SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MEETING AGENDA

Monday, September 18, 2017
3:00 p.m.

City of Orinda
Sarge Littlehale Community Room
22 Orinda Way, Orinda, CA 94563

Any document provided to a majority of the members of the Southwest Area Transportation Committee (SWAT) regarding any item on this agenda will be made available for public inspection at the meeting and at the San Ramon Permit Center, 2401 Crow Canyon Road, San Ramon, CA during normal business hours.

1. CONVENE MEETING/SELF INTRODUCTIONS

2. PUBLIC COMMENT:

Members of the public are invited to address the Committee regarding any item that is not listed on the agenda. (*Please complete a speaker card in advance of the meeting and hand it to a member of the staff)*

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. CONSENT CALENDAR

5.A Approval of Minutes: SWAT Minutes of July 3, 2017

End of Consent Calendar

6. REGULAR AGENDA ITEMS

6.A Approve Request to Reprogram Measure C and Measure J Funds and forward a request to CCTA for required amendments to the Measure C Strategic Plan and Measure J Strategic Plan – Presented by Andy Dillard, Transportation Manager, Town of Danville (*Attachment – Action Required*)

6.B Approve Measure J Strategic Plan Amendment for Innovate 680 – Presented by Hisham Noeimi, Contra Costa Transportation Authority

The Contra Costa Transportation Authority (CCTA) is requesting SWAT concurrence to reprogram $16.706 million from I-680 Corridor Reserve - Southwest County (Project 8007) and $0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to ***Innovate 680*** (New Project 8009). *(Attachment – Action Required)*

6.C Approve Submittal of Tri-Valley Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update – Presented by Lisa Bobadilla, Transportation Division Manager, City of San Ramon *(Attachment – Action Required)*

7. WRITTEN COMMUNICATIONS (*Attachments – Action as determined necessary)*

- SWAT Meeting Summary – July 3, 2017
- TRANSPLAN Meeting Summary – July 13, 2017
- TRANSPAC Meeting Summary – July 13, 2017
- Contra Costa Transportation Authority Meeting Summary – July 19, 2017
- Contra Costa Transportation Authority, Senate Bill 595 (Beall) Bay Area Toll Bridge Regional Measure 3 – August 9, 2017
- Notice of Preparation and Initial Study/Environmental Checklist for the Magee Ranches, Davidson Homes development application, Town of Danville – August 29, 2017
- Notice of Intent to Adopt a Mitigated Negative Declaration for the San Ramon Iron Horse Trail Overcrossings Project and Notice of Community Workshop – September 8, 2017

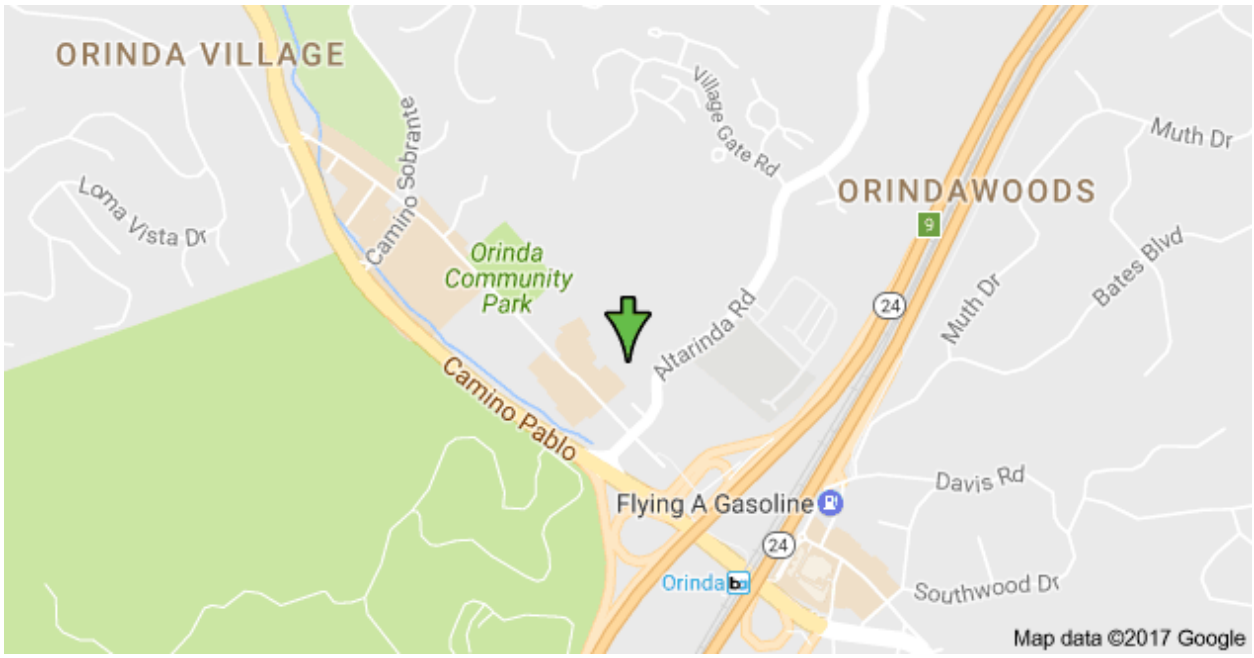
8. DISCUSSION: Next Agenda

9. ADJOURNMENT to Monday, October 2, 2017 3:00 p.m. at City of Orinda

SOUTHWEST AREA TRANSPORTATION COMMITTEE

MAP

CITY OF ORINDA OFFICES, 22 ORINDA WAY, ORINDA, 94563
SARGE LITTLEHALE COMMUNITY ROOM



AGENDA ITEM 5.A

SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

SUMMARY MINUTES
July 3, 2017 – 3:00 p.m.
City of Orinda
22 Orinda Way
Orinda, California

Committee members present: Amy Worth, City of Orinda (Chair); Karen Stepper, Town of Danville; Candace Andersen; Contra Costa County; Dave Hudson, City of San Ramon; Dave Trotter, Town of Moraga (Vice Chair); Don Tatzin, City of Lafayette.

Staff members present: Lisa Bobadilla, City of San Ramon; Ellen Clark, Town of Moraga; Jason Chen, City of Orinda.

Others present: Matt Kelly, CCTA.

1. CONVENE MEETING/SELF INTRODUCTIONS: Meeting called to order by Chair Worth at 3:01 p.m.

2. PUBLIC COMMENT

3. BOARD MEMBER COMMENT

4. ADMINISTRATIVE ITEMS

5. <u>CONSENT CALENDAR:</u>

5.A Approval Minutes: SWAT Minutes of June 5, 2017

ACTION: APPROVED – Stepper/Andersen/unanimous

5.B Review and Approve 511 Contra Costa FY 2017-18 SWAT Transportation Demand Management Programs and Budget

ACTION: APPROVED – Tatzin/Trotter/unanimous

End of Consent Calendar

6. <u>REGULAR AGENDA ITEMS:</u>

6.A Review of Draft 2017 Countywide Transportation Plan (CTP) Update

Matt Kelly presented this item. The Contra Costa Transportation Authority (CCTA) released the draft 2017 CTP update for review. The CTP highlights the Authority's vision, goals, and strategies for addressing existing and future transportation challenges within Contra Costa. The CTP is a Long Range Transportation

Investment Program (LRTIP) that specifies how CCTA could invest $6.4 billion in leveraged, new revenues on streets and highways, BART, ferries, buses, bicycle, and pedestrian facilities through the year 2040. Comments on the draft 2017 CTP update are due Monday, August 1, 2017. The final adoption of the CTP is scheduled for fall 2017.

ACTION: Information Only/No action required

6.B Submittal of Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update

Jason Chen introduced this item. CCTA has requested SWAT to reaffirm the Lamorinda Action Plan approved in 2014.

Don Tatzin proposed to work with EBMUD and EBRPD to restore pedestrian and bicycle trail link and reopen the Lafayette – Moraga Regional Trail along Augusta Drive between School Street bridge and Canyon Road bridge.

Lisa Bobadilla stated that the Tri Valley Transportation Council will meet on July 17, 2017 and will reaffirm the Tri-Valley Action Plan adopted in 2012. This item will be brought back to SWAT at the September SWAT meeting.

ACTION: APPROVED – Trotter/Tatzin/unanimous

7. **WRITTEN COMMUNICATIONS:** The following written communication items were made available:

- SWAT Meeting Summary – June 5, 2017
- TRANSPLAN Meeting Summary – June 8, 2017
- Contra Costa Transportation Authority Meeting Summary – June 21, 2017

ACTION: None

8. **DISCUSSION:** Next agenda

9. **ADJOURNMENT:** to Monday, August 7, 2017 at 3:00 p.m., City of Orinda, Sarge Littlehale Community Room, City Hall

ACTION: The August 7, 2017 meeting will be canceled. The next meeting scheduled for Monday, September 18, 2017. Meeting adjourned by Chair Worth at 3:45 p.m.

Staff Contact:

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www.CCTA-SWAT.net

Alternate Staff Contact:

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AGENDA ITEM 6.A

SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: September 18, 2017

TO: SWAT Committee

FROM: Town of Danville (via SWAT TAC)

SUBJECT: Request to Reprogram Measure C and Measure J funds and forward a request to CCTA for required amendments to the Measure C *Strategic Plan* and Measure J *Strategic Plan*

BACKGROUND

At its meeting on June 1st, 2015, the Southwest Area Transportation Committee ("SWAT") approved a request from the Town of Danville and City of Orinda to reprogram a total of $1.223 million in Measure C funds from the *Interstate 680 Corridor* program category to the *Major Arterials – Southwest Region* for the program category. The Town of Danville request consisted of reprogramming $1.048 million from the "I-680 Auxiliary Lanes, Segment 2" project to the "Diablo Road Circulation Improvements" (Project 1721). The City of Orinda request consisted of reprogramming $175,000 to the Santa Maria Park and Ride Lot Slide Repair project.

Subsequently, at its regular meeting of July 5th, 2015, the Contra Costa Transportation Authority ("CCTA") approved Resolution 15-39-P, Amendment No. 4 to the 2011 Measure C *Strategic Plan* that reprogrammed the funds to the requested projects (Attachment A). CCTA has set a deadline of June 30, 2018 to expend the Measure C funds in order to execute close out of Measure C..

DISCUSSION

The "Diablo Road Circulation Improvements" project (aka "Diablo Road Trail", CIP C-055) is currently in the Study phase and will enter into PS&E phase in 2018. The Construction phase is unknown at this time and will be on hold until the right-of-way acquisition process has been completed, anticipated to be in mid-2018. In order to meet the June 30, 2018 Measure C fund expenditure deadline, the Town of Danville is requesting to reprogram its $1.048 million in Measure C funds to the following construction-ready project (Table 1):

Table 1: Proposed Reprogramming - Measure C, Major Arterials-Southwest Region funds

Project Name	Proposed Mea. C. Allocation	Project Total
Danville Various Street and Roads Preservation	$1,048,000	$2,164,763

Concurrently, Danville is requesting reprogramming of its allocation of Measure J *Major Streets, Traffic Flow and Safety Improvements* ("Program 24c") funds from the "Danville Major Streets Improvements" project to four new projects, of which includes the current Measure C-funded "Diablo Road Circulation Improvements Project" (aka "Diablo Road Trail"). The "Danville Major Streets Improvements" project currently listed in the 2015 Measure J *Strategic Plan* (Attachment B) included pavement rehabilitation of various arterial roadways. Since the 2015 Measure J *Strategic Plan* update, some of the arterial segments included in the project have been completed as they were able to be funded through grants and other funding sources. As such, the Town of Danville is requesting reprogramming of its allocation of $3.734 million in Measure J, Program 24c funds to the following new projects (Table 2):

Table 2: Proposed Reprogramming - Measure J, Major Streets, Traffic Flow and Safety Improvements funds

Project Name	Mea. J. Allocation	Project Total
Diablo Road Trail, CIP C-055	$1,048,000	$2,037,691
San Ramon Valley Boulevard Lane Addition and Overlay (south), CIP No. C-578	$908,046	$953,046
San Ramon Valley Boulevard (north) and Danville Boulevard Improvements, CIP Nos. C-600 and C-602	$1,228,811	$1,228,811
Camino Ramon Improvements, CIP No. C-601	$550,000	$1,907,486
Total Measure J, Program 24c	**$3,734,857**	

Reprogramming of funds will require amendments to both the 2011 Measure C *Strategic Plan* and the 2015 Measure J *Strategic Plan*. All proposed funding allocations referenced above have been approved locally as part of the Town of Danville's FY2017-18 Capial Improvement Program.

RECOMMENDATION

Consider the request from the Town of Danville to:

1. Reprogram $1.048 million in Measure C, *Major Arterials – Southwest Region* program funds from the "Diablo Road Circulation Improvements Project" (Project No. 1721) to the "Danville Various Streets and Roads Preservation" Project;

2. Reprogram $3.734 million in Measure J, *Major Streets, Traffic Flow and Safety Improvements* program funds from the "Danville Major Streets Improvements" (Project No. 24009) to the following projects:

   a. Diablo Road Trail, CIP No. C-055 ($1.048 million);
   b. San Ramon Valley Boulevard Lane Addition and Overlay (south), CIP No. C-578 ($908,000);
   c. San Ramon Valley Boulevard (north) and Danville Boulevard Improvements, CIP Nos. C-600 and C-602 ($1.229 million);
   d. Camino Ramon Improvements, CIP No. C-601 ($550,000);

3. Forward the request from the Town of Danville to the Contra Costa Transportation Authority to reprogram Measure C and Measure J program funds and to execute required ammendments to the Measure C *Strategic Plan* and Measure J *Strategic Plan.*

Attachments: A - 2011 Measure C *Strategic Plan*, Project No. 1721, "Diablo Road Circulation Improvements"
B - 2015 Measure J *Strategic Plan*, Project No. 24009, "Danville Major Streets Improvements"
C - Town of Danville project descriptions with revised Measure C and Measure J funding allocations (from adopted Town of Danville FY2017-18 CIP)

Staff Contact:

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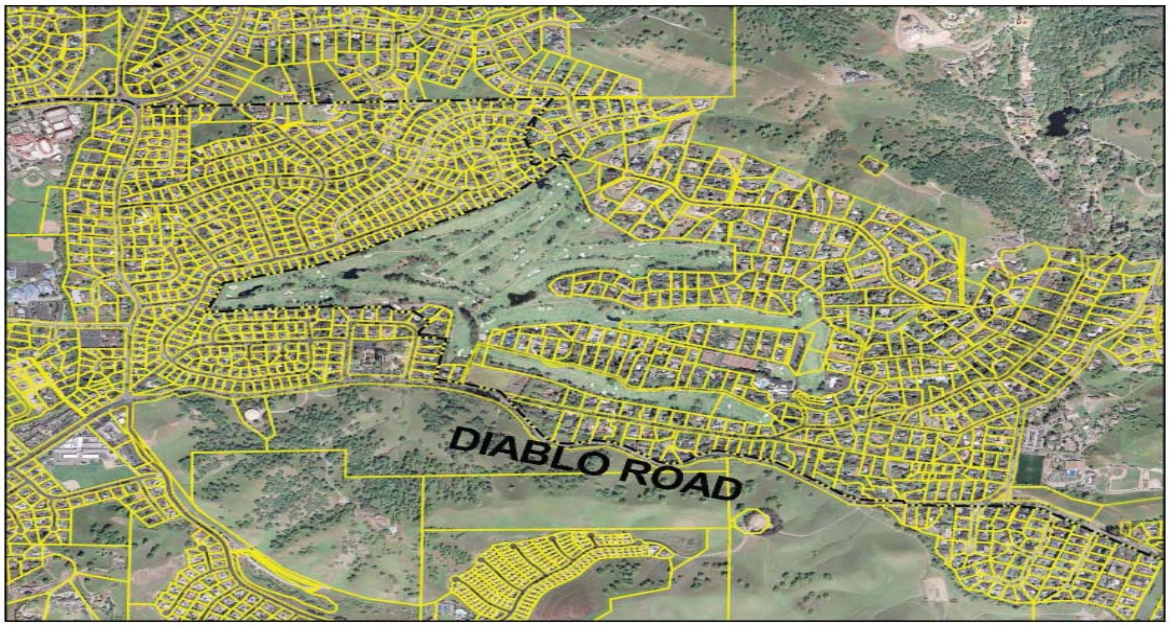


DIABLO ROAD CIRCULATION IMPROVEMENTS

PROPONENT:
TOWN OF DANVILLE

PROJECT NO:
1721

DESCRIPTION:
The project includes the design and implementation of a multi-modal transportation alternative along Diablo Road. The project extends along the Diablo Road corridor in Danville, from the intersection of Fairway Drive to approximately 450 feet west of Avenida Nueva. In addition to enhancing safety, this project would also reduce congestion along this heavily traveled two-lane rural road by providing a safe travel alternative for non-vehicular traffic. Diablo Road is just one of two arterial roadways in Danville that connect the eastern portion of the community to Interstate 680.

STATUS:
The City is ready to begin with preliminary design work.

FUNDING SOURCES ($ X 1000):

Local	252
Measure C (Esc.$)[1]	1,048
TOTAL	$1,300

[1] Measure C funds shown in escalated dollars. Actual commitment is in 1988 dollars as shown in Appendix A.

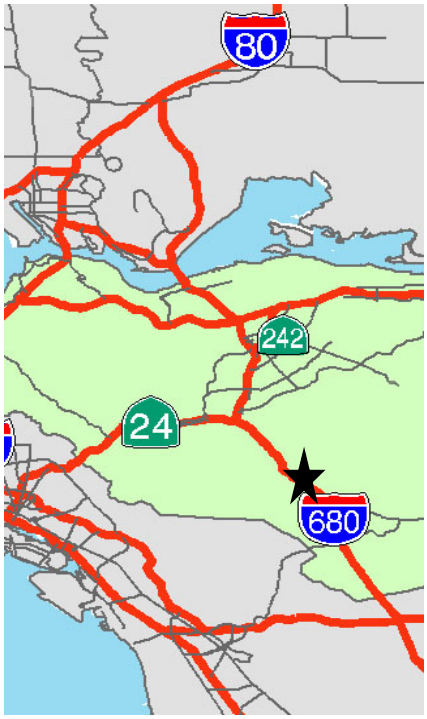
2011 Strategic Plan

CONTRA COSTA TRANSPORTATION AUTHORITY

PROGRAM OF PROJECTS (Amendment No. 4)

(ESCALATED DOLLARS X 1000)

9551	I-680 CORRIDOR	FY90-10	FY 11	FY 12+	TOTAL
1106 S2	I-680 Auxiliary Lanes - Sycamore Valley to Crow Canyon	-3484.613	195.480	3289.133	0.000
	Subtotal	101351.091	668.202	16458.690	118477.983
9556	**MAJOR ARTERIALS - SOUTHWEST REGION**	FY90-10	FY 11	FY 12+	TOTAL
1721	Diablo Road Circulation Improvements (Dannville)			1048.000	1048.000
1722	Santa Maria Park and Ride Lot Slide Repair			175.000	175.000
	Subtotal	13763.771	770.906	1223.000	15757.677



Danville Major Streets Improvements

PROJECT # 24009

The project will rehabilitate the following major streets in Danville:

- El Cerro Boulevard from I-680 to Diablo Road
- San Ramon Valley Boulevard from Sycamore Valley Road to Hartz Avenue
- Camino Tassajara Parkway from Crow Canyon Road to Sycamore Valley Road
- Sycamore Valley Road from Camino Tassajara Parkway to I-680

Did You Know?

El Cerro Boulevard, Camino Tassajara Parkway, Sycamore Valley Road, and San Ramon Valley Boulevard are all major streets that connect Danville and regions east of Danville to I-680.

Project **Danville Major Streets Improvements (# 24009)**
Sponsor City of Danville
Subregion Central County

March 16, 2016

Scope

The proposed project will remove and replace pavement failures, update curb ramps, repair curb, gutter and sidewalk, subdrains, traffic signal modifications, and striping along San Ramon Valley Boulevard, Camino Tassajara Parkway, Sycamore Valley Road and El Cerro Boulevard.

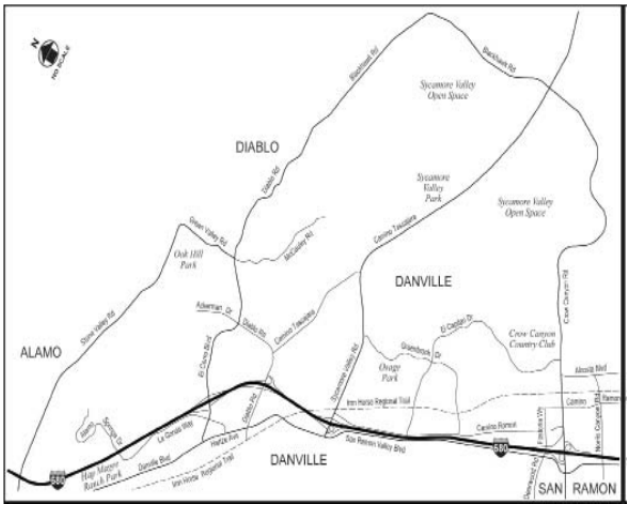
Status

- Project is at 95% design.
- Construction is anticipated in 2017.

Issues/Areas of Concern

- None.

Location



Schedule

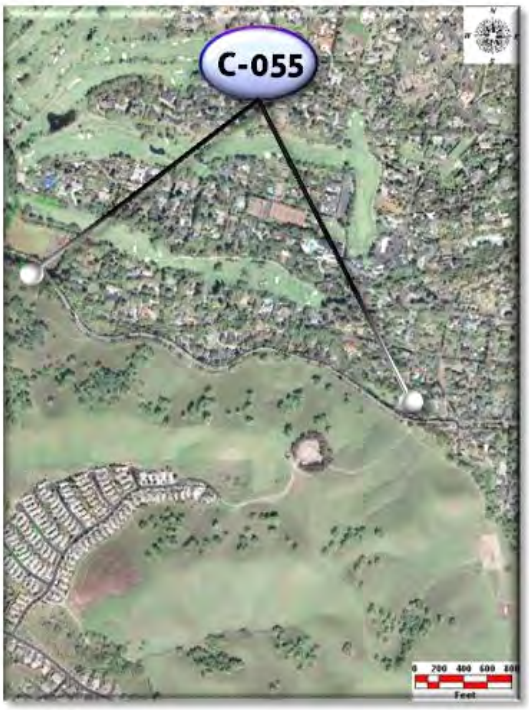
	Dates
Preliminary Studies/Planning	Complete
Environmental Clearance	Complete
Design	2015-2016
Right of Way and Utilities	Complete
Construction	2016-2017
Landscaping	—

Funding by Source ($ 000s)

	Amount
Measure J	$3,734
STP	793
Local Funds	84
Measure J Return to Source	100
Total	$4,711

DIABLO ROAD TRAIL FROM ALAMEDA DIABLO TO TANK ACCESS ROAD

CIP No: C-055 | **STATUS:** Adopted | **GREEN PROJECT:** Yes | **PRIORITY:** 1/2 | **PROJECT MANAGER:** TJW



This project has been modified from the previous year.

PROJECT DESCRIPTION AND LOCATION:

This project is part of the North East Roadway Improvement Assessment District (NERIAD). It provides for an asphalt bicycle/walking path to be extended from Alameda Diablo to the EBMUD tank access road (1,200 feet west of Diablo Scenic).

The project was deferred until right-of-way dedication was feasible.

Right-of-way dedication will now occur in conjunction with the Davidon Homes development along Diablo Road.

Preliminary design of the project has determined the most probable route and that a bridge will be necessary to cross Green Valley Creek.

The trail is 3,500 feet from Alameda Diablo to the tank access road.

DESCRIPTION OF MODIFICATIONS:

Updated funding sources and moved project out to 2018/19.

PROJECT COST ESTIMATE

PRINTED ON: 04/27/2017

Expenditure Category	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Environmental Review	$487,075	$0	$0	$0	$0	$0	$487,075
Design/Plan Review	$260,848	$0	$0	$0	$0	$0	$260,848
Construction	$231,000	$0	$1,048,000	$0	$0	$0	$1,279,000
Inspection & Admin.	$10,768	$0	$0	$0	$0	$0	$10,768
Total Cost Estimate:	**$989,691**	**$0**	**$1,048,000**	**$0**	**$0**	**$0**	**$2,037,691**
Total Expenditure:	**$0**	**Unexpended: $989,691 on 4-25-2017**					

PROJECT APPROPRIATION AND FUNDING

Funding Source(s)	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Meas J Major St 24c	$0	$0	$1,048,000	$0	$0	$0	$1,048,000
Meas J-CC-TLC (2012)	$75,000	$0	$0	$0	$0	$0	$75,000
NERIAD	$770,843	$0	$0	$0	$0	$0	$770,843
NERIAD Debt Service	$143,848	$0	$0	$0	$0	$0	$143,848
Total Funding:	**$989,691**	**$0**	**$1,048,000**	**$0**	**$0**	**$0**	**$2,037,691**

RATIONALE FOR PROPOSED PROJECT:

This project mitigates the impacts of development within the NERIAD project boundaries.

