that are converted into a body art facility.
12. The proposed tenancy of all the buildings was not provided. If any tenancy is subject to regulation by CCEHD, the tenant must apply for the applicable health permit (e.g., medical waste).

These comments do not limit an applicant's obligation to comply with all applicable laws and regulations. If you should have any questions, please do not hesitate to call me at (925) 608-5538.

Sincerely,



W. Eric Fung, REHS
Environmental Health Specialist II

WEF:tf



155 Mason Circle
Concord, CA 94520
phone (925) 685-9301
fax (925) 685-0266
www.contracostamosquito.com

October 8, 2019

Lauren Barr
City of San Ramon
Community Development Dept.
2601 Crow Canyon Road
San Ramon, CA 94583

Re: City Center Mixed Use Master Plan Notice of Preparation of EIR

Dear Mr. Barr,

Thank you for the opportunity to express the position of the Contra Costa Mosquito & Vector Control District (the District) regarding the proposed scope and content of the Environmental Impact Report for the City Center Mixed Use Master Plan Project located in San Ramon.

As a bit of background, the District is tasked with reducing the risk of diseases spread through vectors in Contra Costa County by controlling them in a responsible, environmentally-conscious manner. A "vector" means any animal capable of transmitting the causative agent of human disease or capable of producing human discomfort or injury, including, but not limited to, mosquitoes, flies, mites, ticks, other arthropods, and rodents and other vertebrates. Under the California Health and Safety Code, property owners retain the responsibility to ensure that the structure(s), device(s), other project elements, and all additional facets of their property do not produce or harbor vectors or otherwise create a nuisance. Owners are required to take measures to abate any nuisance caused by activities undertaken and/or by the structure(s), device(s), or other feature(s) of their property. Failure by the owner to adequately address a nuisance may lead to abatement by the Contra Costa Mosquito & Vector Control District and civil penalties up to \$1,000 per day pursuant to California Health and Safety Code §2060-2067.

Potential impacts to human health by disease vectors is not properly addressed under CEQA—an oversight that has created problems for mosquito abatement and vector control agencies throughout California. The analysis for a project should consider evidence of potential environmental impacts, even if such impacts are not specifically listed on the Appendix G checklist [CEQA Guidelines, § 15063(f)]. To determine whether Public Health and Safety may be significantly impacted, lead agencies should refer to the California Health and Safety Code § 2000-2093 for definitions and liabilities associated with the creation of habitat conducive to vector production and to guidance provided by local mosquito and vector control districts/agencies in their determination of environmental impacts. For example, would the project:

- a) Increase the potential exposure of the public to disease vectors (e.g., mosquitoes, flies, ticks, and rats)?
- b) Increase potential mosquito/vector breeding habitat (i.e., areas of prolonged standing/ponded water like wetlands or stormwater treatment control BMPs and LID features)?

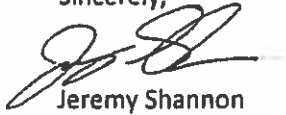
Protecting Public Health Since 1927

BOARD OF TRUSTEES

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Addressing these concerns in the environmental review and project planning phases can not only better protect public health and reduce the need for pesticide applications for vector control efforts, but avoid costly retrofits and fines for property owners in the future. Please don't hesitate to contact the District should you have any questions or need anything further.

Sincerely,

A handwritten signature in black ink, appearing to read 'J. Shannon', with a stylized flourish at the end.

Jeremy Shannon
Vector Control Planner
925-771-6119

jshannon@contracostamosquito.com

October 16, 2019

RECEIVED

OCT 31 2019

**CITY OF SAN RAMON
PLANNING SERVICES**

Lauren Barr, Planning Manager
City of San Ramon, Community Development Department
2601 Crow Canyon Road
San Ramon, CA 94583

Re: Notice of Preparation of an Environmental Impact Report-- City Center Mixed Use
Master Plan Project, San Ramon

Dear Mr. Barr:

East Bay Municipal Utility District (EBMUD) appreciates the opportunity to comment on the Notice of Preparation of an Environmental Impact Report for the City Center Mixed Use Master Plan Project located in the City of San Ramon (City). EBMUD has the following comments.

WATER SERVICE

Pursuant to Section 15155 of the California Environmental Quality Act Guidelines and Sections 10910-10915 of the California Water Code, the proposed project meets the threshold requirement for a Water Supply Assessment (WSA), because the entire scope of the project includes at least 500 dwelling units. Please submit a written request to EBMUD to prepare a WSA. EBMUD requires the project sponsor to provide future water demand data and estimates for the project site for the analysis of the WSA. Please be aware that the WSA can take up to 90 days to complete from the day on which the request is received.

Effective January 1, 2018, water service for new multi-unit structures shall be individually metered or sub-metered in compliance with State Senate Bill 7 (SB-7). SB-7 encourages conservation of water in multi-family residential and mixed-use multi-family and commercial buildings through metering infrastructure for each dwelling unit, including appropriate water billing safeguards for both tenants and landlords. EBMUD water services shall be conditioned for all development projects that are subject to SB-7 requirements and will be released only after the project sponsor has satisfied all requirements and provided evidence of conformance with SB-7.

EBMUD's Amador Pressure Zone, with a service elevation range between 340 and 540 feet, will serve the proposed development. A water main extension, at the project sponsor's expense, will be required to serve the proposed development. When the development plans are finalized, the project sponsor should contact EBMUD's New Business Office and request a water service estimate to determine costs and conditions for providing water service to the proposed development. Engineering and

installation of water mains and services require substantial lead time, which should be provided for in the project sponsor's development schedule.

A minimum 20-foot wide right-of-way is required for installation of new and replacement water mains. Utilities to be installed in the right-of-way with the water mains must be located such that the new water mains meet the minimum horizontal and vertical separation distances with other utilities as set forth in the California (Waterworks Standards) Code of Regulations, Title 22, Section 64572 (Water Main Separation) and EBMUD requirements for placement of water mains within a right-of-way. These minimum horizontal separation distance requirements include, but are not limited to, 10 feet between the water main and sewer, 5 feet between the water main and storm drain, 7 feet from the face of curb, and 5 feet from the edge of the right-of-way. In addition, water mains must be vertically located a minimum of one foot above sewers and storm drains.

WATER RECYCLING

The proposed project is within the boundaries of the Dublin San Ramon Services District—East Bay Municipal Utility District Recycled Water Authority (DERWA) San Ramon Valley Recycled Water Program. EBMUD's Policy 9.05 requires " . . . that customers . . . use non-potable water for non-domestic purposes when it is of adequate quality and quantity, available at reasonable cost, not detrimental to public health and not injurious to plant life, fish and wildlife" to offset demand on EBMUD's limited potable water supply. The proposed project may have a potential for significant recycled water demand and the applicant would be responsible for any main extension and on-site recycled water system. EBMUD requests all plumbing for feasible recycled water uses be plumbed separately from the on-site potable system in order to accept recycled water when it becomes available. Feasible recycled water uses may include, but are not limited to, landscape irrigation, commercial and industrial process use, and toilet and urinal flushing in non-residential buildings. EBMUD also requests that an estimate of expected water demand for feasible recycled water uses be provided in the EIR, and that the applicant coordinate closely with EBMUD regarding specifications for the recycled water system.

WATER CONSERVATION

The proposed project presents an opportunity to incorporate water conservation measures. EBMUD requests that the City include in its conditions of approval, a requirement that the project sponsor comply with Assembly Bill 325, "Model Water Efficient Landscape Ordinance," (Division 2, Title 23, California Code of Regulations, Chapter 2.7, Sections 490 through 495). The project sponsor should be aware that Section 31 of EBMUD's Water Service Regulations requires that water service shall not be furnished for new or expanded service unless all the applicable water-efficiency measures described in the regulation are installed at the project sponsor's expense.

Lauren Barr, Planning Manager
October 16, 2019
Page 3

If you have any questions concerning this response, please contact Timothy R. McGowan, Senior Civil Engineer, Major Facilities Planning Section at (510) 287-1981.

Sincerely,



David J. Rehnstrom
Manager of Water Distribution Planning

DJR:WTJ:sjp
sb19_192.doc

Barr, Lauren

Subject: FW: TVTC - City of San Ramon
Attachments: Envelope.pdf; San Ramon NOP EIR.pdf

From: Obaid Khan [<mailto:Obaid.Khan@dublin.ca.gov>]
Sent: Wednesday, October 16, 2019 10:32 AM
To: Bobadilla, Lisa <lbobadilla@sanramon.ca.gov>
Cc: Kristie Wheeler <Kristie.Wheeler@dublin.ca.gov>; Andrew Russell <Andrew.Russell@dublin.ca.gov>; Laurie Suggang <Laurie.Suggang@dublin.ca.gov>
Subject: FW: TVTC - City of San Ramon

Hi Lisa, thanks for discussing this project in San Ramon. As a follow up to our conversation I am sending these comments related to transportation items. You may get some additional input from our Planning Dept separately.

1. It is confirmed that this project will not violate the existing Dougherty Valley Settlement agreement. It would be good to have this conclusion mentioned/discussed in the environmental document.
2. Please provide a trip distribution map for the project so the City of Dublin could comments on the needed intersections to analyze along Dougherty Road and San Ramon Road corridors. I suggest using a Select Link analysis approach using the CCTA model to isolate the trip generation for this project. Please include the street network that includes the above two corridors and the I-580 interchanges, because any trip attractions will originate from the freeway if they were to go through Dublin.

Thanks again for your input and discussing the project over the phone. If you have any questions or comments on the above comments, please let me know.

Sincerely,



Obaid U. Khan, P.E.
Transportation and Operations Manager
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6630 | (925) 833-6651 FAX
obaid.khan@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.



Service Planning
Hayward Office
24300 Clawiter Road
Hayward, CA 94545

October 23, 2019

Jerry Engen
Sunset Development Company
2600 Camino Ramon, Suite 201
San Ramon, CA 94583

Re: Bishop Ranch Mixed Use Master Plan
Camino Ramon/Bollinger/Bishop – San Ramon

Dear Mr. Engen:

Gas and electric service is available to the above-mentioned site.

Extensions of these facilities will be made in accordance with our gas and electric rules and regulations on file with the State of California Public Utilities Commission at the time the applicant applies for gas and electric service.

Any relocation of existing facilities would be done at the developer's expense.

If you have any questions, please call me at 510-362-4295.

Sincerely,

Jessi Devgan

Jessi Devgan
Senior New Business Representative
Service Planning
Pacific Gas and Electric Company

cc: Andrea Sadler (Giacalone Design Services, Inc.)



Service Planning
Hayward Office
24300 Clawiter Road
Hayward, CA 94545

October 23, 2019

Jerry Engen
Sunset Development Company
2600 Camino Ramon, Suite 201
San Ramon, CA 94583

Re: Bishop Ranch Mixed Use Master Plan
Camino Ramon/Bollinger/Bishop – San Ramon

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If you have any questions, please call me at 510-362-4295.

Sincerely,

Jessi Devgan

Jessi Devgan
Senior New Business Representative
Service Planning
Pacific Gas and Electric Company

cc: Andrea Sadler (Giacalone Design Services, Inc.)



**SAN RAMON VALLEY UNIFIED SCHOOL DISTRICT
FACILITIES DEVELOPMENT**

3280 Crow Canyon Road, San Ramon, CA 94583
Office (925) 552-5986 FAX (925) 328-0560

October 24, 2019

City of San Ramon
Planning Services Division
ATTENTION: Lauren Barr, Planning Manager
2401 Crow Canyon Road
San Ramon, CA 94583

RECEIVED

OCT 31 2019

**CITY OF SAN RAMON
PLANNING SERVICES**

**RE: City Center Mixed Use Master Plan
DP 19-300-00, AR 19-200-056**

Dear Mr. Barr,

Thank you for the opportunity to respond to the Notice of Preparation of an Environmental Impact Report (EIR) for the City Center Mixed Use Master Plan project.