EXPECTED IMPACT ON OPERATING BUDGET:

Additional worker hours required to maintain per year: 0

Additional Town direct operating costs per year: $0

SAN RAMON VALLEY BOULEVARD LANE ADDITION AND OVERLAY (SOUTH)

CIP No: C-578 | **STATUS:** In Design | **GREEN PROJECT:** Yes | **PRIORITY:** 1/2 | **PROJECT MANAGER:** SCL

PROJECT DESCRIPTION AND LOCATION:

Overlay and stripe 4 travel lanes and 2 bicycle lanes on San Ramon Valley Boulevard from 500 feet north of Elworthy Ranch Road to Podva Road.

Modify San Ramon Valley Boulevard and Podva Road intersection by adding a northbound outside lane using Caltrans right-of-way. Intersection will accommodate 2 southbound lanes, 2 northbound lanes, a northbound left turn pocket and bicycle lanes in both directions.

The existing southbound right turn pocket will be removed.

Additional right-of-way for one lane of traffic will be acquired from Caltrans.

This project will eliminate the center left turn lane and parking on the west side for the entire length of the project.

Parked cars on the west side of San Ramon Valley Boulevard were counted on 20 different aerial photographs that spanned a period of 4 years yielding an average of 7.3 parked cars during the day. The maximum number of parked cars was 17 and the minimum was 1.

DESCRIPTION OF MODIFICATIONS:

PROJECT COST ESTIMATE

PRINTED ON: 04/27/2017

Expenditure Category	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Land and ROW	$30,000	$0	$0	$0	$0	$0	$30,000
Design/Plan Review	$10,000	$0	$0	$0	$0	$0	$10,000
Design	$67,000	$0	$0	$0	$0	$0	$67,000
Construction	$796,046	$0	$0	$0	$0	$0	$796,046
Inspection & Admin.	$10,000	$0	$0	$0	$0	$0	$10,000
Utilities	$40,000	$0	$0	$0	$0	$0	$40,000
Total Cost Estimate:	**$953,046**	**$0**	**$0**	**$0**	**$0**	**$0**	**$953,046**
Total Expenditure:	**$0**	**Unexpended: $953,046 on 4-25-2017**					

PROJECT APPROPRIATION AND FUNDING

Funding Source(s)	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CIP Gen Purpose Rev	$45,000	$0	$0	$0	$0	$0	$45,000
Meas J Major St 24c	$908,046	$0	$0	$0	$0	$0	$908,046
Total Funding:	**$953,046**	**$0**	**$0**	**$0**	**$0**	**$0**	**$953,046**

RATIONALE FOR PROPOSED PROJECT:

Eliminate the southbound constriction at Podva Road and complete the 4-lane configuration on San Ramon Valley Road

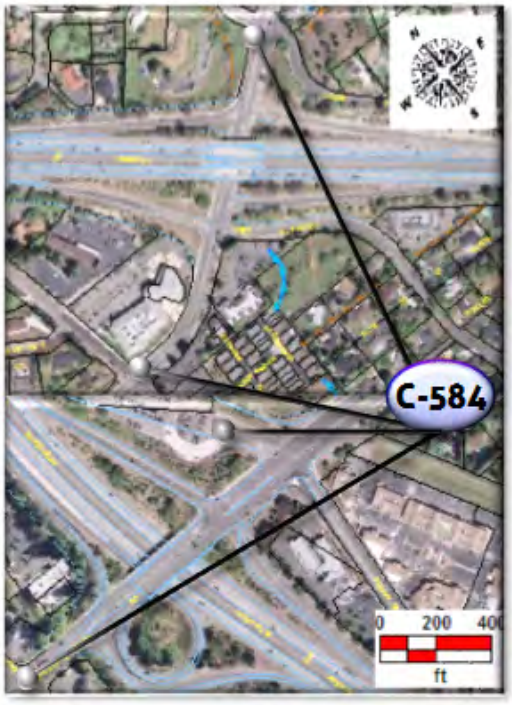
EXPECTED IMPACT ON OPERATING BUDGET:

Additional worker hours required to maintain per year: 0

Additional Town direct operating costs per year: $0

DANVILLE VARIOUS STREETS AND ROADS PRESERVATION

CIP No: C-584 | **STATUS:** Out to Bid | **GREEN PROJECT:** Yes | **PRIORITY:** 1/2 | **PROJECT MANAGER:** SJ



This project has been modified from the previous year.

PROJECT DESCRIPTION AND LOCATION:

This project includes two locations to facilitate using a single grant.

Rehabilitate pavement on Sycamore Valley Road from San Ramon Valley Boulevard to Camino Ramon. Repairs include abutment slab stabilization, curb, gutter, and sidewalk repair, overlay and restriping. Included is repair of the Sycamore Valley Park & Ride bus stop at Camino Ramon and Sycamore Valley Road. Repair includes concrete roadway to manage heavy bus traffic.

Rehabilitate the pavement on El Cerro Boulevard from El Pintado Road to La Gonda Way.

These roadway segments are eligible for federal grant funding. Funding is from the One Bay Area Grant (OBAG), Surface Transportation Program (STP), and Local Streets and Roads Preservation (LSRP). The grant requires a 12% match.

Phase II: Extend the limits of the El Cerro Boulevard rehabilitation to the El Cerro Bridge using Measure C Major Arterial funding as funds permit. Funds must be expended by June 2018.

DESCRIPTION OF MODIFICATIONS:

Updated project description. Added Phase II. Added Measure C Major Arterials funding source and $1,048,000.

PROJECT COST ESTIMATE

PRINTED ON: 04/27/2017

Expenditure Category	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Design/Plan Review	$220,763	$0	$0	$0	$0	$0	$220,763
Construction	$846,000	$1,048,000	$0	$0	$0	$0	$1,894,000
Inspection & Admin.	$50,000	$0	$0	$0	$0	$0	$50,000
Total Cost Estimate:	**$1,116,763**	**$1,048,000**	**$0**	**$0**	**$0**	**$0**	**$2,164,763**
Total Expenditure:	**$196,191**	**Unexpended: $920,573 on 4-25-2017**					

PROJECT APPROPRIATION AND FUNDING

Funding Source(s)	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
CIP Gen Purpose Rev	$83,763	$0	$0	$0	$0	$0	$83,763
Meas C Major Arterials	$0	$1,048,000	$0	$0	$0	$0	$1,048,000
Meas J Rtrn to Src	$100,000	$0	$0	$0	$0	$0	$100,000
OBAG I LS&R (2012 gr	$933,000	$0	$0	$0	$0	$0	$933,000
Total Funding:	**$1,116,763**	**$1,048,000**	**$0**	**$0**	**$0**	**$0**	**$2,164,763**

RATIONALE FOR PROPOSED PROJECT:

Pavement maintenance. Sycamore Valley Road overcrossing approaches need maintenance.

EXPECTED IMPACT ON OPERATING BUDGET:

Additional worker hours required to maintain per year: 0

Additional Town direct operating costs per year: $0

SAN RAMON VALLEY BOULEVARD IMPROVEMENTS (NORTH)

CIP No: C-600 | **STATUS:** Adopted | **GREEN PROJECT:** Yes | **PRIORITY:** 1/2 | **PROJECT MANAGER:** SJ

PROJECT DESCRIPTION AND LOCATION:
Provide a new pavement surface on San Ramon Valley Boulevard from Sycamore Valley Road to Hartz Avenue.

DESCRIPTION OF MODIFICATIONS:

PROJECT COST ESTIMATE

PRINTED ON: 04/27/2017

Expenditure Category	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Design/Plan Review	$0	$148,968	$0	$0	$0	$0	$148,968
Contingency	$0	$162,455	$0	$0	$0	$0	$162,455
Construction	$0	$500,852	$0	$0	$0	$0	$500,852
Total Cost Estimate:	**$0**	**$812,275**	**$0**	**$0**	**$0**	**$0**	**$812,275**
Total Expenditure:		**Not Available**					

PROJECT APPROPRIATION AND FUNDING

Funding Source(s)	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Meas J Major St 24c	$0	$812,275	$0	$0	$0	$0	$812,275
Total Funding:	**$0**	**$812,275**	**$0**	**$0**	**$0**	**$0**	**$812,275**

RATIONALE FOR PROPOSED PROJECT:
The pavement conditions index for this reach of San Ramon Valley Boulevard is below average at 66.

EXPECTED IMPACT ON OPERATING BUDGET:
Additional worker hours required to maintain per year: 0
Additional Town direct operating costs per year: $0

CAMINO RAMON IMPROVEMENTS

CIP No: C-601 | **STATUS:** Adopted | **GREEN PROJECT:** Yes | **PRIORITY:** 1/2 | **PROJECT MANAGER:** NNS

This project has been modified from the previous year.

PROJECT DESCRIPTION AND LOCATION:

Provide a new pavement surface on Camino Ramon from Kelley Lane to Fostoria Way.

Provide sidewalk at bus stop locations.

This project is eligible for federal grant funding: 2017 OBAG II Local streets and Roads and Measure J Program 24c.

DESCRIPTION OF MODIFICATIONS:

Revised funding source.

PROJECT COST ESTIMATE

PRINTED ON: 04/27/2017

Expenditure Category	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Design/Plan Review	$0	$0	$149,355	$0	$0	$0	$149,355
Contingency	$0	$0	$149,355	$0	$0	$0	$149,355
Construction	$0	$0	$1,672,776	$0	$0	$0	$1,672,776
Total Cost Estimate:	**$0**	**$0**	**$1,971,486**	**$0**	**$0**	**$0**	**$1,971,486**
Total Expenditure:		**Not Available**					

PROJECT APPROPRIATION AND FUNDING

Funding Source(s)	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Meas J Major St 24c	$0	$0	$614,486	$0	$0	$0	$614,486
OBAG II LS&R (2017 gr	$0	$0	$1,357,000	$0	$0	$0	$1,357,000
Total Funding:	**$0**	**$0**	**$1,971,486**	**$0**	**$0**	**$0**	**$1,971,486**

RATIONALE FOR PROPOSED PROJECT:

Camino Ramon has reached a pavement condition index of 65.

EXPECTED IMPACT ON OPERATING BUDGET:

Additional worker hours required to maintain per year: 0

Additional Town direct operating costs per year: $0

DANVILLE BOULEVARD IMPROVEMENTS

CIP No: C-602 | **STATUS:** Adopted | **GREEN PROJECT:** No | **PRIORITY:** 1/2 | **PROJECT MANAGER:** NNS

PROJECT DESCRIPTION AND LOCATION:
Provide a new pavement surface on Danville Boulevard from Del Amigo Road to El Portal.

DESCRIPTION OF MODIFICATIONS:

PROJECT COST ESTIMATE

PRINTED ON: 04/27/2017

Expenditure Category	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Design/Plan Review	$0	$66,646	$0	$0	$0	$0	$66,646
Contingency	$0	$83,307	$0	$0	$0	$0	$83,307
Construction	$0	$266,583	$0	$0	$0	$0	$266,583
Total Cost Estimate:	**$0**	**$416,536**	**$0**	**$0**	**$0**	**$0**	**$416,536**
Total Expenditure:		**Not Available**					

PROJECT APPROPRIATION AND FUNDING

Funding Source(s)	Prior Years	2017/18	2018/19	2019/20	2020/21	2021/22	Total
Meas J Major St 24c	$0	$416,536	$0	$0	$0	$0	$416,536
Total Funding:	**$0**	**$416,536**	**$0**	**$0**	**$0**	**$0**	**$416,536**

RATIONALE FOR PROPOSED PROJECT:
The Danville Blvd. PCI is 67 north of Del Amigo Road and 75 south of Del Amigo.

EXPECTED IMPACT ON OPERATING BUDGET:
Additional worker hours required to maintain per year: 0
Additional Town direct operating costs per year: $0

AGENDA ITEM 6.B

SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: September 18, 2017

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee (TAC)

SUBJECT: Measure J Strategic Plan Amendment – SWAT concurrence to reprogram $16.706 million from I-680 Corridor Reserve - Southwest County (Project 8007) and $0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to ***Innovate 680*** (New Project 8009).

BACKGROUND

The Contra Costa Transportation Authority (CCTA) is requesting SWAT concurrence to reprogram $16.706 million from I-680 Corridor Reserve - Southwest County (Project 8007) and $0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to ***Innovate 680*** (New Project 8009). ***Innovate 680*** is a program of projects that promotes an integrated approach to redefining mobility and addressing the increasing mobility challenges in the I-680 corridor through seven key strategies that range from completing the HOV lanes to deploying a suite of technologies to improve traffic flow. CCTA will also be seeking TRANSPAC concurrence to reprogram $23.045 million from the I-680 Corridor Reserve – Central County (Project 8006) to ***Innovate 680***. The combined Measure J funding of approximately $40.051 million will be used to begin project development on the seven strategies and leverage other fund sources.

Innovate 680 aims at providing travelers with efficient, modern, and sustainable transportation system along the I-680 Corridor. With AM traffic volumes increasing 68% between 2000 and 2012, *Innovate 680* provides for the corridor of the future with data driven technology to efficiently manage congestion.

The program promotes an integrated approach to redefining mobility and addressing the increasing mobility challenges in the corridor through seven key strategies:

- No. 1: Completing HOV/Express Lanes
- No. 2: Cooling Corridor "Hot Spots"
- No. 3: Increasing Efficiency of Bus Service
- No. 4: Enhancing Travel Demand Management Strategies
- No. 5: Providing First Mile/Last Mile Connections
- No. 6: Implementing Innovative Operational Strategies
- No. 7: Preparing the Corridor for the Future

Over the past two years, CCTA along with MTC and stakeholders completed several studies along the corridor. In December 2015, the I-680 Transit Investment/Congestion Relief Options Study was completed. It recommended enhanced bus service in the corridor by utilizing the shoulder for buses during congestion hours, adding 1,100 parking spaces along the corridor at locations to be determined, increased shuttle service between Park and Ride lots and BART stations, increased school bus service, and the purchase of additional transit vehicles for the increased service, for a total capital cost of $54 million and operation cost of $18 million per year. Following the study, MTC and CCTA jointly funded a study to assess the feasibility of Express Bus Operations on Shoulders (BOS). The study looked at shoulder width, depth, and obstacles in the shoulder between Ygnacio Valley Road and Alcosta Blvd in both directions. Study concluded BOS operations are feasible with minor improvements to the shoulder (mainly to reinforce drainage inlets) with cost around $7 million (in 2016 dollars). Travel time savings to buses along NB I-680 in the PM Peak Period were estimated to exceed 13 minutes in 2016 (or 47% reduction).

A Design Alternative Assessment (DAA) study was completed on June 15, 2016 to determine ways to reduce or eliminate the HOV lane gap along I-680 in the vicinity of SR-24 interchange. Nine alternatives were analyzed with three alternatives recommended for further study including adding a Collector-Distributor (C-D) road system to eliminate weaving between the Lawrence Way on-ramp and Treat Blvd off-ramp, and auxiliary lanes between Livorna Road and Rudgear Road. All alternatives assumed adaptive ramp metering in the corridor. Cost estimates (in 2016 dollars) for the three recommended alternatives ranged from $179 million to $355 million.

Following the DAA study, an assessment of adaptive ramp metering in the corridor was completed by HDR in May 2017. The study estimated

total cost around $34 million (in 2016 dollars) to install adaptive ramp metering in the corridor (cost to widen on-ramps not included). Should the implementation be phased, the study prioritized implementation of adaptive ramp metering based on congestion levels with the first priority along I-680 NB segment between Bollinger Canyon Road and Treat Blvd (total cost $12 million), second priority along I-680 SB segment between SR242 and Stone Valley Road (total cost $4.7 million), with the rest of the corridor as third priority. In addition, a concept exploration document was completed for potential other technologies to be utilized in the corridor.

Lastly, CCTA, MTC and Caltrans jointly submitted $12 million federal grant application on June 12, 2017 to implement the "Advanced Technology" package (Strategies 4 – 7), which includes implementation of adaptive ramp metering along NB I-680 between Bollinger Canyon Road and Treat Blvd, innovative operational strategies, and Dedicated Short Range Communication (DSRC) links to prepare corridor for Connected Vehicles/Autonomous Vehicles (CV/AV), enhanced 511 mobile application, and funding for SAV pilot program. Announcement expected in Sept. 2017.

In order to leverage regional, state and federal funds, CCTA staff is requesting an amendment to the 2016 Measure J *Strategic Plan* to program Measure J reserves in the I-680 Corridor from Central and Southwest County to *Innovate 680.* The amendment will allow staff to seek fund appropriation to start project development activities and position *Innovate 680* to compete well for upcoming funding opportunities such as SB1 Congested Corridors Category, federal INFRA funds, and Regional Measure 3 funds.

RECOMMENDATION

SWAT TAC recommends SWAT approve the Measure J Strategic Plan Amendment to reprogram $16.703 million from I-680 Corridor Reserve - Southwest County (Project 8007) and $0.3 million from I-680 Bollinger Canyon Operational Analysis (Project 8008) to ***Innovate 680*** (New Project 8009).

ATTACHMENTS:

1. Innovate 680 Fact Sheet

Staff Contact:

Lisa Bobadilla, SWAT Administrator
Phone: (925) 973-2651
Email: lbobadilla@sanramon.ca.gov

Innovate 680

PROJECT # 8009

Innovate 680 aims at providing travelers with efficient, modern, and sustainable transportation system along the I-680 Corridor. With AM traffic volumes increasing 68% between 2000 and 2012, *Innovate 680* provides for the corridor of the future with data driven technology to efficiently manage congestion. The program promotes an integrated approach to redefining mobility and addressing the increasing mobility challenges in the corridor through seven key strategies:

No. 1: Completing HOV/Express Lanes
No. 2: Cooling Corridor "Hot Spots"
No. 3: Increasing Efficiency of Bus Service
No. 4: Enhancing Travel Demand Management Strategies
No. 5: Providing First Mile/Last Mile Connections
No. 6: Implementing Innovative Operational Strategies
No. 7: Preparing the Corridor for the Future

Did You Know?

In Contra Costa, I-680 spans approximately 25 miles, connects to three major freeways (SR 24, SR 242 and SR 4), has 55 on-ramps, and serves the largest business park in Contra Costa which employs more than 30,000 people and has over 9 million square feet of office space.

Project **Innovate 680 (# 8009)**
Sponsor Contra Costa Transportation Authority
Subregion Central and Southwest County

AMENDMENT #3
October 18, 2017

Scope

Implement the following strategies:

Strategy No. 1: Complete HOV/Express Lanes

Eliminate the gap in existing carpool lanes in the NB direction and convert to an express lane to increase efficiency.

Strategy No. 2: Cool Corridor "Hot Spots"

Improve congestion "hot spots" caused by high-volume weaving areas around N. Main St., Lawrence Way, Treat Blvd, and other locations south of SR 24 (Livorna and Olympic). This strategy will be completed with Strategy 1 since they are interdependent.

Strategy No. 3: Increase Efficiency of Bus Service

Increase bus service efficiency by improving express bus service, implementing *bus operations on shoulder (BOS)*, and increasing technology-based intermodal transit centers/managed park and ride lots.

Strategy No. 4: Enhance TDM Strategies

Provide enhanced 511 mobile app providing options to make informed decisions about mode choice, travel time, and cost per trip.

Strategy No. 5: Provide First Mile/Last Mile Connections

Implement Shared Autonomous Vehicles (SAVs) to improve transit connectivity and to shift travelers from Single Occupant Vehicles (SOVs).

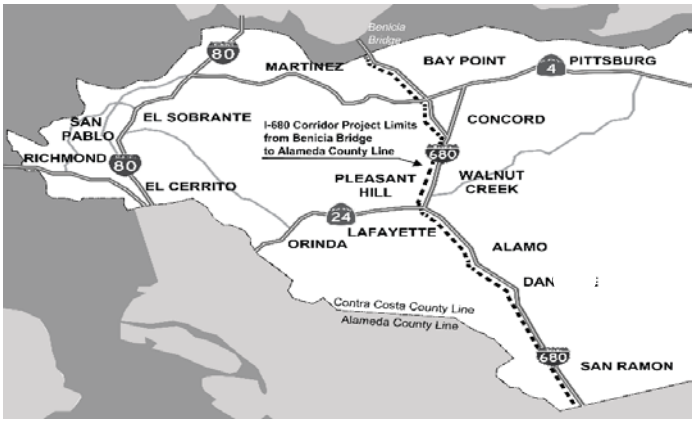
Strategy No. 6: Innovative Operational Strategies

Deploy a suite of technology-based solutions to maximize the efficiency of the roadway system integrating adaptive ramp metering, integrated corridor management, incident management, and decision support systems.

Strategy No. 7: Prepare Corridor for the Future

Prepare corridor to accommodate the evolution of CV applications and AV technologies for improved traffic flow by building new and upgraded vehicle-to-infrastructure and vehicle-to-vehicle communications.

Location



Schedule

	NB HOV Strategy 1-2	*BOS Strategy 3a*	*Technology Strategy 4-7*	*Bus Service Strategy 3b*
Planning	2017-2018	2017-2018	2017-2018	2017-2018
Environ. Clearance	2018-2020	2018-2020	2018-2020	2018-2020
Design	2019-2021	2019-2020	2019-2020	2019-2020
Right of Way/Utilities	2021-2022	2020-2021	2020-2021	2020-2021
Construction	2023-2024	2021-2022	2021-2022	2021-2022
Post Construction	N/A	N/A	N/A	N/A

Estimated Cost by Phase ($ 000s)

2016 dollars

	NB HOV Strategy 1-2	*BOS Strategy 3a*	*Technology Strategy 4-7*	*Bus Service** Strategy 3b*
Project Management	$2,600	$100	$500	$400
Planning	460	300	300	600
Environ. Clearance	10,200	350	2,100	1,000
Design	14,000	600	3,600	1,500
Right of Way/Utilities	5,000	—	—	10,100
Construction Mgmt.	19,100	740	4,500	2,500
Construction	127,500*	4,960	30,000	37,900
Total	$178,860+	$7,050	$41,000+	$54,000

*lowest cost alternative shown (range: $127.5 - $258 million)
** operations costs estimated at $18 million/year not included

Funding by Source ($ 000s)

	NB HOV Strategy 1-2	*BOS Strategy 3a*	*Technology Strategy 4-7*	*Bus Service Strategy 3b*
Measure J	$28,500	$3,500	$8,000	—
STMP (TVTD)	1,000	—	—	—
Federal (ATCMTD)	—	—	12,000	—
MTC (CMAQ)	20,000	3,500	8,000	—
Private	—	—	11,000	—
Measure J (TLC)	—	—	—	$1,500
TBD (shortfall)	129,360+	—	2,000+	52,500
Total	$178,860+	$7,050	$41,000+	$54,000

The above seven strategies are proposed to be implemented through the following **project packages**:

- #1 Northbound I-680 HOV Gap Closure/Express Lanes and Cooling Hot Spots (Strategies 1 and 2)
- #2 Express Bus Operations on Shoulder (BOS) – Strategy 3a
- #3 Enhanced Bus Service – Strategy 3b
- #4 Advanced Technologies - Strategies 4-7

Status

#1 Northbound I-680 HOV Gap Closure/Express Lanes – Strategies 1 and 2

Design Alternative Assessment (DAA) was completed on June 15, 2016 to study reducing or eliminating the HOV lane gap along I-680 in the vicinity of SR-24 interchange. Nine alternatives were analyzed with three alternatives recommended for further study including adding a Collector-Distributor (C-D) road system to eliminate weaving between Lawrence Way on-ramp and Treat Blvd off-ramp, and auxiliary lanes between Livorna Road and Rudgear Road. Cost estimates (in 2016 dollars) for the three alternatives ranged from $179 million to $355 million.

#2 Express Bus Operations on Shoulder (BOS) – Strategy 3a

An assessment of feasibility and cost was completed in May 2017 for the segment on I-680 between Ygnacio Valley Road and Alcosta Blvd in both directions. Study concluded BOS operations are feasible with minor improvements to the shoulder (mainly to reinforce drainage inlets) with cost around $7 million (in 2016 dollars). Travel time savings to buses along NB I-680 in the PM Peak Period were estimated to exceed 13 minutes in 2016 (or 47% reduction).

#3 Enhanced Bus Service – Strategy 3b

The I-680 Transit Investment/Congestion Relief Options Study was completed in December 2015. In addition to BOS, the Study recommended adding 1100 parking spaces along the corridor, increased shuttle service between Park and Ride lots and BART stations, increased school bus service, and additional buses.

#4 Advanced Technologies – Strategies 4-7

An assessment of adaptive ramp metering in the corridor was completed in May 2017. Study estimates total cost around $34 million (in 2016 dollars). Based on congestion levels, the study prioritized implementation of adaptive ramp metering along 1) I-680 NB segment between Bollinger Canyon Road and Treat Blvd (total cost $12 million) 2) I-680 SB segment between SR242 and Stone Valley Road (total cost $4.7 million). In addition, a Concept of Exploration document was completed.

Furthermore, CCTA, MTC and Caltrans jointly submitted $12 million federal grant application on June 12, 2017 to implement the "Advanced Technology" package (Strategies 4 – 7), which includes implementation of adaptive ramp metering along NB I-680 between Bollinger Canyon Road and Treat Blvd, innovative operational strategies (ICM, TMC, and DSS), DSRC to prepare corridor for CV/AV, enhanced 511 mobile application, and funding for SAV pilot program. Announcement expected in Sept. 2017.

Issues/Areas of Concern

- Significant funding is needed for all projects.
- BOS may require special legislation and will need CHP approval
- An amendment is needed to program *Innovate 680* in the 2016 Strategic Plan. Cooperative agreements with Caltrans are needed to begin development of the project initiation documents (PIDs) for the various packages.

AGENDA ITEM 6.C

SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

DATE: September 18, 2017

TO: Southwest Area Transportation Committee (SWAT)

FROM: SWAT Technical Advisory Committee (TAC)

SUBJECT: Submittal of Action Plan Tri-Valley "Proposal for Adoption" to Contra Costa Transportation Authority for incorporation into the 2017 Countywide Transportation Plan Update

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BACKGROUND

On January 26, 2015, the Tri-Valley Transportation Council (TVTC) submitted a Proposal for Adoption of the Action Plan for Routes of Regional Significance to the Contra Costa Transportation Authority (CCTA) for incorporation into the final Countywide Transportation Plan.

Adoption of the final CTP was postponed, however, pending further incorporation of comments received and incorporation of Senate Bill 743 considerations. The TVTC Proposal for Adoption Action Plan is included in the Draft 2017 CTP. The full Action Plan is available for review on the CCTA website (www.ccta.net).

On July 17, 2017, the TVTC reviewed the Draft 2017 Contra Costa Countywide Transportation Plan. Upon review of the Draft 2017 CTP, the TVTC reaffirmed the Adoption of the 2015 TVTC Action Plan for Routes of Regional Significance and directed staff to submit to Contra Costa Transportation Authority for incorporation into the 2017 Contra Costa Transportation Plan. Adoption of the Final CTP, including the Action Plans, is scheduled for September 2017. At that time, CCTA will environmentally clear both the CTP and Action Plans through a CEQA EIR.

CCTA now seeks SWAT's re-affirmation of its "Proposal for Adoption" Action Plan for incorporation into the final 2017 CTP.

RECOMMENDATION

Reaffirm SWAT's approval of its February 2, 2015 "Proposal for Adoption" for the TVTC Action Plan for incorporation into the final 2017 CTP.

Staff Contact:

Lisa Bobadilla, SWAT Administrator
Phone: (925) 973-2651
Email: lbobadilla@sanramon.ca.gov

AGENDA ITEM 7

SWAT

Danville • Lafayette • Moraga • Orinda • San Ramon & the County of Contra Costa

July 13, 2017

Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

RE: SWAT Meeting Summary Report for July 2017

Dear Mr. Iwasaki:

The Southwest Area Transportation Committee ("SWAT") met on Monday, July 3, 2017. The following is a summary of the meeting and action items:

1. **Approved FY 2017/18 - 511 Contra Costa SWAT Transportation Demand Management Programs and Budget.**

2. **Received Presentation on the Draft 2017 Countywide Transportation Plan (CTP).**

3. **Approved Action Plan "Proposal for Adoption" to CCTA for incorporation into the 2017 CTP Update:**

Please contact me at (925) 973-2651, or email at lbobadilla@sanramon.ca.gov, if you should have any questions.

All the best,

Lisa Bobadilla
SWAT Administrator

Cc: Hisham Noeimi, CCTA; SWAT; SWAT TAC; Anita Tucci-Smith, TRANSPAC; John Nemeth, WCCTAC; Jamar Stamps, TRANSPLAN

TRANSPLAN COMMITTEE
EAST COUNTY TRANSPORTATION PLANNING
Antioch • Brentwood • Oakley • Pittsburg • Contra Costa County
30 Muir Road, Martinez, CA 94553

July 17, 2017

Mr. Randell H. Iwasaki, Executive Director
Contra Costa Transportation Authority ("CCTA")
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Dear Mr. Iwasaki:

This correspondence reports on the actions and discussions during the TRANSPLAN Committee meeting on July 13, 2017.

APPROVE East Bay Regional Park District Pedestrian, Bicycle and Trail Facilities ("PBTF") $500,000 appropriation request for the Marsh Creek Trail Rehabilitation Project, as recommended by the TRANSPLAN Technical Advisory Committee. The Committee was generally in support of the item. However, the Committee requested additional information (e.g., scope/cost of improvements to the southern section of Marsh Creek Trail, what portion of the trail would be improved relative to the entire facility) before approving the request. The Park District will provide responses the Committee comments and return later.

APPROVE Fiscal Year 2017/18 511 Contra Costa TDM Work Plan, as recommended by the TRANSPLAN Technical Advisory Committee. The Committee received a report from CCTA staff summarizing 511 Contra Costa activities. The Committee unanimously approved the item.

REAFFIRM APPROVAL of 2014 Proposal for Adoption East County Action Plan for Routes of Regional Significance, as recommended by the TRANSPLAN Technical Advisory Committee. After receiving a presentation on the Countywide Transportation Plan and a brief update on the Action Plan process, the Committee unanimously reaffirmed approval of the 2014 Proposal for Adoption East County Action Plan.

Should you have any questions, please do not hesitate to contact me at (925) 674-7832 or email at jamar.stamps@dcd.cccounty.us.

Sincerely,

Jamar Stamps, TRANSPLAN Staff

c: TRANSPLAN Committee
L.Bobadilla, SWAT/TVTC
M. Todd, TRANSPAC
J. Nemeth, WCCTAC
T. Grover, CCTA
J. Townsend, EBRPD
D. Dennis, ECCRFFA

TRANSPAC
Transportation Partnership and Cooperation
Clayton, Concord, Martinez, Pleasant Hill, Walnut Creek and Contra Costa County
1676 North California Boulevard, Suite 400
Walnut Creek, CA 94596
(925) 937-0980

July 13, 2017

Randell H. Iwasaki
Executive Director
Contra Costa Transportation Authority
2999 Oak Road, Suite 100
Walnut Creek, CA 94597

Re: Status Letter for TRANSPAC Meeting – July 13, 2017

Dear Mr. Iwasaki:

At its regular meeting on July 13, 2017, the TRANSPAC Board of Directors took the following actions that may be of interest to the Transportation Authority:

1. Appointed Carlyn Obringer as TRANSPAC Alternate Representative to the CCTA.

2. Reaffirmed the February 2015 "Proposal for Adoption" Central County Action Plan for Routes of Regional Significance, with noted revisions, for incorporation into the Final 2017 Countywide Transportation Plan (CTP). The Board also requested future discussion regarding transportation impacts associated with the Concord Naval Weapons Station (CNWS) development and how that may impact Plan.

3. Approved the FY 2017/2018 511 Contra Costa TDM Work Plan.

4. Approved the programming of $250,000 of Measure J Line 19a funds to the City of Concord on a one-time basis for operations funding of the Monument Community Shuttle Service for a third year of service, and programming $250,000 of Measure J Line 20a funds to the CCCTA (County Connection) in exchange for the reduction in the amount of Measure J Line 19a funds.

5. Received presentation from Matt Kelly, CCTA on the Draft 2017 Countywide Transportation Plan (CTP) Update and directed staff to prepare a comment letter regarding the use of fee mitigation programs for maintenance and operations purposes.

6. Received update on the Concord BART Station Bicycle Parking Station.

TRANSPAC hopes that this information is useful to you.

Sincerely,

Matthew Todd
TRANSPAC Managing Director

cc: TRANSPAC Representatives; TRANSPAC TAC and staff
Martin Engelmann, Hisham Noeimi, Brad Beck (CCTA)
Jamar I. Stamps, TRANSPLAN; Salvatore (Sal) Evola, Chair, TRANSPLAN
Lisa Bobadilla, SWAT; Amy Worth, Chair, SWAT
John Nemeth, WCCTAC; Janet Abelson, Chair, WCCTAC
Tarienne Grover, CCTA
June Catalano, Diane Bentley (City of Pleasant Hill)

CONTRA COSTA
transportation
authority

MEMORANDUM

To: Matt Todd, TRANSPAC
Lisa Bobadilla, SWAT
Jamar Stamps, TRANSPLAN, TVTC
John Nemeth, WCCTAC
Ellen Clark, LPMC

From: Randell H. Iwasaki, Executive Director

Date: July 21, 2017

Re: Item of interest for circulation to the Regional Transportation Planning Committees (RTPCs)

At its July 19, 2017 meeting, the Authority discussed the following item, which may be of interest to the Regional Transportation Planning Committees:

1. **Legislative Update.** This is an update on relevant developments in policy, legislation and finance that are of interest to the Authority. The Authority may take action on any item presented in the attachment or any State or Federal legislation pertaining to the Authority's legislative program. *The Authority Board approved submittal of two letters to Assembly Member Jim Frazier. The first letter demonstrates the Authority's support of SB 595 (Beall) for the Bay Area Toll Bridge Regional Measure 3 (RM 3) funding specifically supporting the provisions to create a new Office of Inspector General and application of a "maintenance of effort" requirement for the San Francisco Bay Area Rapid Transit (BART). Additionally, the letter expresses the Authority's concerns and urges the Transportation Committee to reassess the SB 595 expenditure plan by prioritizing transportation projects according to the following principles: 1) a nexus to the bridges; 2) equity in terms of toll contributions; 3) access to bridge approaches; and 4) allow CCTA to choose priority projects. The second letter requests that the SB 595 (Beall) Bay Area RM 3 project plan include the removal of the truck I-680 weigh stations in Walnut Creek, which are located near Treat Boulevard. Both letters are attached to this Memorandum.*

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FAX: 925.256.4701
www.ccta.net

CONTRA COSTA
transportation
authority

July 21, 2017

The Honorable Jim Frazier
Chairman, Assembly Transportation Committee
Legislative Office Building, 1020 N Street, Room 112
Sacramento, CA 95814

Re: SB 595 (Beall) Bay Area Toll Bridge Regional Measure 3

Dear Chairman Frazier,

On behalf of Contra Costa Transportation Authority (CCTA) I am writing regarding SB 595, which will increase tolls on the seven Bay Area bridges. If passed, this increase will be on the ballot for Bay Area voters in 2018. While the Contra Costa Transportation Authority (CCTA) supports the provisions to create a new Office of Inspector General and apply a "maintenance of effort" requirement to the San Francisco Bay Area Rapid Transit (BART); CCTA Commissioners have grave concerns with the first round of projects proposed.

There are four bridges in Bay Area Toll Authority's (BATA) jurisdiction connecting Contra Costa County to Bay Area destinations. If voters approve the new toll fees, our constituents will be paying $3.00 more in tolls to drive over these bridges. The current allocations in the initial expenditure plan are not equitable to what Contra Costa toll payers will be contributing to BATA.

We urge the Transportation Committee to reassess the SB 595 expenditure plan by prioritizing transportation projects that follow these principles:

- a nexus to bridges;
- equity in terms of toll contributions;
- access to bridge approaches; and
- allow CCTA to choose priority projects

Using these principles is the fairest way to allocate the funding needed to complete the highest priority capital projects in Contra Costa County. CCTA staff has prepared an alternate expenditure plan using the aforementioned principles, which CCTA Commissioners support.

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CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

Attached is CCTA's proposal, which we ask to be adopted into SB 595. Contra Costa toll payers deserve a fair mechanism to realize the mobility projects needed to reduce congestion, improve quality of life and achieve healthy air. Should the RM3 proposal remain unchanged, the CCTA may take an oppose position to this bill.

Sincerely,

Tom Butt
CCTA Chair

Cc: Assembly Member Catherine Baker
Senator Bill Dodd
Senator Steve Glazer
Assembly Member Tim Grayson
Senator Nancy Skinner
Assembly Member Tony Thurmond

Regional Measure 3 for Contra Costa County

Senate Bill 595 would provide voters in the nine Bay Area counties (Alameda, Contra Costa, Marin, Napa, San Francisco, San Mateo, Santa Clara, Solano, and Sonoma) the opportunity to jumpstart the next generation of critical transportation improvements in the bridge corridors funded by an increase in bridge tolls. The bill would require Metropolitan Transportation Commission (MTC) to place a measure, Regional Measure 3 (RM3), on the ballot in all nine counties in November 2018. RM3 is expected to raise bridge tolls by $1 to $3 on the seven state owned Bay Area bridges (bridge corridors).

In 1988, voters approved RM1, establishing a $1 toll on the bridge corridors. In 2004, voters approved RM2, which raised the toll by $1 to fund capital projects in the bridge corridors and to provide operating funds for key transit services. RM2 legislation earmarked over $300 million in funding to capital projects in Contra Costa, which was approximately 20% of the $1.5 billion RM2 Capital Program.

Contra Costa residents travel on the SF-Oakland Bay Bridge, Benicia-Martinez Bridge, Carquinez Bridge, Richmond-San Rafael Bridge, and Antioch Bridge. These bridge corridors generate 78% of the revenue for bridge tolls in the Bay Area.

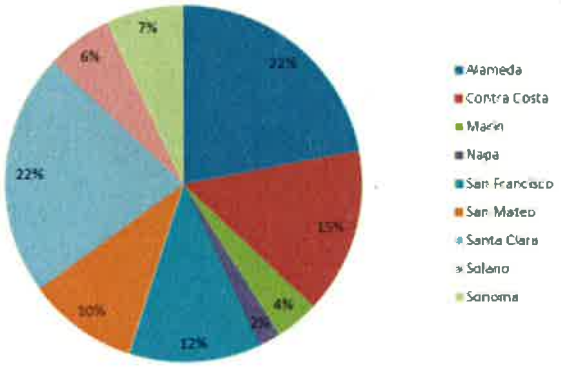
East Bay (Alameda/Contra Costa) Counties comprise of 37% share of voters and generate 49% of the bridge toll revenue.

Contra Costa contributes 18% of the bridge toll revenue through the bridge corridors. The second highest in the nine county bay area. RM3 would generate approximately $4.2 Billion which would be approximately $756 million for regional programs and projects in Contra Costa County.

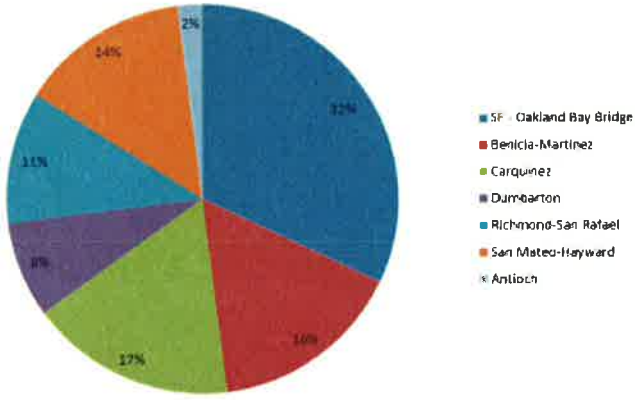
Potential RM3 Bridge Corridor Framework

Program Category	$3 Toll Funding (in millions)
Operation Program	$60/year
Regional Capital Program	$2,000
Corridor-Based Capital Program	$2,000
Reserve	$200
Grand Total Capital Program	**$4,200**

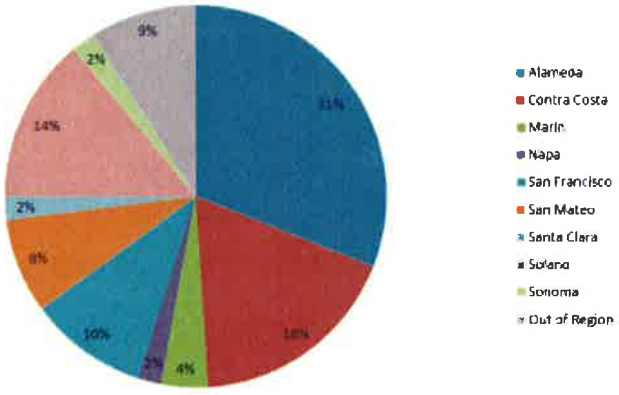
Share of Voters by County



Share of Bridge Toll Revenue by Bridge



Share of Toll Revenue by County

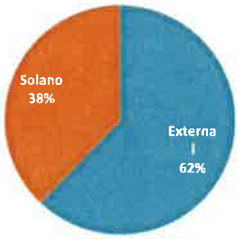


TOLL TRANSACTIONS BY BRIDGE BY COUNTY FOR TYPICAL WEEKEDAY IN 2015

Typical weekday transactions in 2015	Antioch Bridge	% of Total	Bay Bridge	% of Total	Benicia Bridge	% of Total	Carquinez Bridge	% of Total	Dumbarton Bridge	% of Total	Richmond Bridge	% of Total	San Mateo Bridge	% of Total	ALL	% of Total	Rank
Alameda	171	5%	30840	33%	2618	7%	3737	11%	18011	70%	6005	21%	19785	52%	81167	31.3%	1
Contra Costa	1249	39%	21247	22%	8751	24%	4709	14%	1294	5%	6789	24%	3754	10%	47793	18.4%	2
Marin	12	0%	1118	1%	273	1%	399	1%	65	0%	8077	29%	127	0%	10069	3.9%	7
Napa	10	0%	900	1%	1442	4%	2242	7%	36	0%	91	0%	52	0%	4774	1.8%	8
San Francisco	39	1%	20821	22%	324	1%	1848	5%	504	2%	1065	4%	2030	5%	26632	10.3%	4
San Mateo	28	1%	6793	7%	303	1%	1342	4%	2938	11%	312	1%	7897	21%	19613	7.6%	6
Santa Clara	33	1%	917	1%	721	2%	276	1%	1246	5%	314	1%	654	2%	4160	1.6%	10
Solano	688	22%	4664	5%	15840	44%	13672	40%	164	1%	772	3%	315	1%	36114	13.9%	3
Sonoma	15	0%	604	1%	828	2%	370	1%	62	0%	2751	10%	134	0%	4764	1.8%	9
Outside Bay Area/Unknown	954	30%	6781	7%	4973	14%	5644	16%	1332	5%	1780	6%	3143	8%	24607	9%	5
Unknown or Outside of CA	111	3%	1687	2%	883	2%	1054	3%	358	1%	559	2%	737	2%	5389	2.1%	
Outside of Bay Area	213	7%	2314	2%	2297	6%	2383	7%	341	1%	694	2%	760	2%	9002	3.5%	
Stanislaus	9	0%	352	0%	75	0%	36	0%	102	0%	80	0%	298	1%	952	0.4%	
San Joaquin	254	8%	918	1%	355	1%	194	1%	368	1%	226	1%	1024	3%	3339	1.3%	
Sacramento	366	11%	1510	2%	1363	4%	1978	6%	163	1%	221	1%	325	1%	5925	2.3%	
Sum	3197		94685		36074		34239		25651		27956		37890		259692		
% of total based on 2015 data	1.2%		36.5%		13.9%		13.2%		9.9%		10.8%		14.6%		100.0%		
% of total based on 2016 data	2.0%		32.0%		16.0%		17.0%		8.0%		11.0%		14.0%		100.0%		
Bridge Rank Based on Toll Generation	7		1		3		4		6		5		2				

Antioch Bridge

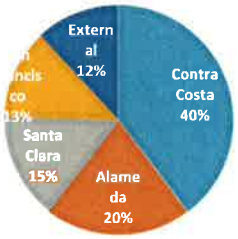
Northbound Destinations



County	VOL24HR Total	% of Total VOL24HR
Grand Total	7K	100%
External	4K	62%
Solano	3K	38%
San Francisco	0K	0%
San Mateo	0K	0%
Santa Clara	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Napa	0K	0%
Sonoma	0K	0%
Marin	0K	0%

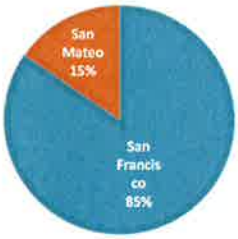
Southbound Destinations

County	VOL24HR Total	% of Total VOL24HR
Grand Total	7K	100%
Contra Costa	3K	38%
Alameda	1K	20%
Santa Clara	1K	14%
San Francisco	1K	12%
External	1K	11%
San Mateo	0K	4%
Marin	0K	0%
Solano	0K	0%
Sonoma	0K	0%
Napa	0K	0%



Bay Bridge

Westbound Destinations



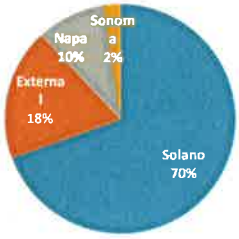
County	VOL24HR Total	% of Total VOL24HR
Grand Total	133K	100%
San Francisco	112K	85%
San Mateo	20K	15%
Marin	0K	0%
External	0K	0%
Santa Clara	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%
Napa	0K	0%
Sonoma	0K	0%

Eastbound Destinations

County	VOL24HR Total	% of Total VOL24HR
Grand Total	146K	100%
Alameda	91K	62%
Contra Costa	36K	24%
External	11K	8%
Solano	6K	4%
Napa	1K	1%
Santa Clara	0K	0%
Marin	0K	0%
San Mateo	0K	0%
San Francisco	0K	0%
Sonoma	0K	0%

Benicia-Martinez Bridge

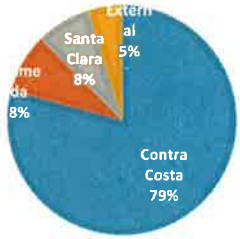
Northbound Destinations



County	VOL24HR Total	% of Total VOL24HR
Grand Total	67K	100%
Solano	46K	69%
External	12K	18%
Napa	6K	10%
Sonoma	2K	2%
Marin	0K	1%
San Francisco	0K	0%
San Mateo	0K	0%
Santa Clara	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%

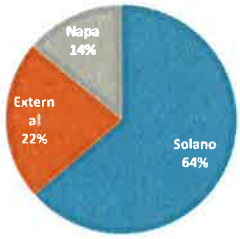
Southbound Destinations

County	VOL24HR Total	% of Total VOL24HR
Grand Total	70K	100%
Contra Costa	55K	79%
Alameda	6K	8%
Santa Clara	5K	8%
External	3K	5%
San Mateo	0K	1%
Solano	0K	0%
San Francisco	0K	0%
Marin	0K	0%
Sonoma	0K	0%
Napa	0K	0%



Carquinez Bridge

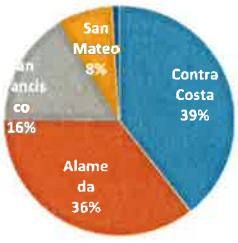
Northbound Destinations



County	VOL24HR Total	% of Total VOL24HR
Grand Total	65K	100%
Solano	41K	63%
External	14K	22%
Napa	9K	14%
Sonoma	0K	1%
Marin	0K	0%
San Francisco	0K	0%
San Mateo	0K	0%
Santa Clara	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%

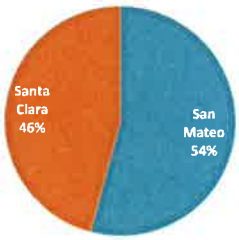
Southbound Destinations

County	VOL24HR Total	% of Total VOL24HR
Grand Total	67K	100%
Contra Costa	26K	39%
Alameda	24K	36%
San Francisco	11K	16%
San Mateo	5K	8%
Marin	1K	1%
Santa Clara	0K	0%
External	0K	0%
Sonoma	0K	0%
Solano	0K	0%
Napa	0K	0%



Dumbarton Bridge

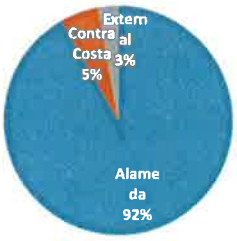
Westbound Destinations



County	VOL24HR Total	% of Total VOL24HR
Grand Total	27K	100%
San Mateo	15K	53%
Santa Clara	12K	45%
San Francisco	0K	2%
External	0K	0%
Marin	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%
Napa	0K	0%
Sonoma	0K	0%

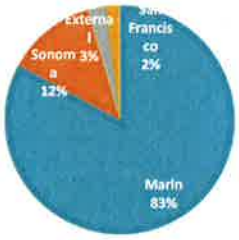
Eastbound Destinations

County	VOL24HR Total	% of Total VOL24HR
Grand Total	66K	100%
Alameda	60K	91%
Contra Costa	4K	5%
External	2K	3%
Solano	0K	0%
Napa	0K	0%
Santa Clara	0K	0%
Marin	0K	0%
San Francisco	0K	0%
San Mateo	0K	0%
Sonoma	0K	0%



Richmond-San Rafael Bridge

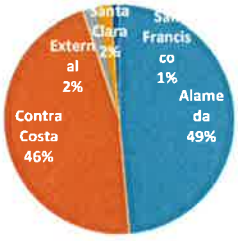
Westbound Destinations



County	VOL24HR Total	% of Total VOL24HR
Grand Total	45K	100%
Marin	37K	83%
Sonoma	6K	13%
External	1K	3%
San Francisco	1K	2%
Napa	0K	0%
San Mateo	0K	0%
Santa Clara	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%

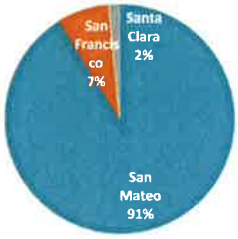
Eastbound Destinations

County	VOL24HR Total	% of Total VOL24HR
Grand Total	49K	100%
Alameda	23K	48%
Contra Costa	22K	45%
External	1K	2%
Santa Clara	1K	2%
San Francisco	1K	1%
San Mateo	0K	1%
Solano	0K	1%
Napa	0K	0%
Sonoma	0K	0%
Marin	0K	0%



San Mateo-Hayward Bridge

Westbound Destinations



County	VOL24HR Total	% of Total VOL24HR
Grand Total	59K	100%
San Mateo	54K	91%
San Francisco	4K	7%
Santa Clara	1K	1%
External	0K	0%
Marin	0K	0%
Alameda	0K	0%
Contra Costa	0K	0%
Solano	0K	0%
Napa	0K	0%
Sonoma	0K	0%