Over the years, San Ramon Valley Unified School District has experienced significant growth primarily due to the addition of new housing units. However, over the past couple of years, the district's enrollment has started to decline. The district continually monitors housing growth within our boundaries in an effort to ensure adequate housing for both new and existing students. The proposed revised General Plan would increase the number of multi-family units within the City Center area from 487 to 4,500 units,

Based on the district's latest multi-family Student Generation Factor analysis, it is estimated that each additional multi-family unit would generate approximately 0.35 K-12 students. With the additional 4,013 multi-family units proposed there would be approximately 1404 additional K-12 students, 682 elementary, 361 middle, and 361 high school students.

Another issue that needs to be considered is AB 48. On October 7, 2019, Governor Newsom signed AB 48 (O'Donnell), the \$15 Billion Public Preschool, K-12, and College Health and Safety Bond Act of 2020. AB 48, places the \$15 billion K-16 Education Facilities Bond on the March 2020 ballot and temporarily reduces or eliminates developer fees for multi-family housing developments. While the intent of the bill is to incentivize the production of affordable housing by reducing or eliminating this fee, it would reduce funds needed to provide additional classrooms to serve students from these developments. Under AB 48, developer fees for multi-family housing developments would be reduced by 20%, except for those that are located no further than one-half mile from a "major transit stop", for which fees are eliminated entirely. Therefore, if the San Ramon Transit Center (located within the Bishop Ranch area) qualifies as a "major transit stop", this may drastically impact the level of developer fees the district could collect on the City Center project. If AB 48 is approved, the provision becomes effective on March 3, 2020 and would sunset on January 1, 2026. Based on the estimated current

construction schedule this would reduce or eliminate developer fees on approximately 990 multi-family City Center units. This equates to millions in lost revenue to the district and this makes housing these new students more challenging.

Should you have any questions or concerns please, do not hesitate to contact me.

Sincerely,



Tina Perault
Senior Planning and Development Manager



Contra Costa County
Flood Control
& Water Conservation District

Brian M. Balbas,
ex officio Chief Engineer
Allison Knapp,
Deputy Chief Engineer

October 24, 2019

Lauren Barr, Planning Manager
City of San Ramon
Community Development Department
2601 Crow Canyon Road
San Ramon, CA 94583

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OCT 30 2019

**CITY OF SAN RAMON
PLANNING SERVICES**

RE: City Center Mixed Use Master Plan Notice of Preparation
Our File: 3075-06 City Center (Bishop Ranch)

Dear Mr. Barr:

We received the Notice of Preparation (NOP) of an Environmental Impact Report for the City Center Mixed Use Master Plan project located within the Bishop Ranch Business Park in the City of San Ramon (City) on September 30, 2019. We submit the following comments:

1. We recommend that the Draft Environmental Impact Report (DEIR) include a map of the project area and show all parcels involved in the proposed development.
2. We request that the DEIR include a map of the watersheds where the project is located, including watershed boundaries.
3. In the Hydrology Section, please identify and show all existing watercourses, tributaries, and man-made drainage facilities within the project site that could be impacted by this project. The discussion should include an analysis of the capacity of the existing watercourses.
4. The Hydrology Section should quantify the amount of runoff that would be generated by the project and discuss how the runoff entering and originating from the site would be distributed between the natural watercourses, the detention basins (if proposed), and the man-made drainage facilities.
5. If improvements or work within the natural watercourses are proposed, the DEIR should discuss the scope of improvements.
6. We recommend that the DEIR address the design and construction of storm drain facilities to adequately collect and convey stormwater entering or originating within the development to the nearest adequate man-made drainage facility or natural watercourse, without diversion of the watershed.

7. The DEIR should discuss the adverse impacts of the runoff from the project site to the existing drainage facilities and drainage problems in the downstream areas, such as potential flooding from Montevideo Drive to Alameda County. The downstream areas are identified as Special Flood Hazard Areas, Zones A and AE.
8. The project is located within Drainage Area 75, an unformed drainage area. This drainage area defines the watershed for Coyote Creek and Watson Canyon Creek, which ultimately drain to South San Ramon Creek. The existing flood control facilities are designed to mitigate flooding on South San Ramon Creek.
9. The "Storm Drainage" subsection of the NOP states, "The Master Plan area is currently served by existing storm drainage infrastructure owned and maintained by the City of San Ramon and Contra Costa County Flood Control and Water Conservation District." However, the Contra Costa County Flood Control and Water Conservation District (FC District) does not appear to own or maintain facilities that would be impacted by this development. The DEIR should discuss the maintenance of drainage infrastructure impacted by the development and should identify whether the infrastructure is privately or publically maintained and owned.
10. The Hydrology Section of the DEIR should include a study that uses Contra Costa County's hydrology method (HYDRO6). The existing regional drainage facilities that are affected by development within the project area have been designed using HYDRO6, which is the only method the FC District will accept.
11. The DEIR should discuss any proposed on-site and off-site drainage improvements and include maps or drawings for the improvements.
12. If detention basin facilities are proposed, the DEIR should include a discussion of the basin design information (i.e., capacity, sizes of inlet and outlet structures, routing, etc.) A discussion of how maintenance of these facilities would be performed and funded should also be included.
13. The DEIR should address the impacts of this project's runoff due to the increase in duration (length of time) of flows and the effect on creeks and channels downstream of the project. Whereas detention basins are capable of mitigating peak flows to pre-project levels, they increase the duration (length of time) of flows in the downstream watercourses, which saturate the channel banks and increase the potential for stream and channel erosion.
14. The DEIR should address a perpetual funding source for maintenance of the new drainage facilities required to serve the project area.
15. The DEIR should discuss how the development will comply with the current NPDES (National Pollutant Discharge Elimination System) requirements under the City's Stormwater Management and Discharge Control Ordinances and the C.3 Guidebook. The FC District does not recommend the use of bioretention facilities (C.3 facilities) sized to

meet Contra Costa Clean Water Program C.3 requirements for mitigating peak flows. These C.3 facilities have not been proven to perform as peak flow mitigation measures under design storm flow conditions for the 10-year storm and above. They do not account for the saturated condition of soils that could precede a 10-year design storm. They have not been in use long enough to provide operational experience that they will continue to perform as designed and be maintained properly. Any C.3 facility that is proposed to be used to mitigate peak flows should be analyzed in a way that ignores the storage volume below the C.3 facility overflow grate (spillway) elevation. Further, it should be analyzed using a hydrograph produced by or accepted by the FC District.

16. We recommend that the DEIR request the appropriate environmental regulatory agencies, such as the U.S. Army Corps of Engineers, the State Department of Fish and Wildlife, and the State Regional Water Quality Control Board, to explore the permits, special conditions, and mitigation that may be necessary for development of the area.
17. The FC District should be included in the review of all drainage facilities that have a region-wide benefit, that impact region-wide facilities, or that impact District-owned facilities. The FC District is available to provide technical assistance during the development of the DEIR, including hydrology and hydraulic information and our HYDRO6 method, under our Fee-for-Service program.

We appreciate the opportunity to comment on the NOP and look forward to reviewing a DEIR. If you should have any questions, please contact me at (925) 313-2348 or at Joe.Smithonic@pw.cccounty.us.

Sincerely,



Joe Smithonic
Engineering Staff
Contra Costa County Flood Control
& Water Conservation District

JS:cw
G:\fldct\CurDev\CITIES\San Ramon\3075-06\City Center Mixed Use Master Plan (Bishop Ranch)\2019-1024 - Comments for NOP - City Center Master Plan, Bishop Ranch.docx

c: Michelle Cordis, Flood Control
Teri E. Rie, Flood Control

Barr, Lauren

Subject: FW: TVTC - City of San Ramon
Attachments: Envelope.pdf; San Ramon NOP EIR.pdf

From: Obaid Khan [<mailto:Obaid.Khan@dublin.ca.gov>]
Sent: Wednesday, October 16, 2019 10:32 AM
To: Bobadilla, Lisa <lbobadilla@sanramon.ca.gov>
Cc: Kristie Wheeler <Kristie.Wheeler@dublin.ca.gov>; Andrew Russell <Andrew.Russell@dublin.ca.gov>; Laurie Sucgang <Laurie.Sucgang@dublin.ca.gov>
Subject: FW: TVTC - City of San Ramon

Hi Lisa, thanks for discussing this project in San Ramon. As a follow up to our conversation I am sending these comments related to transportation items. You may get some additional input from our Planning Dept separately.

1. It is confirmed that this project will not violate the existing Dougherty Valley Settlement agreement. It would be good to have this conclusion mentioned/discussed in the environmental document.
2. Please provide a trip distribution map for the project so the City of Dublin could comments on the needed intersections to analyze along Dougherty Road and San Ramon Road corridors. I suggest using a Select Link analysis approach using the CCTA model to isolate the trip generation for this project. Please include the street network that includes the above two corridors and the I-580 interchanges, because any trip attractions will originate from the freeway if they were to go through Dublin.

Thanks again for your input and discussing the project over the phone. If you have any questions or comments on the above comments, please let me know.

Sincerely,



Obaid U. Khan, P.E.
Transportation and Operations Manager
City of Dublin
100 Civic Plaza, Dublin, CA 94568
(925) 833-6630 | (925) 833-6651 FAX
obaid.khan@dublin.ca.gov | www.dublin.ca.gov

Mission Statement: The City of Dublin promotes and supports a high quality of life, ensures a safe and secure environment, and fosters new opportunities.

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Barr, Lauren

From: [REDACTED]
Sent: Friday, September 27, 2019 10:56 AM
To: Barr, Lauren
Subject: Public comment on proposed multifamily project in Bishop Ranch

Hello Mr Barr

My name is Naiju and I have been a resident of San Ramon for almost 5 years now. I have 2 kids and I am a proud San Ramon resident. The reason I decided to move to San Ramon just like vast majority of residents here are the family friendliness and how great the place is for kids to grow up.

First of all truly appreciate the initiative to open for public comments. I want to raise my voice against this proposed multifamily project because it destroys the very fabric San Ramon stands for and also how it goes against multiple things it claims it will solve.

1. Environmental impact - Mass housing projects should be built where the jobs are. As you are already aware the vast majority of homes are in SF or South bay. San Ramon doesn't have such a volume of jobs. If you build such a large scale project think about the cars you are adding to the roads. If you say that this is going to be commute friendly, the current BART system itself is overloaded for the peak commute time (my wife commutes daily) and there is no room there.

2. Education impact - San Ramon schools are already crowded. Unless you are building new schools to accomodate the new population growth, this is being unfair to existing residents and existing SRVUSD students.

3. Traffic congestion - Already Bollinger is super crowded during commute time, this is going to clog the way out for entire San Ramon resident base.

4. Quality of life - I truly appreciate what we have in San Ramon today, but unfortunately San Ramon does not have a large enough open areas, downtown etc. to accomodate this new population. Unless you are building new open areas, parks, halls etc this is oversubscribing existing Infrastructure and open areas and ruining quality of life for us.

I am sure there are more given some thought to argue against this massive expansion. I humbly request to consider against this so that people like me who chose San Ramon as home can continue to keep my promise to my family and kids.

Thanks
Naiju Kavumpurath

Barr, Lauren

Subject:

FW: Proposed Addition of Residential Homes in Bishop Ranch Area

From: John Hazelwood

Sent: Thursday, September 26, 2019 6:06 PM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Subject: Proposed Addition of Residential Homes in Bishop Ranch Area

Mr. Barr,

I understand the city is considering adding 4,500 new residential homes in the Bishop Ranch area. Initially I thought this was a joke, but then realized it was an actual proposal. I have lived in San Ramon for over 30 years and seen the tremendous growth we've had in the area. While at face value 4,500 homes don't sound bad, but if you have ever been to San Ramon (I assume you have), the traffic in the Bishop Ranch area between 4-6pm is unbearable and I can only assume it's pretty horrific on the morning. Bollinger Canyon has one onramp from Bishop Ranch to 680 Southbound which causes absolute gridlock on both the east and west side of the freeway. I live in SouthWest San Ramon and can tell you I dread going over Bollinger and more frequently cut through residential areas (MonteVideo) to get to the east side. I made the mistake of trying to take Bollinger from San Ramon Valley Boulevard to the marketplace and waited at the light to turn right for 15 minutes while waiting for the gridlock in the intersection of people making u-turns from Bishop Ranch, left turns from Northbound SRVBlvd, and drivers making right hand turns from NorthBound San Ramon Valley onto Bollinger from the left lane.