Eastbound Destinations

County	VOL24HR Total	% of Total VOL24HR
Grand Total	54K	100%
Alameda	46K	85%
Contra Costa	6K	10%
External	3K	5%
Solano	0K	0%
Santa Clara	0K	0%
Napa	0K	0%
Marin	0K	0%
San Francisco	0K	0%
San Mateo	0K	0%
Sonoma	0K	0%

Source: 2015_06_002 model run

Via select link analysis (https://github.com/MetropolitanTransportationCommission/travel-model-one/tree/master/utilities/bespoke-requests/select-link-roadway)

CCTA Staff Analysis of RM3 Proposal

$ in millions	Column 1 Proposed RM3 Amount	Column 2 Contra Costa Estimated Funding	Assumptions	Column 3 CCTA STAFF Proposed Change	Column 3 Proposed RM3 Amount	Column 4 Contra Costa Estimated Funding
Operating Program ($60M/Year)						
Transbay Terminal	5	0		*no change*	5	0
Ferries	35	0	Fare Box recovery likely less than threshold to qualify	*no change*	35	0
Regional Express Bus	20	3.7	assumed 18.4% (share of tolls)	*no change*	20	3.7
Sum	60	3.7	$60 million/year for operations (not part of the $4.2 billion)		60	3.7
Regional Capital						
Bridge Rehab	0	0			0	0
BART Expansion Cars	500	64.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Stations	Increase by $500M	1000	129
Corridor Express Lanes	300	80	Assumed $80M will be used for Innovate 680	Increase by $80M and specify $160M for **Innovate 680 and express bus/technology**	380	160
Goods Movements	125	0		Increase by $60M with $64M for I-80 **San Pablo Dam Road**	185	64
Bay Trail/Regional Trails/Safe Routes to Transit	150	27.6	Assumed 18.4% (share of tolls)	Increase by $50M to $200M	200	36.8
Ferries	325	0		Increase by $25M with $20M for **Richmond Ferry**	350	20
BART to Silicon Valley	400	0	*No Nexus to Bridges*	*No Nexus -Reduce to 0*	0	0
SMART	40	0	*No Nexus to Bridges*	*No Nexus -Reduce to 0*	0	0
Capitol Corridor Connections	90	16.2	Assumed 18.4% will go to **Hercules Rail Station**	*no change*	90	16.2
Corridor-Specific Capital Projects						
Central (SFOBB)						
Caltrain	350	0	*No Nexus to Bridges*	*No Nexus -Reduce to 0*	0	0
Muni	140	0		*no change*	140	0
Core Capacity Transit Improvements serving Bay Bridge Corridor	140	0		*no change*	140	0
AC Transit - Bus Rapid Improvements	50	6.3	Assumed 12.5% since most of AC Transit serves Alameda Co.	*no change*	50	6.3
New Transbay BART Tube	50	6.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Station	Added $55 million	105	13.5
Add: I-80 Transit Improvements				Add $100 million for **I-80 Transit Impro. in Contra Costa**	100	100
South (San Mateo-Hayward, Dumbarton)						
Tri Valley Transit Access	100	0	Assumed it will go to BART extension to Livermore	*no change*	100	0
Eastridge to BART	130	0	*No Nexus to Bridges*	*No Nexus -Reduce to 0*	0	0
San Jose Diridon Station	120	0	*No Nexus to Bridges*	*No Nexus -Reduce to 0*	0	0
Dumbarton Rail/Ace/Shinn Station	130	0		*no change*	130	0
101/92 Interchange	50	0		*no change*	50	0
North (Richmond - San Rafael, Benicia- Martinez, Carquinez, Antioch)						
680/4 and transit enhancements *(add SR4 Ops Improvements)*	150	150	100% in Contra Costa	Increase by $150M and include **SR4 Operational Improvements**	300	300
Marin-Sonoma Narrows	125	0	*No Nexus to Bridges*	*No Nexus -Reduce to 0*	0	0
I-80/I-680/SR12	175	0		*no change*	175	0
WB I-80 Truck Scales	125	0		*Increase by $30M to remove* ***weigh station at Treat Blvd***	155	30
Highway 37	150	0			150	0
San Rafael Transit Center/SMART	30	0		*SMART has no Nexus but kept amount for Transit Center*	30	0
Marin 101/580 interchange	135	32.4	Assumed 24% based on % of toll payers residing in Contra Costa	Increase by $65M with $100M for **toll plaza improvements and I-580/Richmond Parkway**	200	100
North BayTransit Improvements	100	18.4	Assumed 18.4% (share of tolls)	*no change*	100	18.4
Add: East Contra Costa County Transit Intermodal Station				Add $50 million for **East Contra Costa County Intermodal Transit Station**	50	50
SR29	20	0			20	0

Guiding Principles:
1. Nexus to Bridges
2. Equity
3. Access to the Bridges (approaches)
4. Priority Projects

Total	4200	402	Excludes operations funding ($60M/yr)	Total (excludes operations)	4200	1044
CC fair share		773	Assumed 18.4% (shares of tolls)	CC fair share		773
Difference		-371		Difference		271

Updated July 21. 2017

CONTRA COSTA
transportation
authority

July 21, 2017

The Honorable Jim Frazier
Chairman, Assembly Transportation Committee
Legislative Office Building, 1020 N Street, Room 112
Sacramento, CA 95814

Re: SB 595 (Beall) and Truck Weigh Stations in Walnut Creek

Dear Chairman Frazier,

The Contra Costa Transportation Authority (CCTA) Commissioners unanimously voted to request the SB 595 Bay Area Regional Measure 3 (RM3) project plan include the removal of the truck I-680 weigh stations in Walnut Creek (located near Treat Boulevard). Studies have shown that widening I-680 in a segment within the City of Walnut Creek will improve traffic flow.

The RM3 proposal includes investing $125 million to build a new, state of the art freight weigh station in Cordelia. We understand both Walnut Creek weigh stations in the north and southbound directions are rarely used and, if removed, would allow widening of the I-680 freeway for operational improvement projects.

As a specific expenditure plan for new toll revenue is not yet finalized in the bill we urge your consideration in this matter. If you have questions regarding this issue, please contact CCTA Deputy Executive Director, Projects Tim Haile at (925) 256-4735 or via email at thaile@ccta.net.

Sincerely,

Tom Butt
CCTA Chair

2999 Oak Road
Suite 100
Walnut Creek
CA 94597
PHONE: 925.256.4700
FAX: 925.256.4701
www.ccta.net

Cc: Assembly Member Catherine Baker
Senator Bill Dodd
Senator Steve Glazer
Assembly Member Tim Grayson
Senator Nancy Skinner
Assembly Member Tony Thurmond

August 9, 2017

The Honorable Jim Frazier
Chairman, Assembly
Transportation Committee
Legislative Office Building,
1020 N Street, Room 112
Sacramento, CA 95814

The Honorable Jim Beall
Chairman, Senate Transportation and
Housing Committee
State Capitol, 10th and I Streets,
Room 2082
Sacramento, CA 95814

Re: Senate Bill 595 *(Beall) Bay Area Toll Bridge Regional Measure 3*

Dear Chairman Frazier and Chairman Beall,

On behalf of Contra Costa Transportation Authority (CCTA) I am writing regarding SB 595, which will increase tolls on the seven Bay Area Bridges. If passed, this increase will be on the ballot for Bay Area voters in 2018. While the Contra Costa Transportation Authority (CCTA) supports the provisions to apply a "maintenance of effort" and create a new Office of Inspector General to the San Francisco Bay Area Rapid Transit (BART); CCTA Commissioners have grave concerns with the first round of projects proposed.

There are four bridges in Bay Area Toll Authority's (BATA) jurisdiction connecting Contra Costa County to Bay Area destinations, twice as many as any other county, not even counting the Bay Bridge that is also heavily used by Contra Costa County residents. If voters approve the new toll fees, our constituents will be paying $3.00 more in tolls to drive over these bridges. The current allocations in the initial expenditure plan are not equitable to the 18.4 percent of total generated revenue that Contra Costa toll payers will be contributing to BATA.

We urge the Transportation Committee to reassess the SB 595 expenditure plan by prioritizing transportation projects that follow these principles:

- a nexus to bridges;
- equity in terms of toll contributions (18.4%);
- access to bridge approaches; and
- allow CCTA to choose priority projects

Using these principles is the fairest way to allocate the funding needed to complete the highest priority capital projects in Contra Costa County. CCTA staff has prepared an alternate expenditure plan using the aforementioned principles, which CCTA Commissioners support.

Attached is CCTA's clarified expenditure plan proposal, which we ask to be adopted into SB 595. Contra Costa toll payers deserve a fair mechanism to realize the mobility projects needed to reduce congestion, improve quality of life and achieve healthy air. Should the RM3 proposal remain unchanged, the CCTA may take an oppose position to this bill.

Sincerely,

Tom Butt
CCTA Chair

cc: Assembly Member Catherine Baker
Senator Bill Dodd
Senator Steve Glazer
Assembly Member Tim Grayson
Senator Nancy Skinner
Assembly Member Tony Thurmond

CCTA's Staff Request

$ in millions

ORIGINAL PROPOSAL BY MTC

	Proposed RM3 Amount	Requested Minimum Funding for Contra Costa	Assumptions
Operating Program ($60M/Year)			
Transbay Terminal	5	0	
Ferries	35	0	
Regional Express Bus	20	3.7	Assumed 18.4% (CCC share of tolls)
Sum	60	3.7	$60 million/year for operations (not part of the $4.2 billion)
Regional Capital			
Bridge Rehab	0	0	
BART Expansion Cars	500	64.5	Based on 12.9% average weekdays ridership entering or exiting in Contra Costa Stations
Corridor Express Lanes	300	**160**	Specify for Innovate 680
Goods Movements	125	**50**	Specify for I-80/San Pablo Dam Road
Bay Trail/Regional Trails/Safe Routes to Transit	150	27.6	Assumed 18.4% (share of tolls)
Ferries	325	0	
BART to Silicon Valley	400	0	
SMART	40	0	
Capitol Corridor Connections	90	16.2	Specify for Hercules Rail Station
Corridor-Specific Capital Projects			
Central (SFOBB)			
Caltrain	350	0	
Muni	140	0	
Core Capacity Transit Improvements serving Bay Bridge Corridor	140	0	
AC Transit - Bus Rapid Improvements	50	6.3	Based on service area in Contra Costa (12.5%)
New Transbay BART Tube	50	6.5	Based on 12.9% average weekday ridership entering or exiting in Contra Costa Stations
Add: I-80 Transit Improvements		**50**	Add project
South (San Mateo-Hayward, Dumbarton)			
Tri Valley Transit Access	100	0	
Eastridge to BART	130	0	
San Jose Diridon Station	120	0	
Dumbarton Rail/Ace/Shinn Station	130	0	
101/92 Interchange	50	0	
North (Richmond - San Rafael, Benicia- Martinez, Carquinez, Antioch)			
680/4 and transit enhancements *(add SR4 Ops Improvements)*	**150**	**254**	Add SR4 Operational Improvements to Project
Marin-Sonoma Narrows	125	0	
I-80/I-680/SR12	175	0	
WB I-80 Truck Scales	125	0	
Highway 37	150	0	
San Rafael Transit Center/SMART	30	0	
Marin 101/580 interchange	135	**100**	For improvements on Contra Costa side including Toll Plaza
North BayTransit Improvements	100	18.4	
Add: East Contra Costa County Transit Intermodal Station		**20**	Add Project
SR29	20	0	

Guiding Principles:
1. Nexus to Bridges
2. Equity
3. Access to the Bridges (approaches)
4. Priority Projects

Total	**4200**	**773**	Excludes operations funding ($60M/yr)
Direct CCC Allocation		**634**	
Benefits from Regional Allocations		139	
CC fair share		773	Based on share of tolls (18.4%)
Difference (total - fair share)		0	

8-Aug-17

DANVILLE

"Small Town Atmosphere
Outstanding Quality of Life"

August 29, 2017

To whom it may concern:

Attached is a revised Notice of Preparation and Initial Study/Environmental Checklist for the Magee Ranches, Davidon Homes development application. A new 30-day public review period has been established and several minor corrections (shown with highlights) and additions have been made to the document. The new 30 day review period is necessary because the Town failed to deliver the first document to the Contra Costa County Clerk for posting.

If you have any questions, feel free to contact me 925-314-3349 or dcrompton@danville.ca.gov.

Sincerely,

David Crompton
Principal Planner

510 LA GONDA WAY, DANVILLE, CALIFORNIA 94526

Administration (925) 314-3388 | Building (925) 314-3330 | Engineering & Planning (925) 314-3310 | Transportation (925) 314-3310 | Maintenance (925) 314-3450 | Police (925) 314-3700 | Parks and Recreation (925) 314-3400

Date of Mailing: August 29, 2017

Notice of Preparation (Revised 8/29/17)

Town of Danville (Lead Agency)
510 La Gonda Way
Danville, CA 94526
(925) 314-3349

Subject: Notice of Preparation (NOP) for the Revised Draft Environmental Impact Report for the Magee Ranches Project

Project Applicant: Davidon Homes

Public Review Period: NOP response period is from August 31, 2019 to October 2, 2017

The Town of Danville will be the Lead Agency and will prepare a Revised Draft Environmental Impact Report (EIR) for the Magee Ranches Project. This Notice of Preparation is provided pursuant to Section 15082 of the California Environmental Quality Act (CEQA) Guidelines to announce the initiation of the EIR process and to solicit comments from responsible and trustee agencies and interested parties concerning the scope of issues to be addressed in the Revised Draft EIR. Refer to the Probable Environmental Effects listed below and the attached Initial Study Checklist to determine whether your concerns have already been identified. Please focus your comments on the project's potential environmental impacts and recommendations for methods of avoiding, reducing or otherwise mitigating those impacts. If you are a governmental agency with discretionary authority over initial or subsequent aspects of this project, please describe that authority and provide comment regarding potential environmental effects that are germane to your agency's area of responsibility.

Due to the time limits mandated by State law, your response must be submitted at the earliest possible date, **but not later than 30 days after receipt of this notice.** Please include in your response the name of a contact person in your agency (if applicable). Please send your written responses to the attention of David Crompton, Principal Planner, at the address identified above.

Project Location: The Project site is located in the Town of Danville, approximately 20 miles east of San Francisco in Northern California (see Figure 1 within the Initial Study). The site is bounded by Diablo Road and Blackhawk Road to the north and McCauley Road to the west. The property is comprised of 10 legal parcels totaling approximately 410 acres, and is generally characterized by open grass-covered hills with scattered trees (see Figure 2 within the Initial Study).

Project Description: The Project proposes to develop approximately 30 acres of the 410-acre project site with 69 single family homes and seven attached secondary dwelling units. Approximately 380 acres of the project site would be permanent open space used for ongoing cattle grazing operations, habitat preservation and enhancement, storm water treatment, and public trails. The Project would rezone the approximately 410 acre property from A-4 (Agricultural Preserve District), A-2 (General Agricultural District), and P-1 (Planned Unit Development District) to a new P-1 (Planned Unit Development District). In addition, a Vesting Tentative Map is proposed to create the 69 single family lots on the site. The lots would be clustered and located primarily on the flatter portions of the property. The Project plans are on file and available for review at the Town of Danville Planning Division. The Project applicant is Davidon Homes.

Probable Environmental Effects. An Initial Study has been prepared for the Project in accordance with CEQA and the CEQA Guidelines. This Initial Study is posted on the Town of Danville's website at http://www.ci.danville.ca.us/Services/Planning-Services/Development-Activities/Magee-Ranch-Project/ . CEQA identifies that when a lead agency has determined that it will prepare an Environmental Impact Report ("EIR"), the lead agency may use an initial study to focus the EIR on a project's significant environmental impacts, identify impacts determined to be not significant, and explain why potentially significant impacts were determined to be not significant (CEQA Guidelines Section 15063).

As explained in the Initial Study, the Town approved a slightly larger version of the Project (the same number of lots, but on a larger footprint) in 2013, but the Town's approvals and EIR certification were challenged in litigation. The courts rejected the lawsuit's challenges to the 2013 EIR's adequacy regarding vehicular traffic, pedestrian safety, California red-legged frogs, emergency access, safe evacuation, flooding, erosion, siltation, responses to public comments, project alternatives, recirculation, and land use. The courts determined, however, that the EIR did not adequately address impacts to bicycle safety.

As explained in the Initial Study, the Revised Draft EIR will focus on the following topics:

- Air Quality: The EIR will re-quantify criteria air pollutant emissions and quantify human health risk from Project construction activities.
- Greenhouse Gas (GHG) Emissions: The EIR will update and analyze the GHG emissions from the Project.
- Noise: The EIR will evaluate noise and groundborne noise/vibration impacts on nearby sensitive uses (residences) during Project construction.
- Transportation: The will include a traffic analysis that addresses all aspects of transportation and circulation effects of the Project, including bicycle safety.

- Energy: The EIR will re-analyze the energy impacts of the Project.
- Growth Inducement: The EIR will address the potential growth inducement effects of the Project.
- Cumulative Impacts: The EIR will evaluate the potential cumulative impacts of the Project when combined with past, present and reasonably anticipated projects in the region in the areas of air quality, transportation, and construction noise.
- Alternatives: The EIR will consider a range of reasonable alternatives to the proposed Project that have the potential to feasibly obtain most of the basic objectives of the Project.

Date: August 29, 2017

Signature: _____
David Crompton, Principal Planner

Attachment:
Initial Study/CEQA Environmental Checklist for the Magee Ranches Development

Initial Study/CEQA Environmental Checklist for Magee Ranches Development, Town Of Danville August 2017 (Revised 8/29/17)

This document is an Initial Study prepared pursuant to the California Environmental Quality Act ("CEQA") for the proposed Magee Ranches Project ("Project").[1] It has been prepared in accordance with CEQA and the CEQA Guidelines. The lead agency is the Town of Danville.

Where, as here, a lead agency has determined that it will prepare an Environmental Impact Report ("EIR"), the lead agency may use an initial study to focus the EIR on the Project's significant environmental impacts, identify impacts determined to be not significant, and explain why potentially significant impacts were determined to be not significant. That is the function of this Initial Study.

This Initial Study concludes that the following topics require further analysis in a Revised Draft EIR:

- Air Quality: criteria air pollutant emissions during construction and health risk from emissions during construction
- Greenhouse Gas Emissions
- Noise: Noise and groundborne noise/vibration during construction
- Energy
- Transportation and Circulation

PROJECT LOCATION AND AREA

The Project site is located in the Town of Danville, approximately 20 miles east of San Francisco in Northern California (see Figure 1). The site is bounded by Diablo Road and Blackhawk Road to the north and McCauley Road to the west. The property is comprised of 10 legal parcels totaling approximately 410 acres, and is generally characterized by open grass-covered hills with scattered trees (see Figure 2). The elevation of the property ranges from approximately 425 feet along the Project's frontage at Diablo Road near McCauley Road to about 860 feet at its highest point. The site is currently used for beef cattle operations.

The property is surrounded by single-family residential neighborhoods, including the Belgian Drive/Clydesdale Drive/Fairway Drive neighborhoods, the unincorporated community of Diablo, and single family homes located between Green Valley Creek and Diablo Road/Blackhawk Road to the north, the Hidden Valley development to the west, the existing Magee Ranch subdivision to the east, and residential uses located on the

[1] Throughout this Initial Study, the current version of the proposed Project is referred to as "Project" and earlier, larger versions analyzed in 2013 are referred to as "project."

south side of Short Ridge to the south. Public and private open space areas are also located in the project vicinity, including Sycamore Valley Regional Open Space Preserve, which adjoins the property to the south, and Mt. Diablo State Park.

Project Background

In October 2010, SummerHill Homes submitted an application for a Preliminary Development Plan – Rezoning and Final Development Plan – Vesting Tentative Map/Major Subdivision to allow for development of 85 residential lots on the project site. In March 2011, SummerHill Homes reduced the number of residential lots from 85 to 78. The Town began preparation of an EIR for the project and several technical studies were conducted based on a 78-unit project. These studies generally were not updated when the project was subsequently reduced in size, because the reduced proposals would cause reduced environmental impacts compared to the 78-lot proposal.

SummerHill Homes reduced the project to 70 lots before the Draft EIR was issued; most of the Draft EIR's analysis was based on the 70-lot project description. In February 2013, in response to comments on the Draft EIR, SummerHill Homes reduced the project from 70 to 69 units. This change reduced the proposed developed area by 70 acres and eliminated three custom lots fronting on Diablo Road. The Final EIR issued in April 2013 took this reduction into account, noting that the 69-unit project would reduce some environmental impacts evaluated in the DEIR. (2013 FEIR, p. 2.) The Town of Danville approved the 69-lot proposed project.

A lawsuit was filed to challenge the project approvals, alleging that the project's EIR inadequately addressed impacts to traffic, bicycle safety, pedestrian safety, the California red-legged frog, emergency access, safe evacuation, flooding, erosion, and siltation. The lawsuit further alleged that the EIR failed to adequately respond to public comments, failed to consider project alternatives that would have eliminated traffic impacts, and should have been recirculated for public comment. Finally, the lawsuit alleged that the project was inconsistent with the Town's General Plan and with other land use restrictions. The Superior Court and the Court of Appeal rejected all of these allegations except for the claim that the EIR did not adequately address impacts to bicycle safety. *SOS-Danville Group v. Town of Danville,* Contra Costa County Superior Court Case No. MSN13-1151 (filed 7/25/2013); Order Re: Petition for Writ of Mandate (CEQA) (7/28/2014); Opinion, First District Court of Appeal Case No. A143010 (9/11/2015). As to bicycle safety, further CEQA analysis is required before the Town considers project approval.

In February 2017, Davidon Homes became the project applicant. The current site plan proposes a total of 69 residential lots. It differs from the project described in the 2013 EIR in two primary respects:

1. The Project would place 69 clustered lots on a total of approximately 23 acres. Under the Project, all 69 lots would be placed within the footprint of residential development analyzed and approved in 2013. The Project would reduce

developed acreage and correspondingly increase open space by approximately nine acres compared to the project described in the 2013 FEIR.

2. An existing corral on the site, which would be eliminated by the Project, would be replaced by a new 100 by 100-foot corral near Diablo Road, to serve cattle grazing operations that would continue on the majority of the Project site.

3. Each of the 69 single family residences would include an electric vehicle charger.

PROJECT DESCRIPTION

The Project would rezone the approximately 410 acre property from A-4 (Agricultural Preserve District), A-2 (General Agricultural District), and P-1 (Planned Unit Development District) to a new P-1 (Planned Unit Development District). In addition, a Vesting Tentative Map is proposed to create 69 single family lots on the site. The lots would be clustered and located primarily on the flatter portions of the property. The Project location maps are provided in Figures 1 and 2. The Project plans are on file and available for review at the Town of Danville Planning Division. The Project applicant is Davidon Homes.

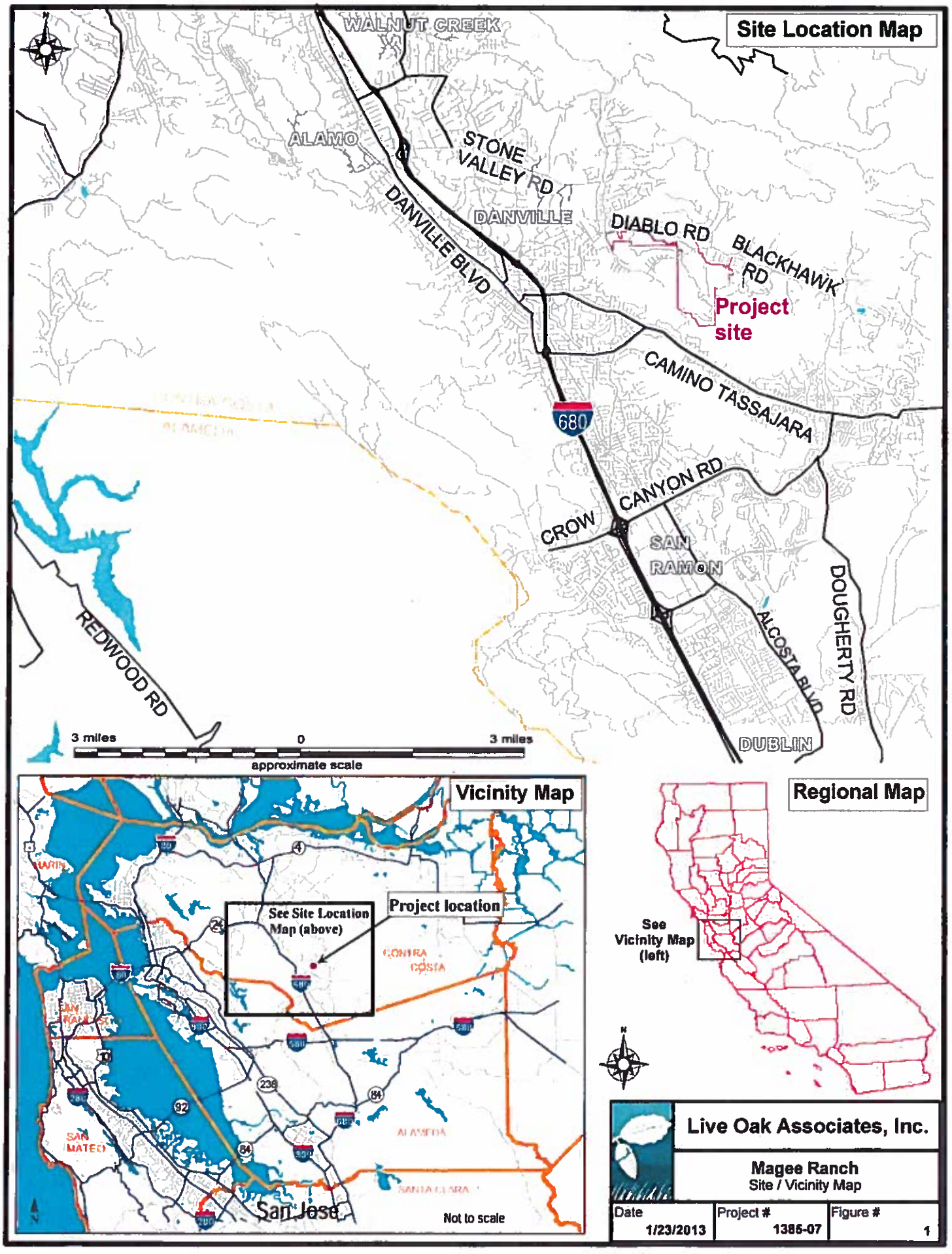

Site Location Map
WALNUT CREEK
ALAMO
STONE VALLEY RD
DANVILLE BLVD
DANVILLE
DIABLO RD
BLACKHAWK RD
Project site
CAMINO TASSAJARA
680
CANYON RD
CROW
SAN RAMON
DOUGHERTY RD
ALCOSTA BLVD
DUBLIN
REDWOOD RD
3 miles
0
3 miles
approximate scale
Vicinity Map
See Site Location Map (above)
Project location
CONTRA COSTA
ALAMEDA
SANTA CLARA
SAN MATEO
San Jose
Not to scale
Regional Map
See Vicinity Map (left)
Live Oak Associates, Inc.
Magee Ranch
Site / Vicinity Map
Date
1/23/2013
Project #
1386-07
Figure #
1

Figure 1


AERIAL PHOTO EXHIBIT - MAGEE RANCHES
DANVILLE, CALIFORNIA
RJA
RUGGERI-JENSEN-AZAR

Figure 2

PROJECT OBJECTIVES

The objectives of the Project proponent are listed below:

- Develop a residential project that is consistent with the Town of Danville Agricultural, General Open Space, Rural Residential, and Rural Residential/Single Family-Low Density General Plan Land Use designations for the site as well as the General Plan's Magee Ranch Special Concern Area language.

- Provide 69 residential lots, including 66 home sites at the east end of site south of Blackhawk Road and three home sites near the southeast corner of the Diablo Road/McCauley Road intersection.

- Design the Project to cluster development on the lower portions of the site to minimize visual impacts and limit disturbance on the property.

- Provide for a minimum of 10% of the 69 lots to include a second dwelling unit ("casita") to satisfy the Town's affordable housing requirements.

- Preserve approximately 381 acres of the Project site as permanent open space.

- Preserve significant features of scenic hillsides and major ridgeline areas.

PROJECT CHARACTERISTICS

SITE PLAN

Davidon Homes is under contract to purchase the 410-acre Project site, with the current landowner retaining several access easements. The Project proposes to subdivide the approximately 410-acre site into 69 single-family lots, road rights-of-way and open space. Magee East, comprising approximately 335 acres, would include 66 lots ranging in size from approximately 10,000 to 22,000 square feet. Magee West, comprising approximately 75 acres, would include three lots ranging in size from approximately 29,000 to 48,000 square feet. See Table 1 below. The Project proposes to locate the 69 lots on approximately 23 acres on the flatter portions of the site, avoiding steeper slopes and ridgelines. A minimum of 10% of the homes would be constructed with attached second dwelling units, referred to as "casitas," in order to meet the Town's affordable housing requirements.[2]

Table 1
Magee Ranches Lot Summary

Lot	Area (s.f.)	Lot	Area (s.f.)
1	13,880	36	13,944
2	31,522	37	16,689
3	13,031	38	14,684
4	12,680	39	12,642
5	11,885	40	11,361
6	15,503	41	16,692
7	11,476	42	14,433
8	11,570	43	11,939
9	11,475	44	10,894
10	10,056	45	11,016
11	11,296	46	12,042
12	12,070	47	10,596
13	11,169	48	15,529
14	12,894	49	19,350
15	13,971	50	11,281
16	18,737	51	15,619
17	11,285	52	13,685
18	11,597	53	12,837
19	10,681	54	19,538
20	14,983	55	14,543
21	19,295	56	13,262
22	15,006	57	14,268
23	10,929	58	22,137

[2] Although seven second dwelling units are required, the Town assumes that future homeowners may add up to ten more second dwelling units. Accordingly, the environmental impact analysis for project operations assumes 69 single-family units and 17 second dwelling units.

Table 1 Magee Ranches Lot Summary			
24	11,168	59	10,297
25	11,746	60	10,051
26	10,066	61	13,921
27	13,068	62	13,931
28	13,295	63	12,346
29	15,569	64	10,775
30	12,816	65	10,657
31	15,194	66	12,150
32	16,889	67	36,647
33	14,748	68	29,327
34	14,503	69	48,427
35	11,548		

Lots 1-66 on Magee East
Lots 67-69 on Magee West

In addition to the 23 acres of residential lots, and street rights-of-way would occupy approximately 5.7 acres, comprising both new internal streets (5.25 acres) and right-of-way to be dedicated to the Town along Diablo Road (0.4 acre).

The remaining portion of the Project site (approximately 381 acres) would be preserved as permanent open space. Most of this area would be used for cattle grazing and habitat, but the area would also include two public trails, common area landscaping, biofiltration swales and bioretention/flow control basins, and a relocated corral of approximately 100 by 100 feet to support the ongoing cattle grazing operations. No structures would be constructed to serve the corral. During construction, corrective grading to protect new residences and infrastructure from existing landslides and debris flows would also occur in portions of the open space area.

East Branch Green Valley Creek passes through Magee East. The Project would remove an existing bridge across the creek, construct a new bridge for Project access, improve existing concrete stabilization with natural rock grade control structures, and enhance riparian habitat upstream and downstream of the proposed bridge.

Land Use Entitlements

The applicant is seeking approval of a Preliminary Development Plan – Rezoning and Final Development Plan – Major Subdivision application and a Vesting Tentative Map. In order to cluster development, the site would need to be rezoned. The Project would rezone portions of the project site that are currently zoned A-4 (Agricultural Preserve District) and A-2 (General Agricultural District) to P-1 (Planned Unit Development District). In addition, a portion of the site currently zoned P-1 (Planned Unit Development District) would be rezoned to a new P-1 (Planned Unit Development District). The proposed rezoning would allow for residential uses at densities consistent

with General Plan Land Use Designations. The Project would also require a Tree Removal Permit.

Consistent with the Magee Ranch General Plan Special Concern Area language, the purpose for the P-1 (Planned Unit Development District) rezoning request is to allow clustering of residential units on the flatter portions of the site while maintaining the same overall density allowed under the current General Plan Land Use Designations. This allows the portions of the site that contain steeper slopes and visible ridgelines to be retained as open space. Table 2 below summarizes the existing and proposed zoning by parcel.

Table 2
Existing and Proposed Zoning/General Plan Designations

APN	General Plan Designations	Existing Zoning	Proposed Zoning	Acres
202-050-071	Public and Open Space -Agricultural	A-4	P-1	36.4
202-050-073	Public and Open Space - General Open Space	P-1	P-1	3.4
202-050-078*	Public and Open Space –Agricultural	A-4	P-1	159.1
202-050-079	Residential - Rural Residential	A-2	P-1	17.2
202-050-080	Residential - Rural Residential	A-2	P-1	52.7
	Residential - Single Family - Low Density	A-2	P-1	5.0
202-100-017	Residential - Rural Residential	A-2	P-1	40.8
202-100-019	Residential - Rural Residential	A-2	P-1	38.9
202-100-038	Residential - Rural Residential	A-2	P-1	51.1
202-100-040	Public and Open Space – General Open Space	P-1	P-1	2.5
215-040-002	Public and Open Space -Agricultural	A-4	P-1	3.2
			Total Acres	**410.3**

A-2; General Agricultural District
A-4; Agricultural Preserve District
P-1; Planned Unit District
Sources: Town of Danville 2030 Land Use Map; Town of Danville Zoning Map
*A separate APN (202-050-074) was created for 871 square feet of the parcel designated as APN 202-050-078, to provide for separate taxation of the communication facilities located on APN 202-050-074. Accordingly, the project site comprises 10 legal parcels but includes 11 APNs.

Pedestrian/Bicycle Trail

The Project proposes an eight-foot wide pedestrian/bicycle trail in the Magee East portion of the Project site. This trail provides access from Blackhawk Road through the panhandle and to the proposed residential portion of Magee East along Green Valley Creek. The trail would connect to the emergency vehicle access road (EVA). The trail, including the EVA portion, would be approximately 3,085 feet in length.

Open Space/Hiking Trails

The Project proposes to preserve approximately 381 acres of the 410-acre site as permanent open space, including roughly 367 acres on Magee East and 14 acres on Magee West. As shown in Figure 2, portions of existing fire trails are proposed to be granted to the EBRPD for use as public trails. Other existing fire trails within the open space area could be used as private or public hiking trails. The applicant proposes to form a geologic hazard abatement district (GHAD) to own and manage the open space. These trails can be managed by either the GHAD or another public or private entity (such as a park district or the project's homeowners association), provided the applicable resource agencies (e.g., California Department of Fish & Wildlife) do not prohibit public access into the open space.

Landscaping

Landscaping would be incorporated into the Project design within the residential lots, along proposed streets, adjacent to the proposed trail and EVA, and along the main project entrance road.

INFRASTRUCTURE

The Project would require the construction and installation of infrastructure, including roads, water supply, sanitary sewer, and storm water facilities.

Access

Access to the Project would be provided by new residential roadways, as described below.

- Magee East Access. The main access for Magee East would be located on Blackhawk Road in the vacant panhandle property just east of Jillian Way. The entrance would consist of one 28 foot inbound lane, two 14 foot outbound lanes, and a 20 foot landscaped median. The Project proposes to close Jillian Way and provide access to the existing Jillian neighborhood through the new panhandle access. This main access road would consist of a two-lane facility with a bridge crossing East Branch Green Valley Creek into the proposed subdivision. The access road would serve 66 proposed residential lots through a network of streets and cul-de-sacs, as shown in Figure 2. In addition, an emergency vehicle access road (EVA) for the Magee East portion of the site is proposed from the southern portion of the site to Diablo Road.

- Magee West Access. The access for Magee West would be provided from a shared driveway on the east side of McCauley Road approximately 300 feet south of the Green Valley Road/Diablo Road intersection.

Water System

East Bay Municipal Utility District (EBMUD) would be responsible for providing water supply to the project. Water lines are proposed within the roadway right-of-ways for the proposed new access roads. Magee East would connect to existing 8-inch and 16-inch water mains in Blackhawk Road. Magee West would connect to existing water mains in McCauley Road. The Project would also require annexation of portions of the project site into EBMUD.

Sanitary Sewer System

Sanitary sewer service would be provided by Central Contra Costa Sanitary District (Central San). Sanitary sewer lines are proposed within the roadway rights-of-way for the proposed new access roads. Magee East would connect to the existing 8-inch sanitary sewer line in Blackhawk Road. The lots along McCauley Road would connect to an existing 8-inch sanitary sewer main in McCauley Road. The Project would also require annexation of portions of the project site into Central San.

Storm Drainage System

The Project would provide a drainage system to accommodate the proposed residential subdivision. The Project would provide structural controls to mitigate downstream increases in storm water flows for the 10-year flood, in accordance with the Contra Costa County Flood Control Standards. In addition, the Project has been designed to mitigate downstream increases in storm water flows for the 100-year flood. The Project proposes to install the following drainage facilities for the project:

- biofiltration swales along the entrance road to Magee East, and
- bioretention/flow control basins for the McCauley development area in Magee West and the northwest portion of Magee East

CONSTRUCTION AND GRADING

Grading

The Project would require grading on the site to facilitate construction of the proposed subdivision and associated infrastructure. Total grading is estimated at approximately 183,000 cubic yards of cut and 183,000 cubic yards of fill. Grading on the site is proposed to balance with no import or export of soil material.

Remedial Grading

In addition to grading for construction of the subdivision and its infrastructure, the Project includes remedial grading to address existing landslides and debris flows, including debris noted following the winter of 2016-2017. Remedial grading would not require import or export of soil material.

Demolition

Demolition of existing agricultural structures on the project site would be performed consistent with all application statutes, regulations, and rules. These requirements include Bay Area Air Quality Management District Regulation 11, Rule 2, regarding proper removal and disposal of any asbestos-containing building materials, and requirements for removal and disposal of any lead-based paint, as prescribed by the California Division of Occupational Safety and Health (Cal/OSHA) and the regulations under Title 8, Section 1532.1, of the California Code of Regulations.

Building Construction/Design

Davidon Homes is offering various floor plans for homes. Base floor plans range from approximately ± 3,100 square feet to ± 4,400 square feet with three-car garages and a variety of elevations, limited to two stories. Ten percent of the units would include attached second dwelling units ("casitas") in order to comply with the Town's Inclusionary Housing Ordinance. All structures would be of wood-frame construction.

Sustainable Design Features

The Project would provide the following sustainable design features:

- Solar compatibility, including pre-wiring to accommodate possible future solar installations
- GreenPoint rated design
- Tankless hot water heaters
- High efficiency irrigation systems
- Low emitting insulation at walls and ceilings
- Insulation on all hot water pipes
- Energy Star appliances
- Low VOC paints, caulking and construction adhesives
- Energy Star bath fans
- Low flow toilets
- HVAC filters
- High efficiency air conditioner with environmentally responsible refrigerants
- Electric vehicle chargers

Optional sustainable design features offered would include the following measures:

- Solar upgrades
- Whole house fan
- Blown-in insulation
- Electricity monitor

Project Schedule/Phasing

The tentative schedule for proposed development is summarized below:

Initiate Site Work (grading, roads, utilities):	January 2019
End Initial Site Work:	December 2019
Begin Construction of Homes:	October 2019
End Construction of Homes:	June 2023

Jurisdictional Waters (Wetlands)

A formal wetland delineation was prepared for the project site. Preliminary field verification by the U.S. Army Corps of Engineers determined that East Branch Green Valley Creek, an unnamed seasonal drainage on the south portion of the site, smaller ephemeral drainages, and various impoundments including the borrow pit and stock pond constitute Waters of the United States and are subject to the Corps' regulatory authority. The California Department of Fish and Wildlife also has jurisdiction over the bed and bank of natural drainages. Approximately 0.5 acres of jurisdictional waters would be filled to accommodate the proposed development, with replacement wetland provided as mitigation in accordance with all regulatory agency requirements.

Tree Removal

The project would require the removal of some existing trees on the project site. The 2017 arborist report for the site identified the removal of 49 trees, primarily to provide access to the site. An additional 18 trees may be removed to provide for improvements at the intersection of Diablo Road/Green Valley Road if required by the Town. All trees to be removed would be replaced in accordance with the Town's requirements and mitigation measures identified in the 2013 EIR.

REQUIRED PERMITS AND APPROVALS

A Revised EIR, including this Environmental Checklist, will be an informational document for both agency decision-makers and the public. The Town of Danville is the lead agency responsible for certification of the EIR and approval of potential future Project permits. A summary of the anticipated entitlement and processing actions required to implement the Project are as follows:

- Certification of a Revised EIR
- Preliminary Development Plan - Rezoning (P-1; Planned Unit Development District) (LEG10-0004)
- Final Development Plan – Vesting Tentative Map/Major Subdivision (DEV10-0071 and SD 9291)
- Final Development Plan (DEV10-0072)
- Tree Removal Permit (TR10-0028)
- Grading and Building Permits

The EIR will also be available for the use of responsible, trustee, and other agencies that have jurisdiction or approval authority for the project. These agencies may include:

- U.S. Fish and Wildlife Service
- U.S. Army Corps of Engineers
- California Department of Fish & Wildlife
- San Francisco Bay Regional Water Quality Control Board
- East Bay Municipal Utility District
- Central Contra Costa Sanitary Sewer District
- Contra Costa County Flood Control and Water Conservation District
- Contra Costa County Public Works Department
- Contra Costa Local Agency Formation Commission

INCORPORATION OF 2013 EIR

This Initial Study hereby incorporates the 2013 EIR, comprising the Draft EIR ("2013 DEIR"), Final EIR ("2013 FEIR") and their appendices, by reference and uses the 2013 EIR for the following:

- Discussion of general background information
- Issues that were evaluated in adequate detail in the 2013 EIR and for which there is no significant new information or change in circumstances that would require new analysis
- Mitigation measures previously identified for potentially significant environmental impacts

Summaries of applicable sections of the 2013 EIR, with page references, are provided throughout this Initial Study. The 2013 EIR, including appendices, is available for inspection at the Town of Danville Planning Division, 510 La Gonda Way, and on the Town's website at http://www.danville.ca.gov/Services/Planning-Services/Development-Activities/Magee-Ranch-Project/.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
I. AESTHETICS. Would the project:				
a) Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	☐	☐	☐	☒
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Aesthetics.

Would the project:

a) Have a substantial adverse effect on a scenic vista?

The 2013 EIR found that the project would not have a substantial adverse impact on scenic vistas. (2013 DEIR, p. 4.1-27; 2013 FEIR, p. 2.) Development would be clustered within the flatter portions of the site to minimize potential visual effects and changes in topography. Clustering would also achieve consistency with the Town of Danville's requirements related to the preservation of scenic hillsides and major ridgelines. (2013 DEIR, pp. 4.1-23–4.1.25.)

There have been no changes to the Project since the 2013 EIR that would increase its impacts to scenic vistas. All residences would be constructed within previously identified footprints of development. (See 2013 DEIR Figures 4.1-2 through 4.1-11; 2013 FEIR, p. 2, Attachment B.) Accordingly, the Project's effect on scenic vistas would remain less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?

The 2013 EIR found that the project site would not lie adjacent to or near any designated state scenic highway and would not result in an impact to a state designated scenic corridor. (2013 DEIR, p. 4.1-25.)

Since 2013, the California Department of Transportation has not designated any additional state scenic highways in the project vicinity. Accordingly, the Project would have no impact on scenic resources within a state scenic highway.

c) Substantially degrade the existing visual character or quality of the site and its surroundings?

The 2013 EIR determined that the project would not significantly degrade the visual character or quality of the site and its surroundings. Visual simulations showed limited visual intrusion or modification from public viewpoints and that much of the site was obscured from public view by terrain and vegetation. (2013 DEIR, pp. 4.1-23 - 4.1-26; Figures 4.1-2 through 4.1-11; 2013 FEIR, p. 2, Attachment B.)

There have been no changes to the Project since the 2013 EIR that would increase the visual impact of the project. The Project's design remains similar to that approved in 2013, except that the footprint of residential development would be reduced and more open space would be created. The development would remain largely obscured from public viewpoints by vegetation and terrain. Accordingly, the Project's effect on the visual character and quality of the site would remain less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?

The 2013 EIR found that new sources of light would present a potentially significant impact that would be reduced to a less than significant level through Mitigation Measure 4.1-1. This measure required an exterior lighting plan subject to approval by the Town of Danville that would include directional and indirectly-visible exterior lighting, minimization of reflective surfaces, use of directional and down-lit lighting, and vegetative screening where needed. (2013 DEIR, pp. 4.1-26–4.1-27.) (See Attachment A, Mitigation Monitoring and Reporting Program, June 2013, p. 1.)

There have been no changes to the Project since the 2013 EIR that would increase light or glare impacts. Compared to the project analyzed in the 2013 EIR, the proposed Project would reduce the footprint of residential development, thus reducing the area where new lighting would be introduced. In addition, the Project would be subject to both Mitigation Measure 4.1-1 and Danville Municipal Code section 32-69.7(h). Accordingly, the Project's impacts on light and glare would remain less than significant with mitigation.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
II. AGRICULTURE AND FOREST RESOURCES. In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	☐	☐	☐	☒
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

DISCUSSION:

Except as noted in subsection b) below, the lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Agricultural Resources and Forest Resources. With respect to subsection b), the lawsuit's challenge to the project's proposed change in agricultural zoning was rejected by the Court of Appeal.

Would the project:

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?

The 2013 EIR found that the project site did not include any Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. (2013 DEIR, pp. 4.2-1–4.2-3.)

The Project site remains grazing land; it still does not include Prime Farmland, Farmland of Statewide Importance, Unique Farmland, or Farmland of Local Importance. Accordingly, the Project would have no impact on such farmland.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?

The 2013 EIR found that the project was consistent with the General Plan designation for the project site, that previous Williamson Act contracts had been cancelled in 2010, and that the A-4 zoning that applied to part of the project site was associated with the former Williamson Act contracts. Accordingly, the 2013 EIR found no conflict with existing land use and zoning designations or with any Williamson Act contracts. (2013 DEIR, pp. 4.2-2–4.2-3.) The Court of Appeal upheld the Town's determination that the project was consistent with the General Plan and zoning designations for the property.

Since 2013, the General Plan designations, zoning and Williamson Act status of the project site have not changed. Accordingly, the Project would have no impact with respect to conflict with agricultural zoning or a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?

The 2013 EIR found that the project site did not contain any forest land as defined in Public Resources Code Section 12220(g), timberland as defined by Public Resources Code Section 4526, or property zoned for Timberland Production as defined by Government Code Section 51104(g). (2013 DEIR, p. 4.2-3.)

The Project site still does not contain forest land, timberland or property zoned for Timberland Production. Accordingly, the Project would have no impact on existing zoning for, or cause rezoning of, forest land, timberland, or timberland zoned Timberland Production.

d) Result in the loss of forest land or conversion of forest land to non-forest use?

The 2013 EIR found that the project site did not contain any forest land as defined in Public Resources Code Section 12220(g), timberland as defined by Public Resources Code Section 4526, or property zoned for Timberland Production as defined by Government Code Section 51104(g). (2013 DEIR, p. 4.2-3.)

The Project site still does not contain any such forest land, timberland or property zoned for Timberland Production. Accordingly, the Project would have no impact on the loss of forest land or conversion of forest land to non-forest use.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use or conversion of forest land to non-forest use?

The 2013 EIR found that agricultural and forest resources were absent from the project site and the vicinity of the project site. (2013 DEIR, p. 4.2-3.)

The Project site and its vicinity still do not contain such resources, and the project site remains surrounded by residential development. Accordingly, the Project would have no impact with respect to changes in the existing environment that would result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
III. AIR QUALITY. Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	☒	☐	☐	☐
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☒	☐	☐	☐
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☒	☐	☐	☐
d) Expose sensitive receptors to substantial pollutant concentrations?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Air Quality.

The Town will prepare a Revised Draft EIR that will re-quantify criteria air pollutant impacts, and quantify human health risk, from construction activities. All other Air Quality topics are addressed below.

Would the project:

a) Conflict with or obstruct implementation of the applicable air quality plan?

The Town of Danville uses the Bay Area Air Quality Management District's CEQA Guidelines to analyze whether a project would conflict with or obstruct implementation of the applicable air quality plan. (2013 EIR, p. 4.3-12.)

Construction: The 2013 EIR found that project construction emissions, which were quantified for an earlier 78-lot version of the project, would cause a significant air quality impact without mitigation because construction emissions during the first year of construction (anticipated at that time to be the year 2014) would average 56 pounds per day of NOx, and BAAQMD's significance threshold for NOx is 54 pounds per day. (2013 DEIR, p. 4.3-14.) The 2013 EIR identified Mitigation Measure 4.3-1 to control diesel exhaust during construction, which would mitigate the impact to less than significant. (See Attachment A, pp. 1-2.)

The Town has decided to recalculate construction emissions in a Revised Draft EIR. Accordingly, this topic is not addressed further in this Initial Study.

Fugitive dust emissions from construction are considered significant if a project does not adhere to BAAQMD-recommended Best Management Practices. The 2013 EIR included these practices in Mitigation Measure 4.3-2. (See Attachment A, pp. 1-2.) The Project would comply with this mitigation measure. Accordingly, the Project's impact from fugitive dust emissions during construction would remain less than significant with mitigation.

Operations: The 2013 EIR found that the project, which was analyzed as a 78-lot project, would not cause a significant operational air quality impact during project operations because operational emissions were calculated to be much lower than the BAAQMD thresholds of 54 pounds per day for ROG, NOx, and $PM_{2.5}$, and 82 pounds per day for PM_{10}. (2013 DEIR, p. 4.3-18.)

This conclusion does not need to be reexamined for the Project for two reasons. First, operational emissions from the Project would be lower than those identified in the 2013 EIR because the project comprises 69 rather than 78 lots and because vehicle emissions standards have become more stringent since the 2013 EIR was prepared. Second, the BAAQMD CEQA Guidelines provide that quantification of criteria air pollutant emissions from operation of a residential project with fewer than 325 dwelling units is not required, because such projects are not anticipated to cause significant criteria air pollutant impacts. At 69 lots (assumed to include 69 single-family homes and up to 17 accessory dwelling units), no quantification of criteria pollutant impacts from the Project is necessary. Accordingly, the Project's operational air quality impacts would remain less than significant.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?