I would kindly suggest you revisit how to manage the traffic flow of the traffic we already have and if you can eliminate the mess that is Bollinger, then revisit adding more cars to that area.

John Hazelwood

Barr, Lauren

Subject:

FW: City Center Mixed Use Master Plan Update

Sent: Thursday, September 26, 2019 2:05 PM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Subject: Fw: City Center Mixed Use Master Plan Update

Hello:

I have some serious concerns over traffic based on the number of dwellings proposed. Would you please add me to the mailing list for updates to this project? I will be unable to attend the October 15th meeting.

Thank you very much.

Vee

“While it is important to remember the bad experiences in life, it is even more important to not get stuck on them; that dwelling is the enemy of progress.” Golda Kalib –
Memories in the living room <https://uscj.org/blog/living-room-memories>

Barr, Lauren

Subject: FW: City Center Master Plan EIR

-----Original Message-----

Sent: Wednesday, October 2, 2019 8:53 PM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: City Center Master Plan EIR

Dear Ms. Barr,

We moved to San Ramon in 1972 when I was five years old. I have watched all the growth in this town/city. I understand that every town/city has to grow but when is it going to stop?

The roads have not grown as fast as the buildings and population. I see more and more pot holes on all our streets. I see Mangos Drive completely blocked by parents picking up their children from Cal High. I can't even exit Bollinger south bound because the signal light aren't in sync with San Ramon Valley Blvd. Now, The City of San Ramon are planning another plan for a hotel and housing in the very same corridor where there is already major congestion. I would like to see a plan for traffic, not additional growth. How will the traffic be addressed?

Thank you for your time and for listening to my concerns!

Christina Toy

Barr, Lauren

Subject: FW: Oppose "City Center Mixed Use Master Plan"

-----Original Message-----

Sent: Thursday, October 3, 2019 10:34 AM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: Oppose "City Center Mixed Use Master Plan"

Dear Mr. Barr -

I am a San Ramon resident. My family of 4 have been living in San Ramon for 16 years. I witnessed the growth of San Ramon which is too fast. I am writing this to you to express my opposition of City Center Mixed Use Master Plan

I personally attended the "Open House" sponsored by the Sunset last Thursday. I see so many things that are wrong with this massive project. My main issues are around traffic and school. When the entire project of 4,500 units are completed, 9,000 cars will be added to rush hour San Ramon streets. Our surface streets are already very crowded. It used to be 10 minutes from Gale Ranch to the highway, now it's 20 or more. The Master plan has no mentioning of building schools. Assuming 1 child per unit, where are 4,500 kids going to school? When I asked about school question to the VP of Sunset development, his response was: "San Ramon school enrollment is declining". Not sure where he gets his stats. I can already image that City of San Ramon will need to issue bonds to buy land and build schools to host the additional school age children. My overall impression of this project is massive. Seven story building, 15 of them! To me, it is a glorified Housing Project!

I understand our realtor Mayor loves new homes. But, City of San Ramon can't take more housings. It's too crowded already! San Ramon should learn from the mistake of Dublin.

I strongly oppose the City Center Mixed Use Master Plan

Sincerely,
Ching Evans
Gale Ranch Resident

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Environmental Impact Report/Scoping Comments
October 15, 2019 Planning Commission Meeting
City Center Mixed-Use Master Plan (CCMUMP)
Submitted By Rick Marks

OCT 07 2019

CITY OF SAN RAMON
PLANNING SERVICES

Project Description

The Project Description contained in an Environmental Impact Report (EIR) is one of the most important sections, perhaps the most important section, to be prepared for the document. Based on the information contained in it, all document analysis flows.

In order to reasonably estimate the impacts of a proposed residential project on the environment it is necessary to have a working estimate of the number of people that will be living in it at build-out of the project. It is also necessary to then compare the estimated number of residents to adopted standards or goals developed by the City for parks and park facilities citywide, determine the impacts of the new resident population on them and how well the proposed project meets other standards or goals set by the City (EX. Goal: park acreage per thousand people of the estimated population; other).

- **Assumption:** 2.1 persons per multi-family household unit X 4,500 residential units = 9,450 new City residents.
- **General Plan 2035:** Sections 6.1 and 6.2 of General Plan 2035 (page 6-1) announce the following park related goals and standards for the City:
 - 6.1 – “The City’s current standard for public parkland is 6.5 acres per 1,000 residents at General Plan buildout. Of the total 6.5 acres per 1,000 residents, at General Plan buildout, a goal of 4.5 acres per 1,000 residents is for, neighborhood and school parks and 2.0 acres per 1,000 residents is for community parks and specialized recreation areas.”
 - 6.2 – “Neighborhood Park (defined). A park or playground at least two acres in size, developed primarily to serve the recreational needs of citizens living within a half mile radius of the park.”

The EIR Project Description should include a discussion and all supporting math regarding:

- How the proposed buildout number of CCMUMP residential units was arrived at:
 - Cite all relevant sections of the City’s General Plan 2035 and Zoning Ordinance and demonstrate all calculations culminating in 4,500 residential units.
 - Include a working estimate of the maximum number of people that will be living in it at build-out of the project (likely subject to change as actual development plans are submitted) and demonstrate all supporting calculations estimating the buildout population.

BR2600

CCMUMP Plan Sheet 9, in the Table entitled, “FAR & Density”, under the column head “Land Area (Acres)”, states that BR 2600 is 100.10 acres. I understand that to be the total acreage of the

LATE COMMUNICATION # 1
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property. The podium style residential units (and supporting "tuck-under" parking) proposed on the BR 2600 property are intended to be constructed on what are currently at-grade parking lots.

- The Project Description should break out the acreage all of the different uses included in the 100.10 total property acres, particularly the acreage that is intended to host the new residential units.
- As is typically done, the applicant has calculated the residential density for the overall project to be 33 units per acre based on what appears to be the gross acreage of all of the several properties included in the Plan. But at least in the case of BR 2600, which already hosts plus or minus 1,000,000 square feet of office space and which is now proposed to be significantly intensified, it seems to me useful to understand the total acreage and density of all uses, by type of use, to be included at buildout of the 100.10 acre property.
- The actual number of acres of at-grade parking lots intended for residential development and the number of residential units intended for them in BR 2600 (per the Table cited above), ranges between 2,600 and 3,525) will yield the buildout residential density range intended in the Plan for BR 2600.

Recreation/Parks

The CEQA Environmental Checklist (Environmental Factors Potentially Affected) includes a Section entitled "Recreation" requiring a review and assessment of a proposed project's impact on parks and park facilities. The relevant Section requires two analyses, as follows:

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

The EIR should closely analyze the impact of the proposed CCMUMP project as required in the CEQA Environmental Checklist, and how well the proposed project meets the City's goals/standards for Neighborhood Parks as expressed Sections 6.1 and 6.2 of General Plan 2035.

(In my view, the detailed input of the City's Parks and Community Services Commission is required to do so.)

Traffic Analysis/Initial Task/"Base Line Conditions"

Concern: Prior to fully understanding the traffic impacts of the proposed project on the City's street system it seems to me that the Planning Commission should first have a clear understanding of the traffic impacts that will occur based on residential units already approved but not yet constructed within the Bishop Ranch and City Center area and residential units and other land uses approved but not yet constructed within the North Camino Ramon Specific Plan Area (NCRSPA). (The residential units and other land uses contained in the NCRSP Area may impact the same or most of the intersections that the CCMUMP proposed units will affect.) I don't believe that the Planning Commission has the level of understanding of these "Base Line

Conditions" needed to fully understand the traffic impacts of an additional large increment of residential units on the City's street system. To that end, I would request that the traffic analysis that will be conducted provide a clear, detailed and separate analysis of Base Line Conditions, their impacts on the City's street system and required mitigation.

The following is a suggested traffic impact evaluation methodology that would make a Base Line Conditions analysis very helpful for Planning Commissioners to use in order to evaluate the proposed project:

- Identify the street intersections to be evaluated in the traffic analysis.
- Identify existing/current peak hour (AM and PM) traffic conditions at the intersections identified to be studied.
- Identify the peak hour traffic impacts of approved but not yet constructed development (residential and other development) on the intersections identified to be studied:
 - Plus or minus 1,700 housing units already approved* but not yet constructed within the City Center area.
 - Residential and other land uses approved for portions of the North Camino Ramon Specific Plan, (see "Concept Plan Framework", Figure 3-1, page 3-5, particularly items 3; 13; and 14), which may impact the street intersections to be studied in the traffic analysis. (It is my understanding that plus or minus 1,100 housing units were approved* in the North Camino Ramon Specific Plan Area (NCRSPA).
 - Identify required mitigation/roadway improvements needed to bring peak hour traffic to within General Plan 2035 identified service levels:
 - Guiding Policy 5.1-G-1, page 5-6, City of San Ramon General Plan 2035.
 - Implementing Policies 5.1-1-1 and 5.1-1-2, page 5-6, City of San Ramon General Plan 2035.
 - Identify the timing required for individual improvements to be constructed and/or become operational.

*I don't know the exact number of units already approved for these areas of the City.

Incremental or "Sensitivity Analysis" (Optional Approach)

If the above Base Line Conditions analysis was followed, the following approach could be used in order to determine the peak hour impacts of residential units that were not included in the Base Line Conditions analysis:

- Beginning with the findings of the above Base Line Analysis and following the last 2 steps used in that Analysis:
 - Determine the impacts/required mitigation/required timing of mitigation improvements of an additional 1,000 residential units and the estimated amount/per cent of the proposed additional 100,000 square feet of retail uses to be included within the CCMUMPA (total of plus or minus 2,800 residential units).
 - Determine the impacts/required mitigation/required timing of mitigation improvements of an additional 1,000 residential units and the estimated

amount/per cent of the proposed additional 100,000 square feet of retail uses to be included within the CCMUMPA (total of plus or minus 3,800 residential units).
Determine the impacts/required mitigation/required timing of mitigation improvements of an additional 700 residential units and the estimated amount/per cent of the proposed additional 100,000 square feet of retail uses to be included within the CCMUMPA (total of 4,500 residential units).

The above sensitivity analysis proposal is just one way to breakout and evaluate incremental traffic impacts on the City's street system. Different increments of the overall proposed number of residential units and retail square footage could be evaluated depending on the applicant's proposed phasing plans and other information that the traffic consultant retained to do the analysis may require. However accomplished, the point of the analysis would be to gain a more in-depth understanding of the proposed project's impacts on the City's street system at different increments of new residential development and at what point, if any, the system would be too overloaded or required mitigation would be too expensive or impractical to meet the City's policies regarding levels of service at street intersections as expressed in General Plan 2035.

RECEIVED

October 3, 2019

OCT 07 2019

Mr. Lauren Barr
Planning Manager
City of San Ramon Community Development Department
2601 Crow Canyon Rd
San Ramon, Ca 94583

**CITY OF SAN RAMON
PLANNING SERVICES**

Dear Mr. Barr,

Please reconsider the design for the 4,500 units in Bishop Ranch. The design looks great on paper however there is insufficient resources for parking, bike traffic and parks. We need to reconsider open space and how folks are to ride bikes or walk WITHOUT having to cross busy streets.

Also I have heard that the town is "aging out" of school children yet Twin Creeks has just added 8 new portables for I believe the Faria project. Where are these new kids from Bishop Ranch going to go? I didn't get a satisfactory answer from the open house on the project.

At least please consider a maximum of three stories, not five to seven stories!

Regards,



Shawn Richardson

631 Abrigo Ct.

San Ramon, CA 94583

LATE COMMUNICATION # 2
AGENDA # 10.1 P.C. MTG 10/15

RECEIVED

OCT 07 2019

210 St. Denis Court
San Ramon, CA 94583
925-899-8281
October 4, 2019

CITY OF SAN RAMON
PLANNING SERVICES

Mr. Lauren Barr Planning Manager
City of San Ramon Community Development Department
2601 Crow Canyon Rd.
San Ramon, CA 94583

Dear Mr. Barr:

I have lived in San Ramon since 1991. I lived here when Gale Ranch and Dougherty Valley were built doubling the population of the city. I think the city made some good decisions building parks and walking paths throughout the neighborhoods and including city parks and schools together.