The Town of Danville uses the Bay Area Air Quality Management District's CEQA Guidelines to analyze whether a project would violate any air quality standard or contribute substantially to an existing or projected air quality violation. (2013 DEIR, p. 4.3-12.) For the reasons described in subsection a) above, the Town will re-quantify construction emissions of criteria air pollutants in a Revised Draft EIR, and the Project is too small to cause a significant air quality impact during operations.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?

The Town of Danville uses the Bay Area Air Quality Management District's CEQA Guidelines to analyze whether a project would result in a cumulatively considerable net increase of any criteria pollutant for which the project region is in non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors). (2013 DEIR p. 4.3-12.) BAAQMD's quantitative thresholds apply to both project-level and cumulative impacts. (BAAQMD CEQA Guidelines (May 2017, p. 2-1.)

For the reasons described in subsection a) above, the Town will re-quantify construction emissions of criteria air pollutants in a Revised Draft EIR, and the Project is too small to make a cumulatively considerable contribution to air quality impacts during operations.

d) Expose sensitive receptors to substantial pollutant concentrations?

The Town of Danville uses the Bay Area Air Quality Management District's May 2011 CEQA Guidelines to analyze whether a project would expose sensitive receptors to substantial pollutant concentrations. Following the decision in *CBIA v. BAAQMD*, 2 Cal. App. 5th 1067 (2016), the BAAQMD Guidelines are limited to the impacts of the project on the environment and do not include the impacts of the environment on the project. Accordingly, any potential effects of existing air quality conditions on future project residents are not within the scope of CEQA.

The 2013 EIR concluded that the project would not expose sensitive receptors to substantial pollutant concentrations during either construction or operations. (2013 DEIR p. 4.3-15.) With respect to construction, the 2013 EIR did not quantify human health risk from construction emissions (toxic air contaminants); the Town has decided to prepare such a quantified analysis in a Revised Draft EIR. Accordingly, this topic is not addressed further in this initial study.

With respect to project operations, because the Project is residential and would not attract substantial diesel truck traffic or include other sources of toxic air contaminant emissions, the Project would not expose off-site sensitive receptors to substantial pollutant concentrations. Accordingly, the Project's impacts to sensitive receptors during project operations would remain less than significant. Please also refer to section a) above.

e) Create objectionable odors affecting a substantial number of people?

The 2013 EIR found that during construction, the various diesel-powered vehicles and equipment in use onsite would create localized odors that would not likely be noticeable for extended periods of time nor extend much beyond the project's site boundaries. The 2013 EIR further found, based on the BAAQMD CEQA Guidelines, that during operations, typical sources of objectionable odors include chemical plants, sewage treatment plants, large composting facilities, rendering plants, and other large industrial facilities that emit odorous compounds. The proposed project was a residential project that did not include such sources, and therefore any odor impacts were considered less than significant. (2013 DEIR, p. 4.3-19.)

The Project remains residential and has not changed so as to increase odor impacts. Accordingly, the Project's odor impacts would remain less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES. Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	☐	☒	☐	☐
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	☐	☐	☐	☒

DISCUSSION:

The lawsuit on the 2013 EIR challenged the adequacy of the EIR with respect to the California red-legged frog. The Superior Court rejected this challenge. The 2013 EIR's adequacy with respect to other biological resources was not challenged.

Would the project:

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?

The 2013 EIR found that the project would cause significant or potentially significant impacts, without mitigation, to northern California black walnut trees (a special-status plant species) and to the California red-legged frog, western pond turtle, nesting raptors and migratory birds, burrowing owl, and American badger (special-status wildlife species). With identified mitigation measures, including a Waters of the U.S. and Riparian Mitigation and Monitoring Plan and Conservation Management Plan (2013 FEIR, Attachment C), the 2013 EIR determined that these impacts would be reduced to less than significant. (See Attachment A, pp. 3-11.) The 2013 EIR also found that project impacts to Congdon's tarplant, California tiger salamander and golden eagle would be less than significant. The 2013 EIR's analyses are summarized below.

Plants

Northern California Black Walnut Trees: The 2013 EIR found that some of the northern California black walnut trees located in the riparian habitat of East Branch Green Valley

Creek and along the project site panhandle fronting Blackhawk Road would be removed as part of the project. (2013 DEIR, pp. 4.4-21, 4.4-33.) The 2013 EIR concluded that the two mitigation measures described below would reduce the impact of their removal to a less than significant level.

Mitigation Measure 4.4-15 required the project proponent to replace all removed trees, regardless of size, at specified ratios, and to replace all native trees with like species to the maximum extent practicable. Mitigation Measure 4.4-16 required development and implementation of a Town-approved monitoring plan for the replacement trees. (See Attachment A, pp. 10-11.)

Since 2013, an updated tree report has been prepared (HortScience 2017) that indicates six black walnut trees, including three that are "effectively dead" and three that are in poor condition, would be removed for the Project. This finding is consistent with the 2013 EIR and indicates that without mitigation, the project would cause a significant impact to a special-status plant species. With implementation of Mitigation Measures 4.4-15 and 4.4-16, the impact would be reduced to less than significant.

Other Plants: The 2013 EIR stated that the only special-status plant detected on the project site other than the black walnut trees were 30 individuals of Congdon's tarplant. The EIR stated that loss of these individuals due to project construction would represent a less than significant impact because the area where they were located was heavily used by humans and subject to ongoing anthropogenic disturbances, and because there were numerous and far larger populations of Congdon's tarplant in the region. (2013 DEIR, p. 4.4-21.)

May and June 2017 field surveys (Live Oak Associates, 2017) have verified that the habitats on the Project site are unchanged. The surveys did not find Congdon's tarplant or any special-status plant species other than the black walnut trees on the project site. There have been no changes to the Project since the 2013 EIR that would increase impacts and the impact to special-status plants other than black walnut trees are anticipated to remain less than significant.

Wildlife

The 2013 EIR found that several special-status wildlife species could be affected by the project and identified mitigation measures to reduce the potential impacts to less than significant.

California Red-Legged Frog: The 2013 EIR found that CRLF had been detected along the East Branch Green Valley Creek, apparently using the creek as a movement corridor. There was no indication of breeding on site, but breeding occurred in an off-site reservoir adjacent to the project site, and the entire project site was considered aestivation habitat for CRLF. The 2013 EIR stated that the project could result in the loss of up to 108 acres of upland habitat. The 2013 EIR identified Mitigation Measures 4.4-1 through 4.4-4, which included retention of a qualified biologist to train construction personnel and conduct pre-construction surveys; restoration of riparian habitat at a

minimum 1:1 replacement-to-loss ratio; replacement of jurisdictional waters at a minimum 1:1 ratio; and preservation of approximately 302 acres of the project site as open space through a conservation easement or deed restriction. (2013 EIR, pp.4.4-23–4.4-25.) (See Attachment A, pp. 3-6.) In addition, the 2013 EIR included a Waters of the U.S. and Riparian Mitigation and Monitoring Plan and Conservation Management Plan (2013 FEIR, Attachment C "MMP/CMP").

A May 2017 field survey has verified that the habitats on the Project site are unchanged. The reduced footprint of the Project would reduce impacts to CRLF (although not to a level of less than significant) and would increase the land available for CRLF habitat preservation. The Project would be subject to the mitigation measures described in the 2013 EIR, including the MMP/CMP. Accordingly, impacts on the California Red-Legged Frog would remain less than significant with mitigation.

Western Pond Turtle: The 2013 EIR found that although the western pond turtle had not been observed on the project site during any of the field surveys, the project would impact 0.3 acres of riparian habitat that likely supported the western pond turtle. Although the permanent habitat impact was determined to be less than significant, the potential for harm or mortality to individual turtles during construction, particularly construction of the access road creek crossing, was considered a significant impact. Mitigation Measures 4.4-5 through 4.4-8 identified measures to prevent harm to western pond turtles during construction. (See Attachment A, pp. 6-7.) With these mitigation measures, the project's impact to western pond turtles was found to be less than significant. (2013 DEIR, pp.4.4-26.)

A May 2017 field survey has verified that the habitats on the Project site are unchanged. There have been no changes to the project since the 2013 EIR that would increase impacts, and the Project would be subject to the mitigation measures described in the 2013 EIR. Accordingly, impacts on the western pond turtle would remain less than significant with mitigation.

Nesting Raptors and Migratory Birds: The 2013 EIR found that trees on the project site provided suitable nesting habitat for tree-nesting raptors, migratory birds, and yellow warbler. The loss of some of this habitat, particularly when taken into context with the 302 acres to be preserved and managed as open space for the CRLF and other regional species, was considered a less than significant impact to these birds. On the other hand, construction-related activities that could result in harm, injury or death of individuals, or abandonment of an active next, were considered to constitute a significant impact. Mitigation Measure 4.4-9 called for the removal of trees during the non-breeding season (September 1 through January 31) and, if tree removal and related activities must be conducted during the rest of the year, a pre-construction survey and, if necessary, use of a construction-free buffer around active nests. (See Attachment A, pp. 7-8.) With these mitigation measures, the project's impact to nesting birds was found to be less than significant. (2013 DEIR, pp.4.4-26–4.4-27.)

A May 2017 field survey has verified that the habitats on the Project site are unchanged. There have been no changes to the Project since the 2013 EIR that would increase

impacts and the project would be subject to the mitigation measures described in the 2013 EIR. Accordingly, the Project's impacts to nesting birds would remain less than significant with mitigation.

Burrowing Owl: The 2013 EIR found that although no burrowing owls had been observed on-site, the presence of small mammal burrows made it a suitable nesting habitat. Mitigation Measure 4.4-10 called for pre-construction surveys. If burrowing owls were observed during the non-breeding season, they would be removed through passive relocation; if they were observed during the breeding season, a construction-free buffer of 250 feet would be established. (See Attachment A, p. 8.) With these mitigation measures, the project's impact to burrowing owls was found to be less than significant. (2013 DEIR, pp.4.4-27–4.4-28).

A May 2017 field survey has verified that the habitats on the Project site are unchanged. There have been no changes to the project since the 2013 EIR that would increase impacts. The reduced footprint of the revised Project could reduce potential construction impacts to the burrowing owl, but not to a less than significant level. The Project would be subject to the mitigation measures described in the 2013 EIR. The Project's impacts to burrowing owls would remain less than significant with mitigation.

American Badger: The 2013 EIR found that impacts to the American badger would be similar to those for the burrowing owl. Mitigation Measure 4.4-11 included pre-construction surveys and use of buffer zones around badger dens. (2013 EIR, pp.4.4-28–4.4-29.) (See Attachment A, pp. 8-9.)

A May 2017 field survey has verified that the habitats on the Project site are unchanged. There have been no changes to the Project since the 2013 EIR that would increase impacts. The reduced footprint of the revised Project could reduce potential construction impacts to the American badger, but not to a less than significant level. The Project would be subject to the mitigation measures described in the 2013 EIR. Accordingly, the Project's impacts to American badger would remain less than significant with mitigation.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?

The 2013 EIR found that approximately 0.5 acres of jurisdictional waters and 0.3 acres of riparian habitat would be lost for the project, constituting a significant impact. Mitigation Measures 4.4-12 and 4.4-13 included removal and replacement of an existing bridge, creek restoration, restoration of riparian woodland, replacement of wetland and riparian habitat at a 1:1 replacement-to-loss ratio, preparation of an on-site habitat mitigation and monitoring plan, and acquisition and compliance with all applicable permits. (See Attachment A, pp. 9-10.) With these mitigation measures, the project's impact to sensitive natural communities was found to be less than significant. (2013 DEIR, pp. 4.4-29–4.4-30.) In addition, the 2013 EIR included a Waters of the U.S. and

Riparian Mitigation and Monitoring Plan and Conservation Management Plan (2013 FEIR, Attachment C "MMP/CMP").

A May 2017 field survey has verified that the habitats on the Project site are unchanged. There have been no changes to the Project since the 2013 EIR that would increase these impacts and the Project would be subject to the mitigation measures described in the 2013 EIR. Accordingly, the Project's impacts to sensitive natural communities would remain less than significant with mitigation.

c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?

The 2013 EIR found that the project would impact approximately 0.5 acres of wetlands and 0.3 acres of riparian habitat. Mitigation Measures 4.4-12 and 4.4-13 included replacement of wetland and riparian habitat at a 1:1 replacement-to-loss ratio, preparation and implementation of an on-site habitat mitigation and monitoring plan with specified components, and compliance with all state and federal regulations related to construction work that would impact on-site aquatic habitats. (2013 DEIR, pp. 4.4-30–4.4-31.) (See Attachment A, pp. 9-10.) In addition, the 2013 EIR included a Waters of the U.S. and Riparian Mitigation and Monitoring Plan and Conservation Management Plan (2013 FEIR, Attachment C "MMP/CMP").

There have been no changes to the Project since the 2013 EIR that would increase impacts and the Project would be subject to the mitigation measures described in the 2013 EIR. Accordingly, the Project's impacts to wetlands would remain less than significant with mitigation.

d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?

The 2013 EIR found that wildlife species currently using the site, including the riparian corridor, were expected to continue using it for movement and as part of their home range after project buildout. Therefore, the project was found to cause a less-than-significant impact with respect to loss of habitat for native wildlife and impacts to wildlife movement and nursery sites. (2013 DEIR, p. 4.4-31.) In addition, the 2013 EIR included a Waters of the U.S. and Riparian Mitigation and Monitoring Plan and Conservation Management Plan (2013 FEIR, Attachment C "MMP/CMP").

A May 2017 field survey has verified that the habitats on the Project site are unchanged. The reduced footprint of the revised Project would reduce potential impacts. Accordingly, Project impacts to native resident or migratory fish or wildlife species, established native resident or migratory wildlife corridors, and the use of native wildlife nursery sites would remain less than significant.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?

The 2013 EIR found that the project would not conflict with the Town of Danville tree ordinance, but would cause a significant impact due to tree removals. The 2013 EIR identified Mitigation Measures 4.4-14 through 4.4-17 to protect trees to be retained from construction damage, to replace all trees removed, at specified ratios, and to implement a monitoring plan for the replacement trees. (See Attachment A, pp. 10-11.) With these mitigation measures, the project's impacts from tree removals were found to be less than significant. (2013 DEIR, pp. 4.4-32 - 4.4-34.)

An updated tree report has been prepared (HortScience 2017) to describe currently existing trees on the Project site and the impacts of proposed development. The report states that 49 trees would be removed for the Project, including nine that are newly identified as trees because they have reached six inches in diameter over the past five years. The impact reported in the 2013 EIR would remain significant without mitigation and the mitigation measures identified in the 2013 EIR would apply. Accordingly, the Project's impacts would remain less than significant with mitigation.

f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?

The 2013 EIR found no impact from conflict with the provisions of any habitat conservation plan because no habitat conservation plan was in effect for the project site. (2013 DEIR, p. 4.4-32.)

The Project still would not conflict with the provisions of any habitat conservation plan because no habitat conservation plan applies to the project site. Accordingly, no impact would result from conflict with such plans.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES.				
Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?	☐	☒	☐	☐
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d) Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Cultural Resources.

Would the project:

a) Cause a substantial adverse change in the significance of a historical resource as defined in § 15064.5?

The 2013 EIR found that no on-site structures were potentially eligible for inclusion in the California Register of Historical Resources or National Register of Historic Places, and that any impacts to any buried historical archaeological resources would be mitigated by Mitigation Measures 4.5-1 and 4.5-2, which are addressed in section b) below. The 2013 EIR found no impact to non-archaeological historical resources. (2013 DEIR, p. 4.5-6.)

On-site structures remain ineligible for federal, state or local historical listing. Accordingly, the Project would continue to cause no impact to non-archaeological historical resources.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to § 15064.5?

The 2013 EIR found that no evidence of archaeological resources was detected by survey or testing, but that project construction could result in the discovery and disturbance of unknown archaeological resources or human remains. The 2013 EIR identified a potentially significant impact, and identified Mitigation Measures 4.5-1 and

4.5-2. Mitigation Measure 4.5-1 required that if archaeological resources were discovered, work would be halted until they were evaluated by a qualified professional archaeologist , adequate salvage had occurred, and no further resources had been identified within the area of disturbance. Mitigation Measure 4.5-2 required that if human remains were discovered, all steps required by Health and Safety Code section 7050.5 and Public Resources Code section 5097.94 be taken. (2013 EIR, pp. 4.5-5–4.5-6.) (See Attachment A, pp. 11-12.) The 2013 EIR found that with these mitigation measures, the project's potential impacts on unknown archaeological resources and human remains would be reduced to a less than significant level.

There have been no changes to the Project since the 2013 EIR that would increase impacts and the project would be subject to Mitigation Measures 4.5-1 and 4.5-2. Accordingly, the Project's impacts on archaeological resources would remain less than significant with mitigation.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?

The 2013 EIR found that there were no known unique paleontological resources or sites or unique geologic features on the project site but that construction of the project could result in the discovery and disturbance of unknown paleontological resources. The 2013 EIR identified Mitigation Measure 4.5-3, providing that if resources were accidentally discovered during construction, work would be halted within 20 feet of the find until an evaluation was performed by a paleontologist. Work would not recommence until documentation of adequate salvage was delivered to the Town and no further resources identified. (2013 EIR, pp.4.5-6.) (See Attachment A, p. 12.) The 2013 EIR found that with these mitigation measures, the project's impacts on paleontological resources would be reduced to a less than significant level.

There have been no changes to the Project since the 2013 EIR that would increase impacts and the Project would be subject to Mitigation Measure 4.5-3. Accordingly, the Project's impacts on paleontological resources would remain less than significant with mitigation.

d) Disturb any human remains, including those interred outside of formal cemeteries?

See section b) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	☐	☐	☐	☒
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☐	☒
ii) Strong seismic ground shaking?	☐	☐	☐	☒
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☐	☒
iv) Landslides?	☐	☐	☐	☒
b) Result in substantial soil erosion or the loss of topsoil?	☐	☒	☐	☐
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☐	☒
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

DISCUSSION:

The lawsuit on the 2013 EIR challenged the adequacy of the EIR with respect to erosion. The Superior Court rejected this challenge. The EIR's adequacy with respect to other geology and soils topics was not challenged.

Would the project:

a) Expose people or structures to potential significant adverse effects, including the risk of loss, injury, or death involving:

i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.

ii) Strong seismic ground shaking?

iii) Seismic-related ground failure, including liquefaction?

iv) Landslides?

Seismic Activity: The 2013 EIR found that the project would not expose people or structures to significant impacts from seismic hazards because the project site was not in the Earthquake Fault Zone, there were no active faults passing through the property, and the buildings would be required, at a minimum, to comply with 2010 California Building Code. (2013 DEIR, p. 4.6-13.)

The Project still would not cause a significant seismic impact. The Project would not cause seismic activity and the California Supreme Court ruled in 2015 that the California Environmental Quality Act does not generally apply to impacts of the environment - including seismic activity - on a proposed project. *CBIA v. BAAQMD*, 62 Cal. 4th 369 (2015). It is also noted that the conditions described in the 2013 EIR with respect to potential seismic effects of the existing environment on the Project have not changed.

Landslides: The 2013 EIR found that there were 16 existing landslides on the project site, most of which would be avoided, but seven of which could affect proposed development. The 2013 EIR identified this as a potentially significant impact that would be mitigated to less than significant by implementation of Mitigation Measure 4.6-2, calling for specified corrective measures for each of the seven landslides near proposed project development, including complete landslide removal and replacement as engineered fill for three landslides; partial landslide removal and buttressing with engineered fill for two landslides; and construction of catchment areas between landslides and proposed improvements for the remaining two landslides. The mitigation measure required detailed 40-scale corrective grading plans for the entire project to be submitted to the Town for review and approval prior to issuance of a building permit. (2013 EIR, pp. 4.6-14-4.6-16.) (See Attachment A, pp. 13-14.)

The Project would not cause a significant impact with respect to landslides because the Project would not cause landslides to exist on the project site. The California Supreme Court ruled in 2015 that the California Environmental Quality Act does not generally apply to impacts of the environment on a proposed project. *CBIA v. BAAQMD*, 62 Cal. 4th 369 (2015). It is also noted that the conditions described in the 2013 EIR with respect to potential effects of landslides on the Project have not substantially changed. A 2017 site visit by ENGEO personnel, who prepared the geotechnical analysis for the 2013 EIR, found new erosion and debris flows following the wet winter of 2016-2017, but no new landslides. Although this is not a CEQA impact, implementation of finalized recommendations for corrective grading and catchment areas, following review and approval by the Town, would be a condition of Project approval.

b) Result in substantial soil erosion or loss of topsoil?

The 2013 EIR found that the project would require grading for construction of the proposed subdivision and associated infrastructure, estimated at approximately 150,000 cubic yards of cut and 150,000 cubic yards of fill, and that without an erosion control plan, the impact of grading on temporary soil erosion and loss of topsoil would be potentially significant. The 2013 EIR identified Mitigation Measure 4.6-1, requiring an erosion control plan in accordance with the Town's Erosion Control Ordinance, as well as a Storm Water Pollution Prevention Plan, which would mitigate the potentially significant impact to less than significant. (2013 DEIR, pp. 4.6-13-4.6-14.) (See Attachment A, pp. 12-13.)

Revised grading estimates for the Project show 183,000 cubic yards of cut and 183,000 cubic yards of fill, in addition to corrective grading for existing landslides and debris flow (see section a) above), raising the same potential for soil erosion impacts that was

identified in the 2013 EIR. The Project would be subject to Mitigation Measure 4.6-1 and the Project's soil erosion impact, with mitigation, would remain less than significant.

c) Be located on a geologic unit or soil that is unstable or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?

See section a) above regarding landslides.

Liquefaction, Lateral Spreading, and Ground Lurching: The 2013 EIR found that the potential for minor vertical liquefaction-related settlement was within the typical range of differential soil movement that was expected from seasonal shrink-swell of expansive soils (see section d) below). The 2013 EIR concluded that this could be accommodated by foundation design and did not pose a significant impact to proposed development. The risk of lateral spreading and ground lurching was considered low. (2013 DEIR, pp. 4.6-16.)

The Project would not cause a significant impact with respect to liquefaction, lateral spreading or ground lurching because the project would not cause liquefiable soils to exist on the project site. The California Supreme Court ruled in 2015 that the California Environmental Quality Act does not generally apply to impacts of the environment on a proposed project. *CBIA v. BAAQMD*, 62 Cal. 4th 369 (2015).

It is also noted that the conditions described in the 2013 EIR with respect to potential effects of liquefiable soils on the proposed Project have not changed. Although this is not a CEQA impact, implementation of finalized recommendations for expansive soils, which would also protect structures from potential liquefaction effects, would be a condition of Project approval.

d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?

The 2013 EIR found that highly to critically expansive soils existed on the project site and that successful construction would require special attention. The 2013 EIR identified this as a potentially significant impact that would be mitigated to less than significant with the implementation of Mitigation Measure 4.6-3, incorporating recommendations in the project's preliminary geotechnical report, and requiring that the project's finalized geotechnical recommendations be reviewed and approved by the Town prior to issuance of a building permit. (2013 DEIR, pp. 4.6-16-4.6-17.) (See Attachment A, p. 14.)

The Project would not cause a significant impact with respect to expansive soil because the Project would not cause expansive soil to exist on the project site. The California Supreme Court ruled in 2015 that the California Environmental Quality Act does not generally apply to impacts of the environment on a proposed project. *CBIA v. BAAQMD*, 62 Cal. 4th 369 (2015).

It is also noted that the conditions described in the 2013 EIR with respect to potential effects of expansive soils on the proposed project have not changed. Although this is not a CEQA impact, implementation of finalized geotechnical recommendations, following review and approval by the Town, would be a condition of Project approval.

e) **Would the project have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?**

Sewer service is available (see section XVII e) below) and the Project would not include septic tanks or alternative waste water disposal systems. Accordingly, no impact would occur.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS.				
Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☒	☐	☐	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☒	☐	☐	☐

DISCUSSION:

The Town will update the 2013 EIR's analysis of greenhouse gas impacts in a Revised Draft EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS.				
Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☐	☒
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Hazards and Hazardous Materials, except concerning emergency access and emergency evacuation. The Superior Court rejected these claims and the petitioners did not pursue them on appeal.

Would the project:

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?

The 2013 EIR found that development and operation of the proposed residential subdivision would not entail the routine use or transport of significant amounts of hazardous materials, and that future use of household materials associated with residential uses would be minor in nature and subject to existing regulatory requirements. (2013 DEIR, p. 4.7-8.) The impact was determined to be less than significant.

There have been no changes to the Project since the 2013 EIR that would increase the project's impact from the routine transport, use, or disposal of hazardous materials. Accordingly, the Project's impact remains less than significant.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?

The 2013 EIR's analysis of existing environmental project conditions was based on a 2012 Phase I Environmental Site Assessment (ESA) and Limited Phase II Subsurface Investigation Report. (2013 DEIR, pp. 4.7-2–4.7-6.) The 2013 EIR found that with limited exceptions, soil sample analysis of the project site did not reveal hazardous substances at or above current Environmental Screening Level (ESL) values for residential uses. Development of the proposed project, including excavation and other land disturbance, could result in the release of hazardous materials. (2013 EIR, p. 4.7-8.) Several mitigation measures were identified that would reduce potentially significant impacts to less than significant.