I have to admit that I did not review the plan closely and am commenting on this particular topic based on something that I saw on next door, so my apologies if the information is incorrect. I'm not thrilled with the idea of 5-7 story buildings around the city center; no other city in the valley has buildings that tall. That height will give the city a very different feel, one that might not be what we as a city want to project. We aren't Oakland or Emeryville. (Love those cities, worked in Oakland for 30 years). It seems that most other local cities (Walnut Creek, Dublin, Castro Valley, San Leandro, Hayward) don't have buildings that tall.

A suggestion I'd like to make related to traffic (if there will be an additional 4500 new homes), entrance/exit ramps could be added to 680 around Norris Canyon Road. That could alleviate some of the traffic on the Bollinger Canyon Rd entrance that 4500 homes will create.

One additional issue I'd like to comment on; since the goal is to create a walkable downtown, maybe the homes that will be built around Bishop Ranch be initially offered to employees who work in Bishop Ranch (a lottery, or employees are given the opportunity to a pre-opening sale/rental event with proof of employment in Bishop Ranch). My intent in making this suggestion is to take some cars off the roads at commute times.

Thank you for reviewing my comments.

Sincerely,



Sally Lee

DATE COMMUNICATION # 3
AGENDA # 10.1 P.C. MTG 10/15

To Mr. Lauren Barr,

I protest the 4500 residential unit installation into Bishop Ranch.

I feel the city has been negligent in allowing Sunset Development to handle almost all the communications regarding the development which has resulted in the disguise of important issues. These include (1) The proposed map for which one must search) does not reveal that around 15 of the 18 buildings which comprise the development are 7 story! (Residents have been led to believe we have a 5 story limit.) (2) The 15% of low income housing appears to only meet the needs of that development, not of San Ramon's existing low income housing requirement. The city has not been clear regarding this issue. I flatly am unclear. (3) You have required a snail mail response before October 25, a timeline that is too short, too cumbersome and poorly communicated by the residents. (4) You have allowed undue powers to Sunset to communicate their position while ill informing residents of the actual realities: These include that the 135 acre development is only one quarter mile square (640 acres is one mile square) and potentially chokes traffic. It also potentially creates congestion of people, dramatically reducing the quality of life, restricts future development due to its size, potentially creates one future landlord to at least 10% of the residents and potentially causes societal congestion stresses which will lead to unpleasant experiences if not crime.

I object.

Melinda Morse



LATE COMMUNICATION # 4
AGENDA # 10-1 P.C. MTG 10/15

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OCT 10 2019

CITY OF SAN RAMON
PLANNING SERVICES

Barr, Lauren

Subject: FW: Input on Bishop Ranch EIR

Sent: Saturday, October 12, 2019 9:19 AM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: Input on Bishop Ranch EIR

Hi Lauren, this is my input:

First I think that infill development such as this project is the way to go to preserve the open spaces around us.

Second I think we need to look at new ways to handle traffic such as roundabouts in order to keep traffic flowing when 4500 to 9000 new residents (or more) are added to the area. The kind of traffic these people will bring to the area is different from people simply going to and from Bishop Ranch for work. They will be driving to other locations in the city on a regular basis and our streets are very crowded already with long waits at signal after signal.

Third, I think there should be a built-in plan for daycare and elementary schools. This number of residence is bound to produce a number of young children and it defeats the purpose of people living where they work if they have to leave the area to find a place for their children to stay or go to school.

Finally, I hope that the buildings along Camino Ramon can be stepped back as they go up vertically so that their façades will be less imposing.

Thanks for giving us this opportunity to respond.

Franette

LATE COMMUNICATION # 5
AGENDA # 10.1 P.C. MTG 10/15

Barr, Lauren

Subject: FW: Bishop Ranch Expansion Opinion

Sent: Saturday, October 12, 2019 9:45 AM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: Bishop Ranch Expansion Opinion

To whom it may concern,

I am a resident of San Ramon and have significant concerns about the planned development in Bishop Ranch. I have not heard of any plans that include the impacts to our local schools. Overcrowding in our schools may have significant negative impact to our kids experiences. The primary reason I moved into the area is for the great schools. I am not for any plans that would not include proportional funding/expansion of our schools in a thoughtful way. These concerns are in addition to the possible environmental and traffic impacts that need to be answered.

From a concerned citizen/resident/voter. H.Chung

LATE COMMUNICATION # 16
AGENDA # 10.1 P.C. MTG 10/15

Barr, Lauren

Subject: FW: Feedback on new development

Sent: Saturday, October 12, 2019 10:55 AM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Subject: Feedback on new development

Hi,
I am a resident of San Ramon, living in Bridges, I am writing to protest the proposed new development of 4500 homes, it was I'll increase traffic and out more pressure on our schools, especially High school. Let's not become Dublin.

Regards
Sangam

LATE COMMUNICATION # 7
AGENDA # 10.1 P.C. MTG 10/15

Barr, Lauren

Subject:

FW: Proposed development

Sent: Saturday, October 12, 2019 3:32 PM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Subject: Proposed development

Our family moved to the tri-valley in 1989. We loved both Danville and San Ramon, but ultimately picked San Ramon. Growth always happens, but cities do not have to lose their identity and charm. Traffic has increased, but is doable. Parking for retail establishments and restaurants has become very challenging. Adding 4,500 residences into the Bishop Ranch area will change San Ramon forever...and not in a good way. Please understand that even reducing this proposal to 1,000 units is also unacceptable to us.

San Ramon city planners seem intent on changing this city into a copycat of Dublin. I do not think anything will be gained by residents offering their criticism, because recent growth seems to be developer driven with ugly building after ugly building constructed. The thought of such high density living in Bishop Ranch is appalling. Unfortunately, it appears we should have moved to Danville after all.

LATE COMMUNICATION # 8
AGENDA # 10.1 P.C. MTG 10/15

Barr, Lauren

Subject: FW: Comments on proposed development

Sent: Saturday, October 12, 2019 4:29 PM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Subject: Comments on proposed development

I like the idea of the 1500 person entertainment facility/theater. I'm ok with the hotel idea. I'm concerned about traffic. I already avoid Bollinger canyon drive as much as possible. For ex, I go to the Danville library and trader Joe's and farmers market instead of San Ramon. I take the back road to Target but fear that with all the Tesla battery charging stations and the new development, it makes more sense not to go to Target. I like the idea of having a multi story parking structure for the new homeowners with a direct link to the freeway, not via city streets.

I'm also concerned about schools. I know you say enrollment is down but that seems to contradict the new modular classrooms at twin Creek School that are handling all the children at the new housing north of Crow Canyon. Where will all the children living in the new area go to school? It seems like iron horse will be easy access if they have capacity. But elementary schools and high schools are not easy access and I'm not sure about capacity. And of course traffic will be an issue for them.

there was some talk awhile ago about putting in a senior center/memory care and a daycare type place at one of the churches on San Ramon valley boulevard. That was not approved. Why not put those in this central area?

Kathy senti

[Sent from Yahoo Mail on Android](#)

LATE COMMUNICATION # 9
AGENDA # 10-1 P.C. MTG 10/15

Barr, Lauren

Subject:

FW: Comment on the 4,500 housing units in Bishop Ranch: NO

Sent: Saturday, October 12, 2019 5:56 PM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Subject: Comment on the 4,500 housing units in Bishop Ranch: NO

Dear Mr. Barr,

As a resident of San Ramon for more than a dozen years, I am writing this email with **alarm and concern**. This new development will destroy the character and quality of life of the residents.

- The already overcrowded schools will become even more congested. 4500 housing units mean about 10,000 new students who need classrooms, teachers, facilities. If our school rating drops, it will have significant negative effect on property values.

- The already terrible traffic will become even more unbearable. It used to take me 10 minutes to travel from Gale Ranch to 680, now it averages about 20 minutes and longer. 4500 new housing units mean about 9000 new cars on already congested roads.

- The already bad crime rate is already creeping up. I used to not even bother locking my doors. Recently, bikes were stolen from my street and petty crimes have become more prevalent.

The new HUGE development will be the end of San Ramon as a family-oriented city to raise your children in great schools.

I along my family urge you to say **NO**.

Respectfully,

Hamid Rezaei

San Ramon Resident

LATE COMMUNICATION # 10
AGENDA # 10.1 P.C. MTG 10/15

Barr, Lauren

Subject:

FW: San Ramon Bishop Ranch Housing Plan

Sent: Monday, October 14, 2019 11:18 AM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: San Ramon Bishop Ranch Housing Plan

I am unable to attend the community council hearing tomorrow night because I am recovering from surgery I had last Tuesday. I wanted to voice my opposition to the proposed 4,500 houses in Bishop Ranch. I live in San Ramon. I work in Bishop Ranch. Getting to work in the morning is already unbearable. What should take me 7 minutes to get to work every morning currently takes me 20 minutes. And that is after the Iron Horse middle school traffic is over. We simply can't absorb another 4,500 households traffic on Bollinger. My best friend works at Robert Half in Bishop Ranch and she lives in Hayward. She said it currently takes her over 30 minutes to get off the exit in the morning and through the light at Camino Ramon. If this gets worse, companies will leave and we will lose business. What about the schools? They are already too populated and can't currently handle the number of students they have. They can't absorb another 4,500 households of students. The amount of traffic, and congestion this proposed growth will cause is going to decrease the quality of life in San Ramon significantly. It's going to make people want to leave and will disparage residents opinions of San Ramon. It will definitely make me not want to retire here. Please say No to this developer. Think about the city. Not just the money.

Phyllis Combs
3252 Munras Place
San Ramon
Working at UCSF Benioff CHO
Bishop Ranch 11

Sent from my iPhone

LATE COMMUNICATION # 11
AGENDA #10.1 P.C. MTG 10/15

Barr, Lauren

Subject:

FW:

Sent: Monday, October 14, 2019 3:55 PM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject:

We have lived in San Ramon for almost 31 years. We understand that growth always happens and is inevitable, but the developer driven growth that has occurred in San Ramon over the past few years has gotten out of control. So many of the stores in our shopping centers have struggled to survive and so many stores have had to close their doors. Our current shopping centers have become a revolving door for so many retail stores and restaurants while new shopping centers continue to be opened. Traffic has increased to the point of Bollinger Canyon Road becoming a gridlock in the mornings and afternoon to early evening times. Adding an additional 4,500 residences into the Bishop Ranch area will change and negatively impact San Ramon.

These continued developer driven proposals appear to be going on with absolutely no thought or plan for the repercussions that will impact our community. The thought of high density living in Bishop Ranch is unacceptable and definitely not necessary. We are TOTALLY AGAINST this proposal for 4500 new homes to be built in San Ramon.

Rochelle and Sheldon Nelson
2948 Sombrero Circle
San Ramon, CA 94583

LATE COMMUNICATION # 12
AGENDA # 10.1 P.C. MTG 10/15

*Robert Klingner
102 Claremont Crest Ct
San Ramon, CA 94583-1298
(925) 362-9949
rksrca@hotmail.com*

Planning Commission
City of San Ramon
San Ramon, CA 94583

October 15, 2019

Reference: City Center Mixed Use Master Plan Project

I am a resident of San Ramon, California.

The Environmental Impact Report (EIR) shall include environmental issues associated specifically with vehicle traffic patterns and vehicle traffic congestion as part of the Transportation category vis-à-vis the California Environmental Quality Act (CEQA).

The Environmental Impact Report (EIR) shall include environmental issues associated specifically with Fire Prevention and Fire Service for Very High-Density housing as part of the Hazards, Public Service and Utilities categories vis-à-vis the California Environmental Quality Act (CEQA).

The Environmental Impact Report (EIR) shall include environmental issues associated specifically with Quality of Life as part of the California Environmental Quality Act (CEQA.) Quality of Life refers to a framework for the measurement of well-being to include the following:

1. Material Living Conditions
2. Productive or Main Activity
3. Health
4. Education
5. Leisure and Social interactions
6. Economic Security and Physical Safety
7. Governance and Basic Rights
8. Natural and Living Environment
9. Overall Experience of Life

The framework for measuring Quality of Life is attached to this document.

LATE COMMUNICATION # 15
AGENDA # 10.1 P.C. MTG 10/15

Rev'd 10/15 7pm

The Master Plan should stipulate that Sunset Development is wholly responsible for any costs associated with the need for additional schools and/or the need to increase capacity for existing schools that occur as a result of the City Center Mixed Use Master Plan Project.

The Master Plan should stipulate that residents within the City Center Mixed Use Master Plan Project are wholly responsible for any additional police and fire costs to include personnel, equipment and buildings that occur as a result of the City Center Mixed Used Master Plan Project.

Sincerely,



Robert Klingner

Quality of life indicators - measuring quality of life

Statistics Explained

This article is part of the Eurostat online publication *Quality of life indicators*, providing recent statistics on the quality of life in the European Union (EU). The publication presents a detailed analysis of many different dimensions of quality of life, complementing the indicator traditionally used as the measure of economic and social development, gross domestic product (GDP).

The present article is a general introduction to the set of '8+1' statistical articles (see below), sketching the conceptual, policy and methodological background: what is quality of life and how can its different aspects be measured adequately?

The need for measurement beyond GDP

Quality of life is a broad concept that encompasses a number of different dimensions (by which we understand the elements or factors making up a complete entity, that can be measured through a set of sub dimensions with an associated number of indicators for each). It encompasses both objective factors (e.g. command of material resources, health, work status, living conditions and many others) and the subjective perception one has of them. The latter depends significantly on citizens' priorities and needs. Measuring quality of life for different populations and countries in a comparable manner is a complex task, and a scoreboard of indicators covering a number of relevant dimensions is needed for this purpose.

National accounts aggregates have become an important indicator of the economic performance and living standards of our societies. This is because they allow direct comparisons to be made easily. Gross Domestic Product (GDP), one of these aggregates, is the most common measure of the economic activity of a region or a country at a given time; many decision and policy makers use it as the standard benchmark, often basing their decisions or recommendations on it. It includes all final goods and services an economy produces and provides a snapshot of its performance. GDP is very useful for measuring market production (expressed in money units). However, although it was not intended as an indicator of social progress, it has been considered to be closely linked to the well-being of citizens. The following are a number of reasons why GDP is not sufficient for this purpose, and therefore needs to be complemented by other indicators.

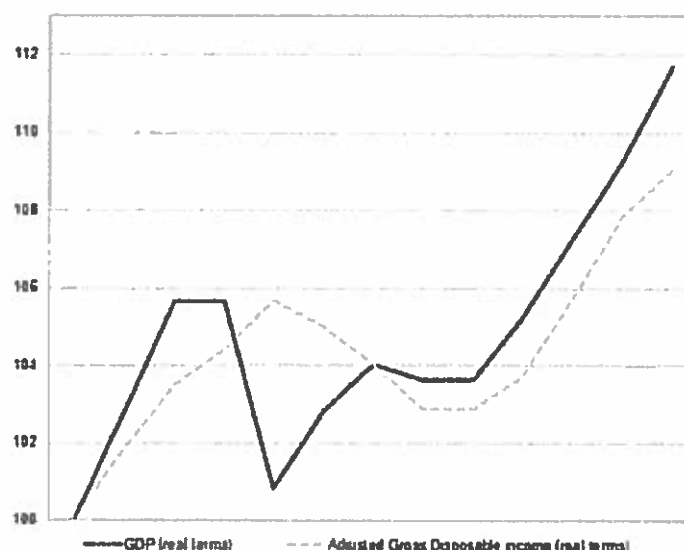
Other measures of income reflect better households' situations

While GDP is very useful for measuring market production and providing an indicative snapshot of an economy at a given time, it does not provide a comprehensive picture of how well-off the citizens of a society are. As described in the J. Stiglitz, A. Sen and J.P. Fitoussi Report (*Measurement of Economic Performance and Social Progress - 2009*) citizens' material living standards are better monitored by using measures of household income and consumption, and ideally joint measures of income, consumption and wealth at individual level should be used. Stiglitz, Sen and Fitoussi argue that the income of a country's citizens is 'clearly more relevant for measuring the well-being of citizens' than domestic production¹.

¹Stiglitz, Sen, Fitoussi, et al. (2009) Report by the Commission on the Measurement of Economic Performance and Social Progress, p.24

In many cases, household incomes may develop differently from real GDP and therefore provide a different picture of this aspect of citizens' well-being. As shown in Figure 1, for the period 2005–2012, GDP (in real terms) in the EU-28 reached its peak in 2007–2008 and plunged to a record low a year later, in 2009. This sharp decrease reflects the beginning of the financial crisis. The decrease is however not reflected in the part of national accounts income that is generated by the household sector, during the first years of the crisis. On the contrary, households' adjusted gross disposable income for the same period (2007–2009) has slightly increased, and started to decrease slowly the next year, reaching the lowest point in the period analysed in 2012–2013. One of the reasons for this apparent inconsistency is that social transfers (social security benefits, reimbursements etc.) seem to have absorbed and softened the effect of the crisis (at least during the first few years). Starting in 2014 the trend is positive for both indicators, but it can be noted that growth is at a slower pace for the part of the Gross National Product that households can benefit from.

Figure 1. GDP versus Gross Disposable Income of households, EU-28, volume/real terms (2005=100), 2005-2017



Sources: European Union GDP aggregated per capita (europa_10_gdp) and Non-financial transactions (europa_10_nft)

eurostat

Figure 1: GDP versus gross disposable income of households, EU-28, in volume/real terms, 2005=100, 2005-2017Source: Eurostat

Increasing GDP today, depleting resources for tomorrow

Social, environmental and economic progress does not always go hand in hand with an increase in GDP. For example, if a country decides to cut down all its forests, it will dramatically increase its timber exports, thus increasing its GDP. If GDP were the only indicator of quality of life, this would mean that the population of this country would have greatly improved its well-being. However, the deforestation would have a significant impact on the population's quality of life in the mid and long term: loss of natural habitat, soil erosion and more. GDP definitely measures quantity, but not necessarily other aspects of production (such as distribution and potential impacts for the future).

GDP is an aggregate measure and as such cannot inform us about wealth distribution amongst the population

Even if 'quantity' were the only relevant measure of economic performance and quality of life, GDP would still not tell us the whole story about living standards. A significant increase in a society's average GDP does not automatically translate into better living standards for most of its citizens. The increase could benefit only a

small part of society, leaving many groups of citizens at the same level in terms of wealth, or even worse off than before. Consequently, overall measures of economic and social well-being must also include distribution indicators in order to provide a more realistic picture of the living standards and quality of life of a society's citizens.

GDP and other economic measures need to be complemented with indicators covering other important domains in order to measure well-being

Moving beyond economic performance, a more comprehensive, wide-ranging approach is needed when trying to define and measure quality of life. While it remains very difficult to provide an overall definition with specific measurable indicators, quality of life definitely includes more than just economic production and GDP figures. It should also be stressed that some of the indicators included in this scoreboard are subjective. They therefore reflect the perceptions of individuals, their own assessment of different aspects of life and overall quality of life and their often different priorities. This type of data can only be obtained through surveys.

Different examples throughout Europe show that GDP does not always go hand in hand with other indicators that contribute to a better quality of life. Luxembourg had by far the highest GDP per capita in 2016 (75 100 PPS), but this is partially due to the high percentage of cross-border commuters in its workforce, who contribute to GDP production but are not accounted for when calculating the per capita figures. Luxembourg was followed by Ireland (53 100 PPS), the Netherlands and Austria (both 37 200 PPS). At the other end of the spectrum, Bulgaria has the lowest GDP per capita (14 200 PPS), followed by Romania (17 000 PPS) and Croatia (17 500 PPS). While Romania's GDP per capita is the second lowest in the EU (17 000 PPS, compared to the EU-28 average of 29 200 PPS) it has the lowest percentage of people with arrears on their mortgage or rent payments (0.5 % in 2016). Spain and Italy's GDP per capita approximately matches the EU average, but they rank first in life expectancy (83.5 and 83.4 years respectively) throughout the EU. Germany has one of the highest GDP per capita figures in Europe (36 000 PPS), but it also has the third widest gender pay gaps (21.5 % in 2016) in the EU. These are only a few examples that demonstrate the need to complement GDP and other economic indicators with a wider range of data, in order to be able to get a broader picture.

GDP per capita, 2016
(PPS)



Note: Greece, Spain, France, Cyprus, the Netherlands, Portugal, Romania, Switzerland and Albania, provisional data.
Source: Eurostat (nd) data code: nama_10_pc

Map 1: GDP per capita in PPS, 2016Source: Eurostat (nama_10_pc)

Framework for measuring quality of life

Discussions on how to better measure the progress of societies and their well-being and how to sustain quality of life in the future, have led to several important initiatives, including the Stiglitz/Sen/Fitoussi (SSF) Commission Report (2009) and the European Commission 'GDP and beyond' communication (2009). Following these, there was a growing consensus that societies need to find information to complement that provided by GDP figures. This provides a much larger context for the information provided by national accounts aggregates. The European Statistical System quickly reacted to the report by setting up The Sponsorship Group on Measuring Progress, Well-Being and Sustainable Development, which was dedicated to develop specific and concrete sets of indicators that answer the challenges described in the 'GDP and Beyond' Communication and the SSF report. It presented its final report in November 2011. The report stressed the need for the European Statistical System to use a multidimensional approach when defining and trying to measure quality of life, to develop indicators for measuring sustainability and to use complementary indicators to the GDP coming from National Accounts that would better reflect the situation of households. An Expert Group coordinated by Eurostat with the mandate of developing a scoreboard of Quality of Life Indicators was set up on the basis of this recommendation. It included experts coming from 10 national statistical offices, scientific experts and representatives of international organisations such as the OECD and the European Foundation for the Improvement of Working and Living Conditions (Eurofound). It met bi-annually between 2012 and 2016 and delivered the Final report of the expert group on quality of life indicators in 2017. The list of indicators that was set up by Eurostat with the help of this Expert Group can be found on the dedicated section on Quality of life.

8+1 dimensions of quality of life

Based on academic research and several initiatives, the following 8+1 dimensions/domains have been defined as an overarching framework for the measurement of well-being. Ideally, they should be considered simultaneously, because of potential trade-offs between them:

- Material living conditions (income, consumption and material conditions)
- Productive or main activity
- Health
- Education
- Leisure and social interactions
- Economic security and physical safety
- Governance and basic rights
- Natural and living environment
- Overall experience of life

Material living conditions

Material living standards are measured on the basis of three sub-dimensions: income, consumption and material conditions (deprivation and housing). Income is an important indicator as it has an impact on most of the other indicators in the framework. There are several different indicators within this sub dimension, taken from both national accounts and household surveys (net national income, household disposable income based on the EU-SILC). The same is true for consumption, within which some aggregated indicators are taken from national accounts (actual individual household consumption per capita), and other indicators for household consumption are to be developed in the future from the Household Budget Survey. Joint indicators of income, consumption and wealth are also under development and have the potential to provide the most complete perspective on the situation of households. Nevertheless, for the moment the wealth aspect is covered in this framework under the sub-dimension Economic safety. Material conditions (deprivation and housing) provide important complementary information to these money-based approaches and the indicators selected for this sub-dimension are also based on the EU-SILC.

Productive or main activity

Productive or main activity dimension is measured through three sub-dimensions: quantity of employment, quality of employment and other main activity (inactive population and unpaid work). A number of activities fill up citizens' lives every day, the most prominent one being their work. Indicators measuring both the quantity and the quality of jobs available (working hours, balancing work and non-working life, safety and ethics of employment) are some of the indicators used in the European Union to measure this aspect of quality of life, coming mostly from the EU-LFS, and also Structure of Earnings Survey) and administrative data. Not all the population is in employment, therefore it is important to include in this dimension also indicators referring to the inactive population and to unpaid work. In fact, the subject of unpaid work is an important indicator for both quality of life and gender equality. Time Use Survey data is the only potential source of comparable information on this topic, but it is collected on a voluntary basis and it does not cover all EU Member States.