Mitigation Measure 4.7-1 required the project proponent to retain a trained professional to prepare a Site Management Plan to maintain the safety of construction workers and assure proper management of any contaminated soils on the site. This plan would be reviewed and approved by Contra Costa County Health Services, and evidence of approval would be provided to the Town of Danville, prior to issuance of any grading permit. At a minimum, the Site Management Plan would include (1) the collection and chemical analysis of soil samples from a former underground storage tank location; (2) excavation and soils characterization to confirm sufficient soils removal has occurred; and (3) proper removal and disposal of all hazardous materials on the site. (2013 EIR, pp. 4.7-8–4.7-9.)

Mitigation Measure 4.7-2 required that a diesel generator enclosure and surrounding area at the western edge of the project site be periodically monitored for any evidence of a diesel release, and that an annual report be submitted to the Town of Danville. (2013 EIR, p. 4.7-9.) (See Attachment A, p. 15.) This mitigation measure would no longer apply because it is now known that Verizon is responsible for maintaining and inspecting this generator as described below.

An updated Phase I Environmental Site Assessment was prepared for the Project in June 2017. (ENGEO, Inc. 2017.) The 2017 ESA found the same environmental conditions that were identified in the 2012 reports, except that a 500-gallon aboveground storage tank had been removed since 2012 and more information was obtained regarding the on-site diesel generator, which is operated by Verizon. The 2017 ESA recommended the following additional actions, which would be incorporated into the Project's Site Management Plan described in Mitigation Measure 4.7-1:

- Characterization of the former fill area within the arena in addition to a supplemental agrichemical assessment based on a former elevated 4,4-DDE sample obtained from the property, adjacent to the fill area.

- Additional soil sampling in the former UST and AST area to confirm prior analytics for the site.
- An environmental professional to be present during demolition activities.
- Given the age of the existing building on the property, it is possible that asbestos-containing materials or lead-based paint materials were used in its construction. If the structure is to be demolished, an environmental professional should be retained to determine if asbestos-containing materials and/or lead-based paint are present.

There have been no changes to the Project since the 2013 EIR that would increase its impacts. The project would remain subject to the mitigation measures described in the 2013 EIR, which would be supplemented by the additional recommendations of the 2017 ESA. Accordingly, the Project's impacts would remain less than significant with mitigation.

c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?

The boundary of the Athenian School is within one-quarter mile of the Project site. Section a) above addresses Project operations, which would cause a less than significant impact with respect to hazardous materials, substances, or waste. Section b) above addresses Project construction, which could result in the handling of contaminated soils. Mitigation Measure 4.7-1, as supplemented by the recommendations of the 2017 ESA, would reduce this impact to less than significant.

d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?

The project site is not included on the state's list of hazardous materials site compiled pursuant to Government Code Section 65962.5. Accordingly, the project would cause no impact from construction on such a site.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?

The Project site is neither located within an airport land use plan nor located within two miles of any private or public airports or airstrips. It would not create any safety or other hazards associated with airport operations. No environmental impact would result.

f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?

See section e) above.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?

The 2013 EIR found, based on consultation with the San Ramon Valley Fire Protection District, that the project would not adversely affect existing emergency response times. (2013 DEIR, p. 4.11-5, 2013 FEIR, pp. 19-20.) The project site was served by multiple fire stations, including Station No. 33, Station No. 35, and Station No. 36. Response times were within the District's five-minute standard. According to the Fire District, the existing roadway network was sufficient to accommodate emergency vehicles and met minimum roadway standards. If vehicle access were impaired during an emergency, the Fire District would be able to respond to the emergency from a number of different stations. In addition, the Fire District was able to utilize a network of fire access trails in adjacent open space areas for emergency response purposes. (2013 FEIR, pp. 19-20). The project would also provide a ½ mile alternative route within the project boundaries along a portion of Diablo Road that could be used as an emergency route, if needed. (2013 FEIR, p. 3-13). For these reasons, the 2013 EIR found the project would not cause a significant impact to emergency access or evacuation.

There have been no changes to the project since the 2013 EIR that would increase impacts. The Fire District has confirmed that the conclusions of the 2013 EIR regarding fire service remain valid. (Personal Communication, R. Wendel, San Ramon Valley Fire Protection District, July 1, 2017.) Accordingly, the Project would not impair implementation of, or physically interfere with, an adopted emergency response plan or emergency evacuation plan. Impacts would be less than significant.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?

As explained in section (g) above, the San Ramon Valley Fire Protection District ("Fire District") was consulted for the 2013 EIR and indicated that the project would not adversely affect existing emergency response times. (2013 DEIR, pp. 4.11-5, 19-20.)

The 2013 EIR further explained that the Fire District implements a number of programs to address potential fire-related hazards, including wildland fire hazards. These programs include the Exterior Hazard Abatement Program, which requires that properties within the urban-wildland interface area implement certain land management practices during the fire season to minimize wildland fire hazards. Requirements of the abatement program include maintaining vegetation within 15 feet of all structures during the fire season (June through October) in order to provide adequate defensible space. Properties are inspected during the fire season to confirm compliance; properties not in compliance with the requirements of the Exterior Hazard Abatement Program are placed on an abatement list and are assessed fees. The project site is located in the urban wildland interface area and would be subject to the requirements of the Exterior Hazard Abatement Program. (2013 FEIR, p. 416.)

Other requirements reduce potential wildland fire-related risks. New residential structures would be required to comply with the Town's Fire-Safe Roofing Ordinance (see 2030 General Plan Policy 25.01) and all applicable fire and building safety codes (Uniform Building Code and Uniform Fire Code.) The project must also comply with all applicable Fire District conditions of approval related to access, roadway widths, turning radii, fire flow requirements, fire hydrant locations, and other requirements to ensure that the project is able to safely accommodate the Fire District's emergency response apparatus. (2013 FEIR, pp. 19–20, 2013 DEIR 4.11-5.)

Additionally, the Fire District is able to utilize a network of fire access trails in adjacent open space areas for emergency response purposes. Existing fire trails, including trails located in the Sycamore Valley Open Space Preserve and the open space portion of the project site, could be utilized by the Fire District to respond to potential wildland fire hazards. The project would also provide a ½ mile alternative route within the project boundaries along a portion of Diablo Road that could be used as an emergency route, if needed. Fire Station No. 33 is located immediately west of the project site. In addition to Station No. 33, the project site is served by multiple fire stations, including Station No. 35, and Station No. 36. Response times are within the District's five minute standard. (2013 FEIR, pp. 19–20.)

The 2013 EIR concluded that potential impacts would be minimized through adherence with vegetation management practices, applicable building standards, and General Plan policies. (2013 FEIR, pp. 415–18). These standards, practices, and policies would ensure that impacts due to potential fire hazards are minimized or avoided.

There have been no changes to the Project since the 2013 EIR that would increase impacts. The Fire District has confirmed that the conclusions of the 2013 EIR regarding fire service remain valid. (Personal Communication, R. Wendel, San Ramon Valley Fire Protection District, July 1, 2017.)

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY.				
Would the project:				
a) Violate any water quality standards or waste discharge requirements?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☐	☒
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☒	☐	☐
f) Otherwise substantially degrade water quality?	☐	☒	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☐	☒
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	☐	☐	☐	☒
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

DISCUSSION:

The lawsuit on the 2013 EIR challenged the EIR's analysis of flooding and siltation impacts. The superior court rejected these challenges and the petitioners did not appeal that decision. The lawsuit did not challenge other elements of the 2013 EIR's analysis of hydrology and water quality impacts.

Would the project:

a) Violate any water quality standards or waste discharge requirements?

The 2013 EIR found that project construction could cause impacts to local streams and water bodies through disturbance of soil and resulting siltation, as well as through release of pollutants such as oil, grease, and heavy metals from construction equipment. The 2013 EIR further determined that project operations following construction could generate urban pollutants affecting water quality from sources such as oil, grease and trace metals from vehicles, as well as from fertilizers, pesticides and herbicides used on landscaped areas. The 2013 EIR concluded that these impacts would be significant without mitigation. (2013 DEIR, pp. 4.8-15 - 4.8-16.) The 2013 EIR identified Mitigation Measure 4.8-1, which would avoid water quality impacts through a Storm Water Pollution Prevention Plan (SWPPP) for the project's site preparation, construction, and post-construction periods. The SWPPP would incorporate best

management practices consistent with National Pollution Discharge Elimination System Municipal Stormwater Permit No. CAS612008. The mitigation measure also referred to Mitigation Measure 4.6-1 (erosion control plan). (2013 DEIR, p. 4.8-16.) (See Attachment A, pp. 12-13.)

There have been no changes to the Project since the 2013 EIR that would increase impacts to water quality. The Project would be subject to Mitigation Measures 4.8-1 and 4.6-1. Accordingly, the Project's impacts with respect to water quality standards and waste discharge requirements would remain less than significant with mitigation.

b) Would the project substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?

The 2013 EIR found that the project would not include wells and would not substantially deplete groundwater supplies or interfere with groundwater recharge. The project's impact was determined to be less than significant. (2013 DEIR, p. 4.8-18.)

There have been no changes to the Project since the 2013 EIR that would increase impacts to groundwater supplies and groundwater recharge. Accordingly, the Project's impact would remain less than significant.

c) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?

The 2013 EIR found no substantial erosion or siltation on- or off-site from the project, due to Mitigation Measure 4.8-1 (see section a) above), as well as the on-site detention basins and biofiltration swales included in the project description, which would provide stormwater infiltration for smaller storms, slow runoff in larger storms, and cleanse water entering East Branch Green Valley Creek prior to discharge. (2013 DEIR, pp. 4.8-1 - 4.8-3, 4.8-7 - 4.8-16.)

The 2013 EIR specifically analyzed potential impacts from the project's new crossing of East Branch Green Valley Creek, which would provide access to the Magee East portion of the site. Based on the design of the bridge, including its anti-scour countermeasures, the 2013 EIR found no impacts to erosion or siltation. (2013 DEIR pp. 4.8-16 - 4.8-17.)

ENGEO, Inc., which prepared the Regional Hydrologic Analysis and Baseline Hydrology & Geomorphic analysis upon which the 2013 EIR analysis was based, has revisited the project site following the winter of 2016-2017 and has evaluated slight changes in the proposed design of the bridge and some stormwater outfalls to the creek. ENGEO has concluded that the analysis provided in its prior reports and in the 2013 EIR remains valid and that the project would not result in substantial erosion or siltation on- or off-

site. (ENGEO letter, July 17, 2017.) Accordingly, the project's impact would remain less than significant.

d) Would the project substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?

The 2013 EIR determined that based on the results of hydrologic modeling, the project would not increase peak flows in the East Branch Green Valley Creek watershed or otherwise adversely impact flooding conditions. (2013 DEIR, p. 4.8-15.)

For the reasons described in section c) above, the Project does not include any changes that would cause flooding.

e) Would the project create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?

Please see sections a) - d) above.

f) Would the project otherwise substantially degrade water quality?

Please see sections a) - d) above.

g) Would the project place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?

The 2013 Draft EIR found that although the project would place three then-proposed lots (those directly accessing Diablo Road) partially within the 100-year flood hazard area, the homes themselves would not be located within that area, and that therefore no impact would occur. (2013 DEIR, p. 4.8-14.) These three lots were removed from the project before the 2013 FEIR was issued, leaving no lots within the 100-year flood hazard area.

There have been no changes to the Project that would place residential lots in a flood hazard area. The Project would continue to cause no impact with respect to placing housing within a flood hazard area.

h) Would the project place within a 100-year flood hazard area structures which would impede or redirect flood flows?

The 2013 EIR determined that no structures that would impede or redirect flood flows would be placed within the 100-year flood hazard area. (2013 DEIR, p. 4.8-14.)

There have been no changes to the Project that would place structures in a flood hazard area. The Project would continue to cause no impact with respect to structures in a flood hazard area that could impede or redirect flood flows.

i) Would the project expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?

The Project would not cause a significant impact under CEQA with respect to exposure of persons or structures to significant risk from flooding, including flooding as a result of the failure of a levee or dam. As described in sections c) and d) above, the Project would not cause flooding.

With respect to any impacts of off-site conditions on the future Project itself, the California Supreme Court ruled in 2015 that CEQA is not generally concerned with the impacts of the existing environment on a proposed project. *CBIA v. BAAQMD*, 62 Cal. 4th 369 (2015). In addition, it is noted that there are no levees or dams in the vicinity whose failure would expose on-site people or structures to significant risk.

j) Would the project expose people or structures to a significant risk of loss, injury or death involving inundation by seiche, tsunami, or mudflow?

The 2013 EIR determined that project development would be protected from mudflow by corrective grading and catchment basins to address the seven on-site landslides that would be near project development. (2013 DEIR, pp. 4.6-14 - 4.6-15.) The 2013 EIR found no significant impact.

There have been no changes to the Project since the 2013 EIR that would increase risk from on-site mudflow. Corrective grading and catchment basins would address current conditions on the site related to existing landslides and debris flow. The site is not subject to inundation by seiche, tsunami or mudflow from off-site, and the potential effects of existing off-site conditions on the proposed Project would not constitute CEQA impacts. The Project would continue to cause no impacts with respect to seiche, tsunami or mudflow.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
X. LAND USE AND PLANNING.				
Would the project:				
a) Physically divide an established community?	☐	☐	☐	☒

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☐	☒
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to physical division of an established community. The lawsuit did allege that the project was inconsistent with the Town's General Plan and zoning designations for the project site. The Court of Appeal rejected these allegations, upheld the Town's interpretation of its General Plan and zoning, and held that "the entire Project site, including the areas designated as agricultural open space, may be cluster developed and zoned" as described in the project description.[3]

Would the project:

a) Physically divide an established community?

The 2013 EIR found that the project would not physically separate a portion of the area or create a physical barrier that would isolate portions of the neighborhood from previously accessible areas. (2013 DEIR, p. 4.9-9.)

There have been no changes in the project since the 2013 EIR that would physically divide an established community. Accordingly, the project would result in no impact.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?

[3] *SOS-Danville Group v. Town of Danville, No. A143010, *18 (Sept. 11, 2015).*

The 2013 EIR found that the project would not conflict with any applicable land use plan, policy, or regulation adopted for the purpose of avoiding or mitigating an environmental effect. The 2013 EIR considered consistency with both the Town's 2010 General Plan and its 2030 General Plan, which was adopted during the CEQA analysis of the project and was the same as or similar to the 2010 General Plan in all respects relevant to the project. (2013 FEIR, p. 1-2.) Although the Town would need to balance competing land use objectives, the project was determined to have a less than significant impact. (2013 DEIR, pp. 4.9-10 - 4.9-24.)

There have been no changes to the Project since the 2013 EIR that would cause inconsistencies with the Town's 2030 General Plan or zoning for the site. Accordingly, the Project would remain consistent with the 2030 General Plan and zoning ordinance. No specific plan or local coastal program applies to the Project site.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan?

No habitat or natural community conservation plans apply to the Project site. The Project therefore would not conflict with any such plans.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XI. MINERAL RESOURCES.				
Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	☐	☐	☐	☒
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

DISCUSSION:

Would the project:

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?

The 2013 EIR did not analyze mineral resources impacts. No known mineral resources exist on or near the Project site, and there are no significant mineral deposits in the Town of Danville. (2030 General Plan, p. 6-6.) The Project would have no impact on the availability of valuable mineral resources.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?

As indicated by the General Plan, there are no significant mineral deposits in the Town of Danville. (2030 General Plan, p. 6-6). The Project would have no impact on the availability of locally-important mineral resources.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XII. NOISE.				
Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☐	☒	☐
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	☒	☐	☐	☐
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Noise.

Would the project result in:

a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?

The 2013 DEIR found that the noise environment would exceed the Town's noise level goal for normally acceptable exterior noise (55 dBA) L_{dn} at residential building sites for two custom lots fronting directly on Diablo Road, and that this would represent a potentially significant noise impact. (2013 DEIR, pp. 4.10-9–4.10-10). This impact was to be mitigated through site-specific measures. The lots fronting on Diablo Road were eliminated from the project before it was approved. Therefore, the potentially significant impact identified in the 2013 DEIR was also eliminated. (2013 FEIR, p. 2.) In addition, the California Supreme Court ruled in 2015 that CEQA does not normally apply to impacts of the existing environment on future users of the project being analyzed. Accordingly, although the compatibility of the Project's proposed homes with the existing noise environment is a land use issue the Town will consider, it is not a CEQA issue.

b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?

The 2013 EIR found that construction activities would generally occur at distances of 100 feet or more from the nearest residential units. Activities associated with the project access off Blackhawk Road would occur at distances of approximately 50 feet or more from existing residential units. At these distances, the project was found not to result in significant impacts associated with ground-borne vibration or noise. (2013 DEIR, pp. 4.10-15–4.10-16).

The Town has decided to reexamine ground-borne noise and vibration during construction in a Revised Draft EIR. Accordingly, this topic is not addressed further in this Initial Study.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?

The 2013 EIR determined, based on the prior 78-lot version of the project, that the project would not result in a substantial, permanent increase in ambient noise levels in the project vicinity above levels existing without the project. Traffic noise levels due to the proposed project were calculated to increase by 0 to 1 dBA L_{dn} above existing and cumulative conditions along Diablo Road, Blackhawk Road, and other roadways serving the project site. Such a noise increase is well below the Town's significance threshold, which is a noise increase of 3 dBA L_{dn} or more. (2013 DEIR, pp. 4.10-8–4.10-9.)

The Project has been reduced to 69 lots from the 78 lots analyzed in the 2013 DEIR. Accordingly, the less than significant operational noise impact identified in the 2013 DEIR would be reduced because vehicle traffic from the project site would be reduced. The Project's permanent impact on ambient noise levels in the vicinity would remain less than significant.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?

The 2013 EIR found that project construction, particularly during the grading phase, would cause significant short-term noise impacts on nearby residential receptors. The 2013 EIR further determined that these impacts would be reduced to a less than significant level through Mitigation Measure 4.10-2. That mitigation measure included development of a construction mitigation plan in close coordination with Town of Danville staff to ensure that construction activities were planned to minimize noise disturbance. (2013 DEIR, pp. 4.10-11–4.10-14.) (See Attachment A, pp. 17-18.) The plan specifically required that outdoor construction hours be limited during the week and prohibited on weekends and holidays, and that particular construction equipment operational protocols be followed to reduce noise during the allowed construction hours. The construction noise mitigation plan was to be provided to the Diablo Community Service District and Diablo Municipal Advisory Council before the beginning of construction. (2013 FEIR, p. 41.)

The Town has decided to reexamine construction noise levels in a Revised Draft EIR. Accordingly, this topic is not addressed further in this Initial Study.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?

The 2013 EIR determined that the project site was not located within two miles of a public airport or within an airport land use plan, and that aircraft noise would not measurably impact people residing or working in the project area. (2013 EIR, p. 4.10-16).

No new airports have been added within two miles of the Project site since 2013 and the site remains outside any airport land use plan. Accordingly, the Project's impacts with respect to noise from airports would remain less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?

The 2013 EIR determined that the project site was not located within the vicinity of a private airstrip, and that aircraft noise would not measurably impact people residing or working in the project area. (2013 DEIR, p. 4.10-16.)

No new private airstrips have been added in the vicinity of the Project site since 2013. Accordingly, the Project's impacts with respect to noise from private airstrips would remain less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING.				
Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Population and Housing.

Would the project:

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?

The 2013 EIR determined that the project would result in an increase in the Town's population of approximately 191 persons, or 0.45 percent of the Town's population of 42,000 based on 70 lots. This small increase was found not to constitute substantial population growth. (2013 DEIR, pp. 5-1, 4.9-24.)

With the reduction to 69 lots, the Project's impact on population growth would remain less than significant.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?

The 2013 EIR determined that the project site had historically been used for agricultural and ranching purposes and that no houses or persons would be displaced in connection with the project. (2013 DEIR, pp. 4.9-24–4.9-25.)

There is still no housing on the project site. Accordingly, the Project still would not displace housing and would cause no impact.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?

See section b) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:	☐	☒	☐	☐
Fire protection?	☐	☐	☒	☐
Police protection?	☐	☐	☒	☐
Schools?	☐	☒	☐	☐
Parks?	☐	☐	☒	☐
Other public facilities?	☐	☐	☐	☐

DISCUSSION:

The lawsuit on the 2013 EIR alleged that the EIR's analyses of emergency access and emergency evacuation were inadequate. The Superior Court rejected these claims. This issue is addressed in section VIII, Hazards and Hazardous Materials, above.

a) Fire Protection:

The 2013 EIR found, based on consultation with the San Ramon Valley Fire Protection District, that the need for fire protection for the project would not warrant the construction of new or expanded firefighting facilities such that a significant environmental impact from the construction of such facilities could occur. (2013 DEIR,

pp. 4.11-5–4.11-6.) The project site was served by multiple fire stations and response times were within the District's five-minute standard.

The Fire District has confirmed that the conclusions of the 2013 EIR remain valid with respect to fire services. (Personal Communication, R. Wendel, July 1, 2017.) Accordingly, the Project would continue to cause no impact with respect to the need for construction of firefighting facilities and resulting environmental impacts from that construction.

b) Police Protection

The 2013 EIR determined, based on consultation with the Police Department, that the need for police protection for the project would not warrant the construction of new or expanded police stations such that a significant environmental impact from the construction of such facilities could occur. (2013 DEIR, p. 4.11-4.)

The Police Department has confirmed that it still would not need new or expanded police stations in order to serve the Project. (Personal Communication, Chief Allan Shields, August 3, 2017.) Accordingly, the Project would continue to cause no impact with respect to the need for construction of police facilities and resulting environmental impacts from that construction.

c) Schools

The 2013 EIR found that the project would generate 62 school-aged children from development of 70 lots. (2013 DEIR, p. 4.11-6.) The 2013 DEIR found that this enrollment increase could result in a potentially significant impact. Mitigation Measure 4.11-1, which required compliance with the school impact fees imposed by Government Code Section 65995, was determined to mitigate the impact to less than significant. The mitigation measure further explained that Government Code section 65996 provides that payment of such fees constitutes the exclusive means of both considering and mitigating school facilities impacts of projects. (See Attachment A, pp. 18-19.)

San Ramon Valley Unified School District ("SRVUSD") recently reviewed the reduced Project and confirmed that it is within the attendance areas of Green Valley Elementary, Los Cerros Middle, and Monte Vista High Schools. SRVUSD estimates the project would generate 59 school-aged children. Green Valley Elementary, Los Cerros Middle and Monte Vista High School have sufficient capacity to accommodate the students added by the project. Furthermore, according to SRVUSD, enrollment fluctuations may result in additional capacity by the time the project would be constructed. (Personal communication, Tina Perault, June 29, 2017.)

California law has not changed since 2013 and the fees payable under Government Code section 65995 remain the exclusive means of mitigating impacts on school facilities related to development approvals. (Cal. Gov't Code § 65996(b)). The Project's impacts would remain less than significant.

d) Parks

The 2013 EIR determined that the project, as a condition of approval, would be required to either pay an in-lieu park dedication fee or designate additional on-site recreational amenities, or a combination of the two, so that adequate recreation opportunities would be provided. The 2013 EIR also determined that the project would not significantly impact the Sycamore Valley Regional Open Space Preserve ("SVROSP"). (2013 DEIR, p. 4.11-8). The impacts of on-site recreational facilities, including the trails proposed as part of the project, were analyzed in the 2013 EIR as part of the project's impact analysis.

Given the reduction in lots from 70 to 69, the small number of residents generated by the project, and the payment of an in-lieu park fee, the Project's impacts with respect to the need for construction of parks, would remain less than significant.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☒	☐

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Recreation.

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?

The 2013 EIR found that the project would not significantly impact the Sycamore Valley Regional Open Space Preserve (SVROSP) or other existing parks. The Town's Parkland Dedication Ordinance requires residential projects to either create public or private active recreation areas or to pay an in-lieu park dedication fee, or a combination of the two. The 2013 EIR found that the project would be required as a condition of approval to either pay an in-lieu park dedication fee or designate additional on-site recreational amenities to ensure adequate active recreational uses were provided on-site. The small number of residents generated by the project and the provision of on-site recreational amenities and open space, and/or the payment of a parkland dedication fee, would ensure that population growth would not result in overuse of existing park lands and facilities. (2013 DEIR, pp. 4.11-8–4.11-9.)

There have been no changes to the Project since the 2013 EIR that would increase the Project's effects on the physical deterioration of existing parks and recreational facilities. Impacts would remain less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?

See section XIV d) above.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☒	☐	☐	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☒	☐	☐	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☒	☐	☐	☐
e) Result in inadequate emergency access?	☒	☐	☐	☐
f) Conflict with adopted policies, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☒	☐	☐	☐

DISCUSSION:

The lawsuit on the 2013 EIR challenged the EIR's analysis of traffic. The Superior Court rejected these claims. The lawsuit on the 2013 EIR also challenged the EIR's analysis of bicycle safety. The Superior Court and Court of Appeal upheld these claims. The lawsuit did not challenge other aspects of the EIR's Traffic and Circulation analysis.