Health

Health is an essential part of the quality of life of citizens and it can also be considered as a form of human capital. Poor health can affect the general progress of society. Physical and/or mental problems also have a very detrimental effect on subjective well-being. The health situation in the European Union, in the context of Quality of life, is mainly measured through three sub dimensions: health outcome indicators such as life expectancy (based on mortality tables), the number of healthy life years (combining the information on life expectancy with a survey variable on self-declared limitations in activity) and subjective assessments of own health, chronic diseases and limitations in activity (data based on the EU-SILC); health determinants (healthy and unhealthy behaviours, such as smoking, alcohol and fruit and vegetables consumption and exercising, data

from the European health interview survey (EHIS)); and access to healthcare (data based on the EU-SILC).

Education

In our knowledge-based economics, education plays a pivotal role in the lives of citizens and is an important factor in determining how far they progress in life. Levels of education can determine the job an individual will have. Individuals with limited skills and competences are usually excluded from a wide range of jobs and sometimes even miss out on opportunities to achieve valued goals within society. They also have fewer prospects for economic prosperity. It is also the most important form of human capital, at societal level. In the European Union, this dimension is measured by currently available indicators grouped in four sub dimensions: population's educational attainment (including the number of early school leavers); self-assessed and assessed skills; participation in life-long learning and opportunities for education (rate of enrolment of pupils in pre-primary education). A variety of data sources is used, the most important being the EU-LFS. Information is collected also through OECD'S PIACC survey (Programme for the International Assessment of Adult Competencies) ; the Adult education survey ; the Community survey on ICT usage in households and by individuals and administrative data.

Leisure and social interactions

The power of networks and social connections should not be underestimated when trying to measure the well-being of an individual, as they directly influence life satisfaction. In the European Union, this dimension is measured through 2 sub-dimensions, the first one being leisure activities. Both quantity (how often citizens spend time with people at sporting or cultural events) and quality (their satisfaction with time use), as well as (lack of) access to this type of activity due to lack of resources or facilities are measured. Social interactions is the second sub-dimension, and activities with others (frequency of social contacts and satisfaction with personal relationships) and for others (volunteering in informal contexts), the potential to receive social support (help from others) and social cohesion (trust in others) are included in the framework under this topic. The data in this dimension is updated once every few years, as the main source of data comes from EU-SILC Ad-hoc Modules on Social and Cultural Participation (collected so far in 2006 and 2015) and Subjective Well Being (collected in 2013 and 2018).

Economic and physical safety

Security is a crucial aspect of citizens' lives. Being able to plan ahead and overcome any sudden deterioration in their economic and wider environment has an impact on their quality of life. Safety is measured in terms of two sub-dimensions, physical safety (e.g. the number of homicides per country from police records and the proportion of those who perceive there is crime, violence or vandalism in the area in which they live collected in EU-SILC) and economic safety. For the latter, wealth (the value of assets owned minus the value of liabilities owed at a point in time by a household) indicators should ideally be used, but currently there is no comparable data on the topic for all European countries. The ability to face unexpected expenses and having or not having arrears are therefore used as proxy variables, based on data collected through EU-SILC. Assets (especially when they are of liquid type) are an important indicator of economic resilience and shock resistance, and therefore are an important aspect of the quality of life of Europeans.

Governance and basic rights

The right to get involved in public debates and influence the shaping of public policies is an important aspect of quality of life. There are 3 sub-dimensions covered in the governance and basic rights dimension: trust in institutions and public services; discrimination and equal opportunities and active citizenship. Providing the right legislative guarantees for citizens is a fundamental aspect of democratic societies. Good governance depends on the participation of citizens in public and political life (for example, through active citizenship actions such as attending a demonstration, sending a letter to those in office or signing a petition, indicator collected in the 2015 SILC Ad Hoc Module). It is reflected also in the level of trust of citizens in the country's institutions (collected in the 2013 SILC Ad Hoc Module), satisfaction with public services and the lack of discrimination. Gender discrimination measured in terms of the unadjusted pay gap (based on the SES) and gender employment gap, as well as the employment gap of immigrants compared to the national population (both based on the LFS) are the only indicators included in this sub-dimension at the moment, but more indicators could be developed in the future.

Natural and living environment

The protection of the environment has been very high on the European agenda over the last few decades.

In the last Eurobarometer on the topic, collected in 2017, 94% of Europeans declared that protecting the environment was very important for them. Exposure to air, water and noise pollution can have a direct impact on the health of individuals and the economic prosperity of societies. Environment-related indicators are very important for assessing quality of life in Europe and in general. Subjective indicators, such as individuals' own perceptions of noise levels or the existence of pollution and grime in their local area and their satisfaction with the environment and the green areas in their local area, based on the EU-SILC) are included in this dimension. Objective indicators (the amount of pollutants present in the air, and in particular the values for particulate matter as they are less dependent on climatic conditions and therefore more comparable) are also included. This indicator is collected by the European Environmental Agency .

Overall experience of life

Overall assessment of one's life is measured using three sub-dimensions: life satisfaction (cognitive appreciation), affect (a person's feelings or emotional states, both positive and negative, typically measured with reference to a particular point in time) and eudaemonics (a sense of having meaning and purpose in one's life, or good psychological functioning.). This is in line with the OECD guidelines on Measuring Subjective Well-Being . These indicators were collected within the 2013 EU-SILC Ad-Hoc Module (available in 2015) and the data collection is being repeated in the 2018 EU-SILC Ad-Hoc Module (available in 2020).

Conclusion

As highlighted above, it remains difficult to measure the quality of life of (European) citizens but preliminary results show it is worth going beyond GDP figures. A multidimensional approach is necessary to get a more comprehensive view of quality of life and avoid any misleading conclusions.

Source data for tables and graphs

- QoL- Measuring Quality of Life

Data sources

The collection of microdata on well-being is a key objective. Following Eurostat's proposal to collect microdata on well-being within the 2013 module of SILC , data for subjective indicators will start to be collected as European statistics on a regular basis in the relatively near future (starting probably after 2022). In the long term, while data for several of the required indicators are readily available from other sources (e.g. LFS for the Productive or Main Activity dimension), EU-SILC should be further developed to serve as the core EU instrument connecting the different dimensions of quality of life at an individual level and reflecting their dynamic interdependencies. In order to make the system of indicators less complex and to allow for analysis covering the 8+1 dimensions of quality of life, a very limited number of headline indicators has been selected for each dimension, while synthetic indicators could be developed for highly correlated variables. A scoreboard of uncorrelated primary indicators should complete the picture.

- Quality of life indicators (online publication)
- The EU in the world - living conditions
- All articles on poverty and social exclusion
- All articles on household income, expenditure and debt

Publications

- Final report of the expert group on quality of life indicators

Item 12.1

Additional public comments received after the Planning Commission's October 15, 2019 public hearing on the Environmental Impact Report Notice of Preparation for the City Center Mixed Use Master Plan

Subject: FW: Comments re: EIR/City Center

----- Forwarded Message -----

From: Jan Jimenez <

To: lbarr@sanramon.ca.gov <lbarr@sanramon.ca.gov>

Sent: Friday, October 25, 2019, 04:57:14 PM PDT

Subject: Comments re: EIR/City Center

I would like the following issues to be of concern to the City of San Ramon and First Carbon Solutions during the "EIR" process:

1. Please recalculate all the numbers given by Sunset Development. The figures do not "add up" to my calculations. For example, there are only 1.5 slotted parking places for each unit of the 4,500 dwellings. This is not up to the state average of cars per unit (especially in the 3 bedroom units). Also, Sunset Dev. told me that parking will cost extra rent. How will we stop renters from using the 1,125 parking places reserved for the entire community -- especially those visiting City Center? Do 4,500 dwellings really only multiply by a factor of two? I do not imagine only 2 persons living in a three bedroom dwelling. 9000 new residents is a very low-ball figure.
2. Please review the park guidelines and make sure they represent the parks and open space needed for our city. I calculate only 3.5 acres being reserved for this very important community issue in the new development.
3. There are no plans to provide local schools for the residents of the 4,500 dwellings. This needs to be addressed. I talked with SRVUSD and their numbers, taxes needed and requirements are very specific for a new development.
4. Please be advised that Sunset Development told me (during their "Open House") that these dwellings are rentals. How will that affect tax dollars received to the city?
5. Traffic!!!! I know that you have already promised to look into this in a very detailed study. How will more cars fit into our traffic patterns? How will added pedestrians affect the "flow" of traffic with additional time at crossings? What will increased use of buses do to our streets? Who will pay for all of this?
6. Do we have enough natural resources to provide for this new development? When the Dougherty Valley homes were built, my water pressure at my home dropped by 50%. Ebmud told us that the new pumping station was the reason. Will solar be required in the new development? Electricity for electric cars? Gas? Who will be paying to increase these utilities?
7. How will seven story complexes affect the look of our community? Is this the vision that the majority of residents now want?

I could go on.... I'll wait for the next city meeting and results of the review. I would like to bring your attention to a quote by Alex Mehran from the article "A Vibrant Downtown Destination" in the San Francisco Business Times, August 2, 2019 when he discusses City Center and his plans:
"It's going to force people to interact and really make people love their suburban city."

Is this the direction San Ramon wants to head? Do we want to "force" our residents to interact? Force is a very strong word for a city that strives for a community spirit.

Sincerely,
Jan Jimenez
4025 Terra Alta Dr
San Ramon 94582
Deer Ridge home owner
[REDACTED]

Jan

Janet E. Jimenez
[REDACTED]

Barr, Lauren

Subject: FW: [minor corrections - Final Letter] COMMENTS C.C.M.U.M.P. Scoping Session / (minor correction)

From: Jim Blickenstaff
Sent: Friday, October 25, 2019 8:44 PM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Cc: 'Jim Blickenstaff' <jpblick@comcast.net>
Subject: [minor corrections - Final Letter] COMMENTS C.C.M.U.M.P. Scoping Session / (minor correction)

Subject: COMMENTS: City Center Mixed Use Master Plan Scoping Session 10/25/19

lbarr@sanramon.ca.gov

To: Lauren Barr,

> **PARKS:** *The current proposed plan looks to be deficient in park dedication by as much as 35 acres of Neighborhood Parks, and roughly 20 acres of Community Parks. The DEIR will need to present a General Plan compliant C. C. M. U. M. Plan with best scenario for parcel size(s) and location(s) of new park dedications that achieve the Plan's specific threshold of a minimum of 40 total acres for Neighborhood Parks, and 20 total acres of Community Parks. The DEIR will need to present a mitigation plan that fully complies with General Plan standards of 4 ½ acres Neighborhood Parks per 1,000 new residents, and 2 acres of Community Parks per 1,000 new residents, resulting from the development of the C. C. M. Plan. An example of an approved plan more compliant with the General Plan -- the Faria Project off Crow Canyon -- set aside 12 acres for parks, for a 740 unit project --or, for roughly 2,100 new residents. As presented by the applicant/developer this "City Center Master Plan" - at 4500 units [6 times the number of Faria units!] is offering -incredibly- LESS park set asides than the much smaller Faria Project. City Staff has already acknowledged that -historically- land dedicated as parks mitigation, for City approved developments, has averaged about 1 ½ acres under the General Plan standards. This C.C.M. Plan, as proposed, will seriously exacerbate that deficiency. It demonstrates we have a long way to go -- just to get a Plan that complies with its own park dedication requirements. Again, the DEIR will need to detail mitigations and actions that achieve those park set aside requirements. An example of one possible mitigation site for, at least, partial compliance with G. P. Community Parks obligations, may be acreage purchases adjacent to the new Mudd's Community Park. New Neighborhood Parks acreage needed to alleviate the impacts of up to 10,000 new residents, should be within, or as adjacent as possible, to Site boundaries, and new Park acreage set asides -- should not include similar acreage already in place, that was an amenity or mitigation incorporated in an earlier City approved project. Such as: the 2 (man-made) lakes near, or within, the proposed development area.*

> **TRAFFIC:** Around 10,000 new residents will result in roughly 100,000 extra daily car trips. This will be in a location that does NOT have a mass transit hub, like BART access thru a neighboring BART Station. The predictable outcome will be an expansion of the negative traffic impacts as much of the daily car trip will, in fact, be driving out of the area – in lieu of mass transit connections, and a limited local spectrum of jobs availability. Full evaluation of negative impacts on all key City arterials, streets and intersections, as well as impacts on I-680, must be done as a precursor to presenting, full and necessary mitigations. Conversely, the DEIR will need to fully evaluate and present a likely situation where full mitigation costs are so expensive and unrealistic as to leave unresolved an array of significant negative traffic impacts.

> **VIEWSHED / HEIGHT LIMITS:** We need further examination, under the DEIR as to compliance with building height limit requirements. It has generally been 5 stories, or in certain circumstances, up to 83 feet. This needs to be fully detailed as to proper compliance – or mitigation steps presented that bring the Plan into full compliance. Regardless, the actual maximum height of the various buildings planned will have an obvious negative impact on the viewshed. Several before and after (build out) visual impact renditions will need to be done from the numerous impacted streets and other key viewpoints to appreciate the negative visual impacts, and the challenges facing mitigation proposals that can reduce it to less than significant.

> **SCHOOLS:** There will need to be an accurate determination of the number of new school age children. A rough estimate would suggest this Plan will result in well over 500 new school age children. New facilities, and facilities costs, and designation of funding responsibilities, will need to be part of a appropriate and full mitigation presentation. Otherwise, there is very likely to be an outcome that will actually increase the current overcrowding of most local schools.

> **WATER:** While within East Bay MUD's U. S. B., it will be important to engage with EBMUD to understand, and appreciate, actual negative impacts on their limited water supply, as well as, on their customer base.

> **POLICE:** City police services will be seriously impacted by an additional 10 thousand new residents. Incidents of crime will significantly increase. What mitigations would be needed to fully compensate for that impact?

> **MITIGATIONS \$ COST:** Lastly, as can best be determined , a dollar cost value should be assigned to each mitigation proposal in each environmental impact category. The DEIR will need to clarify to what extent the ultimate cost is not born by the developer/proponent, or otherwise "externalized" by the developer – and any resulting monetary shortfall that would then become the burden of the City and its General Fund, or other City taxpayer supported

funds, or other jurisdictions, and their customer based funding sources -- such as East Bay MUD, or the local School District? Often, a typical situation arises where the developer/proponent significantly underfunds full and necessary mitigation(s) needed to minimize the various and serious, negative impacts stemming from the 1,000's of new people their development plan will bring into San Ramon. Just as often, other/City/secondary sources will not, or cannot, supplement and otherwise fully augment the funding gap. Therefore the DEIR will also need to analysis each case where that occurs – the degree to which it occurs - and the consequential increase in negative impacts for each instance.

Initial Assessment: *If just the severe lack of necessary Parks acreage locations and dedications, or even supplementing and sufficient funding set asides, presented in this initial Proposal, is any indication -- there is a long way to go to arrive at a Plan that is consistent with City Standards on an array of impact mitigations needed before the CCMUM Plan can be successfully integrated into the City of San Ramon. And, conversely, a Plan that will NOT ultimately be a burden on the City and its residents. It would be wise for San Ramon City Leaders and officials to not get too caught up in this Plan's proponent's "salesmanship," that will focus on the pluses, and either, minimize, or not address, the minuses. The likelihood that the numerous and serious impacts, in key CEQA categories, will often not be fully mitigated, or only partially mitigated, in the final derivative of this very dense residential development Plan, has to be understood and appreciated for its overall significantly negative effect (in varying degrees) on the quality of life for all the people currently living in San Ramon. That reality must be acknowledged in the CEQA documents, and be a central focal point of the decision making process as to whether this Plan will be of overall benefit, or overall detriment, for San Ramon . What will the final determination be for maintaining: the City's ambiance, the traffic flows, the visual aesthetics, City services, schools, the relatively quiet, calm, and light crime rate attributes – all those essential positive qualities that are the City of San Ramon, and are the foundation of the resident's quality of life? The final decision will tell us not so much as to what kind of City we wish to become – but, what kind of City we are to become. It is a profoundly serious undertaking.*

Thank You. -- Jim Blickenstaff

Barr, Lauren

Subject: FW: City Center 4500 Unit Project Impacts and EIR

From: SHERRIE SIVARAMAN <
Sent: Friday, October 25, 2019 11:56 PM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: City Center 4500 Unit Project Impacts and EIR

Sherrie Sivaraman
4072 Dunbarton Circle
San Ramon, CA 94583

October 25, 2019

Mr. Lauren Barr
Planning Manager, City of San Ramon
2601 Crow Canyon Road
San Ramon, CA 94583

Mr. Barr,

I have lived in San Ramon for over 20 years. I chose to live here because I love how the town includes lots of large open space areas with beautiful vistas and also numerous parks. I also like it because it's clean, and has good schools. It's truly a special town, and is the perfect place to raise a family in the SF Bay Area. I am NOT in favor of 4500 units of multi-story, dense housing being built within Central San Ramon, an approximate one mile square area. This dense housing will change San Ramon forever, and once done it cannot be undone. There will no longer be a small town feel, and it will start looking like all of the dense building developments going up on the I-580 corridor (Dublin). I understand that an EIR is being planned. This project will cause negative impacts and a loss in quality of life. Some of the impacts are as follows:

- Increased vehicle traffic in Central San Ramon. This will end up in gridlock at times, and there will be many more vehicles and pedestrians together. The pedestrians may be children walking by themselves.
- Increased vehicle traffic to existing schools (if no new schools) and probably even other places
- Increased air pollution from more vehicles. It will be even more concentrated in some places like parking garages.
- Increased noise to existing neighborhoods.

- Increased school needs - existing students should not have to have less of an education because of an increase in new students leading to overcrowding at existing schools.
- Increased sewer needs - no one wants to have a broken, smelly, and possibly overflowing sewer from inadequate pipes and pumping station capacity.
- Potential standing water or flooding to residences and businesses during the rainy season, unless drainage work is properly done.
- San Ramon including the central city area has diverse wildlife and plants. With this project, the wildlife will be pushed further into the existing neighborhoods. Animals that exist here include raccoons, opossums, foxes, coyotes, deer, squirrels, owls, hawks, falcons, woodpeckers, doves, lizards, and more. The first impact of digging is a wave of rats and mice. This happened when other city buildings were built.

I hope the Planning Commission and City Council consider these impacts seriously, and that they take care to preserve our beautiful town, San Ramon.

Sincerely,

Sherrie Sivaraman

Barr, Lauren

Subject: FW: City Center Master Plan EIR

-----Original Message-----

From: Tim Sevilla

Sent: Wednesday, October 23, 2019 10:38 PM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Cc: maya5020@yahoo.com

Subject: City Center Master Plan EIR

Mr Lauren Barr

Planning Manager

City of San Ramon

I oppose the City Center Master Plan due to:

1. The traffic will be disastrous in the area.
2. Not enough school to accomodate childrens of occupants
3. Freeway off ramps and on ramps will not be enough for San Ramon residents
Especially in the commute hours
4. Crime in the area will definitely increase
5. If this is approved, the residents of San Ramon, will remember this in the next election

Thank you,

Tim Sevilla

588 Santander Dr

San Ramon, CA 94583

Sent from my iPad

RECEIVED

OCT 22 2019

CITY OF SAN RAMON
PLANNING SERVICES
October 19, 2019

Mr. Lauren Barr, Planning Manager
City of San Ramon Community Development Department
2601 Crow Canyon Road San Ramon, CA 94583

Re: Sunset Development Project —4500 Units

Mr. Barr,

The San Ramon City Project to add 4500 units in and around the Bishop Ranch area is the antithesis to a community seeking to keep some of the "old" San Ramon. Once a smaller community of residents surrounded by foothills and a quaint suburbia, is now being transformed "willy-nilly" into a crowded and poorly planned hodgepodge of jumbled living boxes with little regard to the impact on its' surrounding area.

Citizens have already pointed to the crowded schools, heavy traffic, deteriorating infrastructure of walkways, pathways, landscape, and cold aesthetic of the City Center and shops. Specifically, the city population continues to expand with seeming disregard for the impact on current residents and future logistics to include increased traffic, hindered travel, growing population with no added schools, child-care, medical facilities, surrounding infrastructure, and so on. It would appear to be a decision driven by finances rather than utilitarianism.

Existing roads, side streets, walkways, and city landscaping in the surrounding community and along the Iron Horse Trail are deteriorating and show poorly. Adding 4500 more units with a questionable estimate of 9000 residents is alarming. The 4500 units are more likely to house 15000 or more based on surrounding population seen in the general area within the boundaries of Alcosta and San Ramon Valley Boulevard, Montevideo and Camino Ramon. Further, Bollinger Canyon will become even more congested and time-consuming to motorists.

Until the City can address the crumbling infrastructure that is the area just outside this proposed development, accommodate the numbers of cars to be added to local and surrounding roads, increase the number of schools and teachers for new residents, their students and children, add medical facilities and childcare, this will simply compound the problems already experienced by current residents.

Once again, City Management and Leaders are ignoring the wishes of a majority of citizenry and continue to add water to a vessel already at its brim. I invite the Mayor and Council members to walk the Iron Horse Trail to view walkways, pathways, city landscape and streets in the block of homes already built in the areas mentioned above. Why not spend some of the General Fund to beautify a city that continues to distance itself from the look of nearby cities of Pleasanton, Danville, and Livermore?

Respectfully,



Kenneth Sturm
940 Springview Circle
San Ramon, CA. 94583

Communication: Additional Public Comments Received After the Planning Commission's October 15, 2019 Public Hearing on the Environmental

Barr, Lauren

Subject:

FW: Bishop Ranch Proposal to Build 4,500 Housing Units

From:

Sent: Monday, October 21, 2019 11:31 AM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Subject: Bishop Ranch Proposal to Build 4,500 Housing Units

Mr. Lauren Barr,

I am writing to you to speak out against the proposal to build 4,500 housing units in Bishop Ranch. Our public land has long been suffering under the weight of too many people. The acquiring of more public land throughout this state is at a historic low, and yet the population continues to steadily rise. I am already stressed and dismayed by the amount of people pouring into Las Trampas Regional Wilderness, a place visited for many years, to reconnect, learn, and destress. Now, already, the parking often overflows out along the road. It is difficult to find peace. As people have grown louder and more present, even the birds are growing quieter and quieter.

Wildlife is sensitive to the presence of people. A study entitled: Effect of Recreational Trails on Forest Birds: Human Presence Matters, found "that in the disturbed (i.e., high-recreation-level forests) the density of birds and species richness were both reduced at points close to trails when compared to points further away (-13 and -4% respectively), whereas such an effect was not statistically discernible in the forests with a low-recreation-level." Even apex predators like puma will abandon a hard earned meal if they but hear a human voice. See: Fear of the human 'super predator' reduces feeding time in large carnivores - <https://royalsocietypublishing.org/doi/full/10.1098/rspb.2017.0433> - Many species have shifted heavily to a nocturnal lifestyle simply to avoid us. There are a wide range of studies on the negative impacts to various species from trails with high recreation levels. And there will absolutely be an increase in visitation pouring into our already crowded parks from such a large development.

Mere islands of habitat have been set aside whilst the surrounding throng of humanity packs in. "It's like roads, schools and hospitals," Sam Hodder said elsewhere on this issue. "Our parks are every bit as critical to our health and well-being. If we aren't investing, it's like not expanding and maintaining your home as your family grows. Your quality of life goes down." This proposal is absolutely a threat to my quality of life and many others, I'm sure. As someone who can name most of the native plants around her, I can easily see when trampling, erosion, overgrazing, invasive species, etc. are degrading local ecological communities. Between people, cattle, feral pigs, and drought, Las Trampas Regional Wilderness is struggling plenty enough.

Please don't destroy what my husband and I love most about San Ramon. I need healthy landscapes for my own psychological well-being, but am afraid this is a losing battle, and that we'll eventually be forced to leave. I'm forever child-free by choice and I don't drive by choice. Sure wish more people were willing to make bigger sacrifices for the health of this world. Not granting a proposal to build 4,500 housing units in Bishop Ranch would be a good step.

Regards,
Erin Barca
San Ramon, CA

Subject: FW: Objection to the Master Plan (EIR) for Bishop Ranch / San Ramon: RB Riley Comments

-----Original Message-----

From: Randall Riley

Sent: Friday, October 18, 2019 5:07 PM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Cc: Linda Hall

Subject: Objection to the Master Plan (EIR) for Bishop Ranch / San Ramon: RB Riley Comments

Lauren Barr,

Linda Hall and I attended the presentation at City Hall on Oct 15, 2019 and have the following comments and objections.

It seems that there has been a significant change in the Planning Commission's thinking with regards to development in the Bishop Ranch Business Park and San Ramon in general. Even the name "Bishop Ranch" indicates the obvious theme that was adopted in the early 80s. The name "Chevron Park" also seems to indicate that the "business area" of San Ramon was intended to be developed with a Park-like theme and atmosphere. That is quite evident throughout the the Bishop Ranch office complexes, AT&T Park, Chevron Park, Toyota complex, etc.

It is these very office buildings and businesses that spurred the growth in the SRV. It is the park-like atmosphere, despite the large business complexes, that makes San Ramon such an appealing place to live, despite the excessive traffic that has resulted on Crow Canyon Road, Bollinger, and both highway 680 interchanges, due primarily to the large housing developments on the east side.

It seems so contrary to the earlier careful planning that provided so much "open space" around these buildings to even consider allowing any buildings at all in these beautiful areas . . . much less the high density housing the developer is proposing!

We object loudly! This will destroy the business park atmosphere of Bishop Ranch. The traffic will crawl to a stop or force these two "thoroughfares" to become freeways.

We can't believe the City allowed the homes to be built on the hilltops behind Home Depot, where so many of the streets lack sidewalks, where one neighbor looks out a side window into the neighbors window (or where they don't have side windows because of this).

Why is the City allowing such high density developments?! These are quite expensive homes packed together like sardines in a can! It seems the City is catering to the developers, rather than maintaining the standards previously enforced.

It appears the City is entertaining big developers to come destroy the reasons San Ramon was a such a pleasant place to live and raise a family. What for? It must be so they can maximize their profit. The higher the density, the taller the buildings, the more money they will make.

It was obvious they are going to fill in all the park-like areas around the office buildings and leave very little area for parks . . . less than an acre for each developed area.

We object, we object, we object!

Please do not turn San Ramon into another Dublin, the city that cannot say no to developers, the city that thinks “no money, no money” in taxes.

Randall Riley

Barr, Lauren

Subject: FW: City Center Master Plan EIR

Sent: Wednesday, October 16, 2019 9:32 AM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: City Center Master Plan EIR

Dear Mr. Barr,

As a long-time San Ramon resident, I am concerned about the long-term impact on the quality of life in San Ramon after the addition of the proposed housing developments in Bishop Ranch. Such development will negatively impact not only the roads but our schools. To justify the development (no traffic increase) based upon the fact that the new residents will work in the vicinity of where they live is ridiculous, as I do not think that Bishop Ranch has that many available jobs!

The area has less densely populated areas south of San Ramon for development. We should not be degrading the quality of life in San Ramon for more revenues for the city!

--
Larry Feigenbaum
964 Springview Circle
San Ramon, CA 94583
415-519-3034

Barr, Lauren

Subject: FW: In support of new residential/hotel/retail development in San Ramon / Bishop Ranch

From: Stan
Sent: Wednesday, October 16, 2019 10:40 AM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: In support of new residential/hotel/retail development in San Ramon / Bishop Ranch

Lauren,

My name is Stan Sinita.
email: XXXXXXXXXXXXXXXX
phone: XXXXXXXXXXXX
I live in Canyon View, 157 Victory Circle.

I live and work in San Ramon. I moved to San Ramon from Danville in 1999 and I worked in Bishop Ranch since 1991.

I fully support the Sunset Development's proposal/plan to add more retail, hotel and housing and create downtown area in San Ramon. I think this will benefit our entire community.

In my opinion, the plan should be approved with following conditions:

1. Iron Horse trail bridges to be built over Bollinger Canyon Road and Crow Canyon Road
2. Bollinger Canyon needs to be wider by 1 or 2 lanes
3. Hwy 680 entrances/exits on Norris Canyon Rd

Please do not hesitate to contact me, if I can help to push this proposal forward.

Thanks, Stan.

Communication: Additional Public Comments Received After the Planning Commission's October 15, 2019 Public Hearing on the Environmental

Barr, Lauren

Subject: FW: City Center Master Plan EIR

From:

Sent: Wednesday, October 16, 2019 10:16 AM

To: Barr, Lauren <lbarr@sanramon.ca.gov>

Subject: City Center Master Plan EIR

To whom it may concern,

I've lived in San Ramon since 1983. It has changed and grown tremendously. I feel that adding 4500 homes will not add more to our community but take away from the charm. More importantly crime will go up and ofcourse traffic. Please stop this development. We need more parks and more bike safe paths in our community.

STOP BUILDING. WE HAVE TO MANY PEOPLE IN THIS AREA AS IT IS.

Thank you
Shaughn Park

Barr, Lauren

Subject: FW: Large-Scale Development In Bishop Ranch

From: Ashwin Kamath
Sent: Wednesday, October 16, 2019 9:46 AM
To: Barr, Lauren <lbarr@sanramon.ca.gov>
Subject: Large-Scale Development In Bishop Ranch

Mr. Lauren Barr,
Planning ManagerCity of San Ramon Community, Development Department

Sir

Please do not go ahead with this development.
San Ramon is already exploding at it seams as it is.
If you drive along Bolinger Road between 8am and 9am you will experience the HUGE flow of traffic which can give an idea of the existing housing in San Ramon.
Having 4500 new housing will double the amount of traffic and just cause a lot of issues.

Thanks
Ashwin Kamath
XXXXXXXXXX

8 San Pedro Place
San Ramon, CA 94583
October 9, 2019

RECEIVED

OCT 15 2019

Mr. Lauren Barr
San Ramon Planning
2401 Crow Canyon Road
San Ramon, CA 94583

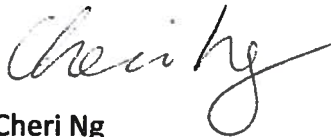
**CITY OF SAN RAMON
PLANNING SERVICES**

Dear Mr. Barr,

I am deeply concerned about the height and the density proposed by Sunset Development for building homes and apartments. I have lived in San Ramon since 1972, a time before the area was incorporated. Alex Mehran appeared before our San Ramon Council sometime in the mid to late 1970's to present his plan to build homes in the area now known as Bishop Ranch. At that time, he wanted the area rezoned from light industrial to residential. One of our members, Bill Box, suggested that the area, despite being in the midst of residential buildings, could be nicely developed as an office park and offered some suggestions as to how that might look. Obviously, that denial of a zoning change worked to Sunset Development's advantage in the end. Later (perhaps in the 1990's...I can't recall exactly), Sunset Development offered to build a City Center for San Ramon in return for permission to erect a 7 story building. The city council at that time (Hermann Welm and...) reacted favorably until residents began to challenge the wisdom of allowing 7 story buildings. The plan was abandoned and the site of the city center, donated by Sunset Development, remained vacant. I fear that this latest development request for multiple story buildings and high density is the result of a "deal" agreed to by the city in return for Sunset Development's "generosity" in building the present City Center.

This area should not and cannot support high density housing, but more importantly, I do not feel that 7 story or even 5 story buildings should be permitted within this area or any area in San Ramon. A look at the history of development in this area supports this (check out the original Pac Bell and Chevron agreements as well). Please stand up to the pressure from Sunset Development and work out a plan that will not have such a detrimental impact on the city.

Sincerely yours,



Cheri Ng

Cc: City Council

LATE COMMUNICATION # 1A
AGENDA # 10.1 P.C. MTG 10/15

- [Quality of life in Europe - Facts and Views](#)
- [Report by the Commission on the Measurement of Economic Performance and Social Progress - Stiglitz J. E. et alii, 2009 \(PDF\)](#)
- [Sigma – The Bulletin of European Statistics – GDP & Beyond](#)

Dedicated section

- [Quality of Life Indicators](#)

Legislation

- [COM final 433/2009 - European Commission - GDP and beyond – Measuring progress in a changing world](#)
- [Income and Living Conditions Legislation](#)
- [Labour Force Survey Legislation](#)

External links

- [European Quality of Life Survey 2016](#)
- [UN World Happiness Report](#)
- [OECD Better Life initiative: Measuring Well-being and Progress](#)

Jim Blickenstaff

Subject:

COMMENTS: City Center Mixed Use Master Plan Scoping Session

- > *The current proposed plan is deficient in park dedication by roughly 12 acres of Neighborhood Parks, and roughly 20 acres of Community Parks. A General Plan compliant C. C. M. Plan will need to demonstrate parcel size and location of new park acreage around 40 total acres for Neighborhood Parks, and about 20 acres of Community Parks. One possible mitigation site for community parks could be the acreage adjacent to the new Mudd's Community Park. New neighborhood parks to alleviate the impacts of 9,000 new residents should not include acreage already in place – like the 2 lakes adjacent, or within the proposed development area.*
- > *9,000 to 10,000 new residents will result roughly 90,000 to 100,000 extra daily car trips. Full evaluation of impacts on all key City arterials, streets and intersections must be done to allow for proper mitigation.*
- > *I assume, this early C.C.M.P. proposal is in compliance with applicable City height limits. Even so, the actual maximum height of the various buildings planned will have an obvious impact on the viewshed. Several before and after (build out) visual impact renditions will need to be done from the numerous impacted streets and other key viewpoints. This will allow for the presentation of appropriate mitigations to avoid significant viewshed degradation.*
- > *There will need to be an accurate determination of the number of new school age children, to allow for mitigation proposals that will alleviate the otherwise negative impacts on already overcrowded local schools.*
- > *While within East Bay MUD's U. S. B., it will be important to engage with EBMUD to understand, and appreciate, actual negative impacts on their limited water supply, and possibly on their customer base.*
- > *City police services will be seriously impacted by an additional 9 to 10 thousand new residents. What mitigations would be needed to fully compensate for that impact.*
- > *Lastly, as can best be determined, a dollar cost value should be assigned to each mitigation proposal. To the extent that the ultimate cost is not born by the developer/proponent – would the remainder then be assigned to the City and its General Fund, or other funds, and other jurisdictions, such as East Bay MUD, or the School District?*

LATE COMMUNICATION # 16
AGENDA # 10.1 **P.C. MTG** 10/15

Rev'd 10/15 7pm

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Lisa Davison

From: Philip Hensley <philipnet@comcast.net>
Sent: Tuesday, October 15, 2019 1:48 PM
To: Barr, Lauren
Subject: Housing units in Bishop Ranch

City of San Ramon,

Here is my "Public comment on the creation of the environmental impact report".

A. Define BISHOP RANCH as “commercial” area:

There should be NO housing units in Bishop Ranch.
ALL housing units should be surrounding Bishop Ranch.
(I thought that was the Plan and the zoning already and for decades.)
Furthermore, if zoning is to change, it should go for a vote by the VOTERS.

Bishop Ranch should be ONLY for business units and for buildings/areas that service the nearby community (parks, community structures) or those businesses (parking, hotels).

San Ramon has already built enough.
Stop it already! You are ruining what is already here!

Make sure the infrastructure (roads, schools, water, etc.) can support any more people at all.
The traffic and drive times are horrendous and getting worse each year.

B. Stop the unchecked GENERAL DEVELOPMENT:

STOP supporting the following wrong or failed concepts:
“compact-sized” parking spots,
low income housing,
subsidized, public Alternative/Electric fuel stations and parking spots (they all should be private),
specialized entrances/exits to the I-680 Highway (such as HOV entrances) as opposed to general, all-vehicle entrances/exits,
any demand of ABAG,
any support to or participation in ABAG.
HOV lanes,
Metering Lights on I680,
Toll Lanes.

C. Supply more PUBLIC TENNIS COURTS for exercise and sports:

START building MORE....and LIGHTED.... public tennis courts to support the vastly increased population that has flooded into San Ramon since the 1970s.
(Tennis is a relatively inexpensive, excellent exercise for the general population at all age levels.)
But stop supporting “instructors” monopolization of the tennis courts and turning public courts into their own private business empires.)

Even though I now live in Danville, I come to San Ramon almost daily and I have formerly resided in or around San Ramon since 1979.
(So I have seen a lot about development in San Ramon.)

Thank you.

Philip Hensley
2130 Shady Creek Pl
Danville, CA 94526
philipnet@comcast.net