Because the courts have required a new analysis of bicycle safety, and due to the time that has passed since the 2013 EIR's traffic analysis was prepared, all aspects of the Transportation and Circulation analysis for the Project, other than change in air traffic patterns, will be addressed in a Revised Draft EIR. The Project is not near an airport

and would not cause a change in air traffic patterns; accordingly, this topic will not be analyzed further.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☒	☐	☐	☐
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resources Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☒	☐	☐	☐

DISCUSSION:

Pursuant to Public Resources Code section 21080.3.1, the Town has notified the tribes that have requested notice of projects within the Town of the application for the Project.

A tribe has requests consultation, the results of the consultation will addressed in the Revised Draft EIR.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☐	☒
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☒	☐	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☒	☐
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☒	☐

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, state, and local statutes and regulations related to solid waste?	☐	☐	☐	☒
h) Cause inefficient, wasteful and unnecessary consumption of energy?	☒	☐	☐	☐

DISCUSSION:

The lawsuit on the 2013 EIR did not challenge the EIR's adequacy with respect to Utilities and Service Systems.

Would the project:

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?

Wastewater from the Project would constitute typical domestic flows that would not exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board. The project would cause no impact with respect to these requirements.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

Water:
The 2013 EIR found that development of the project would require the construction of new on-site water infrastructure to serve the project. (2013 DEIR, pp. 4.13-19, 4.13-19, 4.13-25 - 26.) The 2013 EIR identified three mitigation measures that it found would reduce the impact to less than significant. Mitigation Measure 4.13-1 required a Low Pressure Service Agreement for each residential parcel located entirely or partially above the 650-foot elevation contour. Mitigation Measure 4.13-2 required review and approval of detailed design-level infrastructure drawings for water supply infrastructure. Mitigation Measure 4.13-3 required coordination to avoid impacts to EBMUD right-of-way R/W 1581.

There are no Project changes since the 2013 EIR that would increase impacts to water infrastructure. In addition, EBMUD has stated that Mitigation Measure 4.13-1 is no longer required; Low Pressure Service Agreements are no longer needed because the Project would be served from EBMUD's Scenic Pressure Zone, which serves the elevation range of 650 to 850 feet. EBMUD has also clarified the second sentence of Mitigation Measure 4.13-2, which states that all new water supply infrastructure shall be designed in accordance with EBMUD specifications. EBMUD notes that EBMUD completes its own design of all water pipelines at the applicant's expense. (Personal communication, David Rehnstrom, July 11, 2017.) Impacts would remain less than significant with mitigation.

Wastewater: The 2013 EIR determined that wastewater flows associated with the project would account for less than a tenth of a percent (0.04 % increase) increase of wastewater volumes being treated at the existing Central Contra Costa Sanitary District ("Central San") Wastewater Treatment Plant, and that this increase would be negligible. Accordingly, the project would not require or result in the construction of new off-site wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects. (2013 DEIR, p. 4.13-26.)

The Project, which has been reduced from 70 to 69 lots, would not increase impacts from those described in the 2013 EIR. The project site would be annexed into Central San's service area. Central San has concurred that the 69-lot project would cause a less than significant impact to its wastewater treatment facilities. (Personal communication, Russell Leavitt, June 29, 2017.) Central San has also provided the following updated information:

- Central San's Comprehensive Wastewater Master Plan was updated in 2017. Although Central San's current capacity can accommodate project generated demands, future build-out in Central San's service area will necessitate certain improvement projects. The Project would be required to pay impact fees to help fund Central San's Capital Improvement Plan.
- Central San's Wastewater Treatment Plant has an effluent discharge limit of 53.8 million gallons per day (MGD), and its average dry weather treatment is now 30.8 MGD.
- Central San calculates the Project's wastewater generation, based on 69 single-family units and up to 17 second units, as 14,205 gallons per day.
- Central San and the Diablo Country Club (DCC) have proposed a satellite water recycling facility (SWRF) demonstration project that would involve construction of a wastewater diversion pump station and wastewater conveyance pipeline on Diablo Road (between Matadera Way and Calle Arroyo); a satellite water recycling facility and waste return pipeline in the DCC golf course; and expansion of DCC's existing ponds for storage of recycled water. If this project is approved and operational by Spring 2019 as proposed, wastewater flow from the Magee Ranches project would be treated at the SRWF.

The Project still would not require or result in the construction of new water or wastewater treatment facilities or the expansion of existing facilities, the construction of which could cause significant environmental effects.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?

The 2013 EIR found that the project would provide a storm drainage system designed to mitigate downstream increases in storm water flows for a 100-year flood. Drainage facilities included biofiltration swales, a flow control basin, and a water quality basin. (2013 DEIR, p. 4.8-14). Impacts of construction of this system were analyzed as impacts of construction of the project as a whole.

There have been no changes in the Project since the 2013 EIR that would increase these impacts. The Project's impacts from the construction or expansion of water or wastewater facilities would remain less than significant with mitigation.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?

As reported in the 2013 EIR, the project site's new water demand was previously considered as part of the East Bay Municipal Utility District ("EBMUD") 2010 Urban Water Management Plan ("2010 UWMP") and 2040 Demand Study. The 2010 UWMP and 2040 Demand Study assumed build-out of the project site based on its earlier land use designation, which suggested a 78-unit large lot development. (2013 DEIR, pp. 4.13-16–4.13-18 & fn. 12.) The project's forecasted water use was less than under that designation. (2013 DEIR, p. 4.13-16.)

The 2010 UWMP concluded that EBMUD had sufficient water supplies to meet anticipated demand, including the proposed project. The 2010 UWMP also identified supplemental water projects that would enable EBMUD to provide additional supply water during dry and drought periods for the next 20 years. (2013 DEIR, p. 4.13-17.)

EBMUD has since published its 2015 UWMP. The 2015 UWMP, EBMUD identifies supplemental water projects that provide additional sources of water supply in dry years. (2015 EBMUD UWMP, pp. 63, 65.) In addition, the 2015 UWMP, like the 2010 UWMP, contains a Water Shortage Contingency Plan that, depending on the severity of a shortage, imposes additional water restrictions that would further reduce water demand during multiple-dry years. The ability to implement additional water conservation measures and the availability of supplemental sources of water supply identified in the 2015 UWMP ensure that EBMUD can provide adequate water service in all year types, including single-dry and multi-dry years. (2015 EBMUD UWMP, pp. 31, 38–39, 54–57, 61–66.)

Sufficient water supplies would be available to serve the Project. There have been no changes in the Project since 2013 that would increase its water demand or alter the conclusions of the 2013 EIR regarding water supply. (Personal communication, David Rehnstrom, July 11, 2017.) There are no longer any large-lot residential units in the project. EBMUD has updated the projected water demand calculation methodology used in the 2013 EIR; EBMUD's current calculation is 580 gallons per day for single-family residential units and 200 gallons per day for second units. The resulting water demand would total 43,420 gallons per day (69 single family units plus up to 17 second units), which is less than the 46,530 gallons per day figure used in the 2013 EIR.

Finally, EBMUD clarifies that no water service will be granted until the U.S. Bureau of Reclamation issues its approval to serve the site, and that the project sponsor must enter into an agreement with EBMUD to cover its costs for obtaining USBR approval. Impacts would remain less than significant.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?

Please see section b) above. Central San has confirmed that it has adequate wastewater treatment capacity to serve the Project's projected demand in addition to its existing commitments. (Personal communication, Russell Leavitt, June 29, 2017.) Impacts would remain less than significant.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?

The 2013 EIR found that Keller Canyon Landfill would dispose of all solid waste generated by the project. Its existing disposal rate was approximately 2,500 tons per day, with a maximum permitted disposal rate of 3,500 tons per day. The 2013 EIR calculated a solid waste generation rate of 315.9 pounds per day, and concluded that the project's impact would be less than significant. (2013 DEIR, pp. 4.13-27–4.13-28.)

There have been no changes in the Project since the 2013 EIR that would increase its solid waste impacts. The Keller Canyon Landfill's permitted disposal rate remains 3,500 tons per day and its existing disposal rate remains 2,500 tons per day.[4] The Project therefore does not contain any changes that would negatively affect the 2013 EIR's determinations. Impacts would be less than significant.

g) Comply with federal, state, and local statutes and regulations related to solid waste?

The project would be required to comply with all federal, state, and local regulations related to solid waste. The Keller Canyon Landfill is legally permitted to receive solid

[4] *Facility Information Toolbox: Keller Canyon Landfill*, CalRecycle, http://www.calrecycle.ca.gov/FacIT/Facility/Operations.aspx?FacilityID=18002 (last visited July 13, 2017).

waste. (2013 DEIR, pp. 4.13-27–4.13-28.) The project would cause no impact with respect to any conflicts with statutes and regulations related to solid waste.

h) Cause inefficient, wasteful and unnecessary consumption of energy?

The 2013 EIR found that the project would cause a less than significant impact to energy consumption with implementation of Mitigation Measure 4.13-4, calling for the following building design features or substitute measures that would achieve comparable energy use reductions:

a. Final-design that takes advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use. Project shall meet and/or exceed the requirements of Title 20 and Title 24.

b. Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings.

c. Install light-colored cool pavements, and strategically placed shade trees.

d. Install energy efficient heating and cooling systems, appliances and equipment, and control systems. Including:

- smart meters and programmable thermostats.
- Heating, Ventilation, and Air Condition (HVAC) ducts sealing.

e. Install light emitting diodes (LEDs) for outdoor lighting.

f. Provide outdoor electrical outlets.

The City has decided to reevaluate energy impacts in a Revised Draft EIR. Accordingly, this topic is not addressed further in this Initial Study.

	Potentially Significant Impact	Less Than Significant with Mitigation Incorporated	Less Than Significant Impact	No Impact
XIX. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	☒	☐	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	☒	☐	☐	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☒	☐	☐	☐

DISCUSSION:

a) As described in this Initial Study, with mitigation, the project does not have the potential to degrade the quality of the environment except as to air quality during construction, greenhouse gases, and transportation/circulation, including bicycle safety. These three topics will be reexamined in detail in a Revised Draft EIR.

b) The lawsuit on the 2013 EIR did not challenge the EIR's cumulative impacts analysis.

With respect to the environmental topics addressed in this Initial Study and not identified for detailed analysis in the Revised Draft EIR, the 2013 EIR found no significant cumulative impacts that would result from the project in combination with cumulative projects. (2013 DEIR, pp. 4.1-27; 4.4-34-4.4-35; 4.4-6-4.4-7; 4.6-17-4.6-18; 4.7-9; 4.8-18; 4.10-16; 4.11-9.) The Project has not changed since the 2013 EIR so as to increase its contributions to cumulative impacts. In addition, the current list of potentially cumulative projects does not indicate that the impacts of the Project would be individually limited but cumulatively considerable.

The Town of Danville has identified the following pending projects within its jurisdiction.

Approved but construction not complete:

1	Lee	1240 Culet Ranch Rd.	4 single family residential
2	Hackler	1162 Lawrence Rd.	3 single family residential
3	Mosle	1591 Lawrence Rd.	2 single family residential
4	B&H Ptn.	10 Margaret Ln.	1 single family residential & 1 second unit
5	The Address Co.	155 Willow Rd.	3 single family residential
6	Podva	Terminus of Midland Way	20 single family residential & 2 second units
7	Blackhawk Meadows LLC	2500 Blackhawk Rd.	5 single family residential
8	Bradford	841 Podva Rd.	4 single family residential
9	Archer	740 El Pintado	2 single family residential
10	Elvige	La Gonda Way	5 single family residential
11	DSSI LLC	1609 Lawrence Rd.	3 single family residential
	Total		52 single family residential; 3 second units

Pending:

1	Stanley	373 Diablo Rd.	150 multifamily
2	Talmont	375 W. El Pintado Rd.	37 multifamily
3	K&B Group	3473 Old Blackhawk Rd.	19 single family
	Total		56 single family; 150 multifamily

In addition, Contra Costa County has identified two pending projects: Tassajara Parks, proposed for 123 units southeast of the Project site; and Creekside Cemetery, also southeast of the project site. (Personal communication, John Oborne, July 13, 2017.)

Finally, the Central Contra Costa Sanitation District has identified a pending project, its proposed Satellite Water Recycling Facility Project, which, if approved, would include construction of a wastewater pipeline along Diablo Road, adjacent to a portion of the Project site. (Personal communication, Russell Leavitt, July 6, 2017.)

None of the impacts of these projects, when combined with the individually limited Project impacts identified in this Initial Study as less than significant, would cause a significant cumulative impact. All but two of these projects (the 2500 Blackhawk Road project, which is currently under construction, and the Satellite Water Recycling Facility Project along Diablo Road proposed for construction in 2018), are distant from the Project site, and therefore would not combine with the Project's site-specific impacts. If one or both of these projects were to remain under construction in 2019, there would be a potential for cumulative local air quality and noise impacts, which are topics to be addressed in the Revised Draft EIR. Cumulative traffic impacts as well as greenhouse gas emissions will be addressed in the Revised Draft EIR.

c) See section a) above.

* * * *

Attachment A: Mitigation Monitoring and Reporting Program, April 2013

References

Magee Ranches Draft and Final Environmental Impact Report (April 2013)

Magee Ranches Vesting Tentative Map (July 2017)

Live Oak Associates, Inc. Update to the biological evaluation completed for Magee Ranch in Danville, California (July 2017)

HortScience, Inc. Tree Assessment (June 2017)

ENGEO Geotechnical Report Update (July 2017)

ENGEO Phase I Environmental Site Assessment (June 2017)

ENGEO Update to Hydrological Recommendations (July 2017)

Persons Who Prepared or Participated in the Initial Study

David Crompton, Town of Danville
Leianne Humble, Denise Duffy & Associates
Julie Jones, Perkins Coie LLC
Steve Abbs, Davidon Homes

MITIGATION MONITORING AND REPORTING PROGRAM - MAGEE RANCHES
June 2013

NOTES: *Section 21081.6 of the Public Resources Code requires all state and local agencies to establish monitoring or reporting programs whenever approval of a project relies upon an environmental impact report (EIR). The purpose of the monitoring or reporting program is to ensure implementation of the measures being imposed to mitigate or avoid the significant adverse environmental impacts identified in the EIR.*

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
The project would create new sources of light that would adversely affect nighttime views in the area.	**4.1-1** All buildings shall be designed so that reflective surfaces are limited and exterior lighting is down-lit and illuminates the intended area only. Building applications for new structures shall include an exterior lighting plan subject to approval by the Town of Danville that includes the following requirements: 1) exterior lighting shall be directional; 2) the source of directional lighting shall not be directly visible; and 3) vegetative screening shall be installed, where appropriate.	Prior to Issuance of Building Permit	Applicant	Town of Danville	☐
Construction activities, including clearing, excavation and grading operations, would generate diesel exhaust emissions (NOx) that exceed BAAQMD thresholds.	**4.3-1** The project proponent shall implement following measures to control diesel exhaust emissions associated with grading and new construction. A plan indicating how compliance will be achieved shall be submitted to the Town of Danville prior to construction. a. During the grading phase, the developer or contractor shall provide a plan for approval by the Town or BAAQMD demonstrating that the heavy-duty (>50 horsepower) off-road vehicles to be used in the construction project, including owned, leased and subcontractor vehicles, will achieve a project wide fleet-average 20 percent NOx reduction and 45 percent particulate reduction compared to the most recent CARB fleet average for the year 2010; This plan should address all equipment that will be on site for more than 2 working days, b. During the building construction phase, establish on-site electric power to reduce the use of diesel-powered generators and where feasible, on-site generators with internal combustion engines shall utilize alternative fuels such as bio-diesel blended fuels;	Prior to Building Construction	Applicant	Town of Danville	☐

ATTACHMENT A
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Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	c. Arrange for service to provide on-site meals for construction workers to avoid travel to off-site locations; d. Stage construction equipment at least 200 feet from existing or new habitable residences; e. Properly tune and maintain equipment for low emissions. f. Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes in accordance with the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations. Clear signage shall be provided for truck operators and construction workers at all access points. g. All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation. h. Require an on-site disturbance coordinator to ensure that the construction period mitigation measures are enforced. This coordinator shall respond to complaints regarding construction activities and construction caused nuisances. The phone number of this disturbance coordinator shall be clearly posted at the construction site and provided to nearby residences. A log documenting any complaints and the timely remedy or outcome of such complaints shall be kept.				
If uncontrolled, dust generated by grading and construction activities represents a significant air quality impact.	**4.3-2** Implementation of the measures recommended by BAAQMD and listed below would reduce the air quality impacts associated with grading and new construction to less- than-significant. The contractor shall implement the following best management practices: a. All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day. b. All haul trucks transporting soil, sand, or other loose material off-site shall be covered.	During Project Construction	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	c. All visible mud or dirt track-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited. d. All vehicle speeds on unpaved roads shall be limited to 15 mph. e. All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible. Building pads shall be laid as soon as possible after grading unless seeding or soil binders are used. f. Post a publicly visible sign with the telephone number and person to contact at the Lead Agency regarding dust complaints. This person shall respond and take corrective action within 48 hours. The Air District's phone number shall also be visible to ensure compliance with applicable regulations.				
Construction of the proposed subdivision could result in potential impacts to California red-legged frog.	**4.4-1** The project proponent shall implement the following measures during construction activities in or along East Branch Green Valley Creek to avoid take of individual CRLF: a. Prior to the start of construction, the project proponent shall retain a qualified biologist to train all construction personnel regarding habitat sensitivity, identification of special status species, and required practices. b. Prior to the start of construction, the project proponent shall retain a qualified biologist to conduct pre-construction surveys to ensure that CRLF are absent from the construction area. If CRLF are present, a qualified biologist possessing all necessary permits shall relocate them or they shall be allowed to move out of the construction area on their own. c. Immediately following the pre-construction surveys and a determination that CRLF are not present in the construction zone, the construction zone shall be cleared and silt fencing erected and maintained around construction zones to prevent CRLF from moving into these areas.	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	d. The project proponent shall retain a qualified biological monitor to be present onsite during times of construction within the riparian habitat of East Branch Green Valley Creek to ensure no CRLF are harmed, injured, or killed during project buildout.				
See impact for Mitigation Measure 4.4-1	**4.4-2** The project would impact approximately 0.3 acres of moderate-quality riparian habitat resulting from construction of the vehicular bridges across East Branch Green Valley Creek. The project shall replace the lost value of this impact by restoring the impacted riparian habitat at a minimum 1:1 replacement-to-loss ratio. (Final mitigation amounts will be based on actual impacts to be determined during the design phase.) This shall be accomplished by restoring riparian habitat at the four following locations: a. The existing wet crossing and asphalt near the panhandle (i.e., where the new bridge is to be constructed) shall be removed. The silt and sediment buildup behind and adjacent to the wet crossing and asphalt shall also be removed and the creek bed shall be lowered to restore the natural flow of this portion of the creek. b. The existing crossing from San Andreas Drive shall be removed and the creek restored in this area. c. The two existing cattle grates on Magee West near the existing culverts shall be removed. One of these is causing sediment build up and adversely impacting the creek. The natural flow of this channel shall be restored back to its original condition prior to the original installation of the grates. d. The riparian corridor along the East Branch of Green Valley Creek will be enhanced with suitable planting and placement of riparian vegetation along the proposed trail on Magee East. Approximately 2 acres along East Branch Green Valley Creek between the creek and the trail is available to accommodate the minimum 0.3 acres of riparian enhancement plantings. The enhancement area shall be planted with native species	Prior to Project Construction	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	appropriate for the corridor.				
See impact for Mitigation Measure 4.4-1	**4.4-3** The project would impact approximately 0.5 acres of jurisdictional waters that are of a degraded quality and marginal value for the CRLF. The project shall replace the lost functions and value of this impact to aquatic habitats at a minimum of 1:1 replacement-to-loss acreage ratio. The final mitigation amounts will be based on actual impacts to be determined during the design phase. Habitat replacement via creation of and/or enhancements to existing waters shall occur onsite. Onsite lands proposed to be preserved as open space are within the same watershed as the offsite detention basin known to support breeding CRLF and are expected to fully accommodate creation of and/or enhancements to aquatic habitats that would be of substantially higher value to CRLF than the impacted waters. Compensation for impacts to jurisdictional waters to benefit the CRLF will include all of the aforementioned components along with improving the wetland character of the onsite stock pond and enhancing the associated riparian habitat between the stock pond and the detention basin. (Refer also to mitigation measures 4.4-13 and 4.4-14 below for impacts to jurisdictional waters.)	Prior to Project Construction	Applicant	Town of Danville	☐
See impact for Mitigation Measure 4.4-1	**4.4-4** The project proposes to preserve approximately 302 acres of the project site as open space. Areas to be preserved would be placed under a conservation easement or deed restriction to prohibit construction and preserve conservation value. The project proposes to create a geologic hazard abatement district (GHAD) to provide suitable funding for management and long-term maintenance of the site. Upland habitats shall be managed via a long-term management plan to maintain the quality of the habitat for the movement and dispersal of CRLF. Prior to construction, the project proponent shall retain a qualified biologist to prepare an open space management plan for the explicit purpose of managing and monitoring the proposed open space area. This plan shall be submitted to the Town of Danville for review and approval prior to issuance of grading permits. At a	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	minimum this plan shall include the following components: a. Identify the location of the restoration efforts for replacing jurisdictional waters and riparian habitats. The replacement ratio for both habitats will be at a minimum of a 1:1 ratio. b. Identify the approaches to be used, including the extent that the onsite stock pond be expanded, reconfiguring of the pond bottom and increase in depth, and providing evidence that sufficient water budget exist for any proposed enhancement. c. Identify a suitable planting regime for restoring wetland and riparian habitats. d. Identify success criteria for monitoring both the wetland and riparian habitats that are consistent with similar habitats regionally. e. Monitor restored wetland habitats for at least five years and restored riparian habitats for 10 years. f. Define and identify the GHAD maintenance and management activities to manage the open space habitats to meet the stated goals of support habitat characteristics suitable for the CRLF. This would include suitable fencing so as to control access, limited cattle grazing or other procedures to manage grass height and forage production at levels that benefit the CRLF, and removal of trash. g. Define the financial mechanism for the GHAD to manage the open space into perpetuity.				
Construction of the proposed subdivision could result in potential impacts to western pond turtle.	**4.4-5** Prior to the start of construction, the project proponent shall retain a qualified biologist to train construction personnel regarding habitat sensitivity, identification of special status species, and required practices.	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	☐
See impact for Mitigation Measure 4.4-5	**4.4-6** Prior to the start of construction within the East Branch Green Valley Creek riparian area, the project proponent shall retain a qualified biologist to conduct pre-construction surveys to ensure that western pond turtles are absent from the construction area. If western pond turtles are present, a qualified biologist	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	possessing all necessary permits shall be retained to relocate them.				
See impact for Mitigation Measure 4.4-5	**4.4-7** If western pond turtles are found to be absent from the construction zone, immediately following the pre-construction surveys the project proponent shall clear the construction zone and install/maintain silt fencing around the construction zone to prevent western pond turtles from entering these areas.	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	☐
See impact for Mitigation Measure 4.4-5	**4.4-8** During construction within the East Branch Green Valley Creek riparian area, the project proponent shall retain a biological monitor to be present onsite during times of construction to ensure that turtles are not harmed, injured, or killed.	During Project Construction	Applicant & Qualified Biologist	Town of Danville	☐
Construction of the proposed subdivision could result in potential impacts to nesting raptors and migratory birds.	**4.4-9** To the maximum extent practicable, the project proponent shall remove trees during the non-breeding season (September 1 through January 31). If it is not possible to avoid tree removal and associated disturbances during the breeding season (February 1 through August 31), the project proponent shall retain a qualified biologist to conduct a pre-construction survey for tree-nesting raptors and other tree- or ground-nesting migratory birds in all trees or other areas of potential nesting habitat within the construction footprint and 250 feet of the footprint, if such disturbance would occur during the breeding season. This survey shall be conducted no more than 14 days prior to the initiation of demolition/construction activities during the early part of the breeding season (February through April) and no more than 30 days prior to the initiation of these activities during the late part of the breeding season (May through August). If nesting raptors or migratory birds are detected on the site during the survey, a suitable construction-free buffer shall be established around all active nests. The precise dimension of the buffer (a minimum of 150 feet up to a maximum of 250 feet) shall be determined at that time and may vary depending on location and species. Buffers shall remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. Pre-	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	construction surveys during the non-breeding season are not necessary, as the birds are expected to abandon their roosts during construction activities.				
Construction of the proposed subdivision could result in potential impacts to burrowing owls.	**4.4-10** In order to avoid impacts to active burrowing owl nests, the project proponent shall retain a qualified biologist to conduct pre-construction surveys for burrowing owls within the construction footprint and within 250 feet of the footprint no more than 30 days prior to the onset of ground disturbance. These surveys shall be conducted in a manner consistent with the CDFG's burrowing owl survey methods (CDFG 2012b). If pre-construction surveys determine that burrowing owls occupy the site during the non-breeding season (September 1 through January 31), then a passive relocation effort (e.g., blocking burrows with one-way doors and leaving them in place for a minimum of three days) may be used to ensure that the owls are not harmed or injured during construction. Once it has been determined that owls have vacated the site, the burrows can be collapsed, and ground disturbance can proceed. If burrowing owls are detected within the construction footprint or immediately adjacent lands (i.e., within 250 feet of the footprint) during the breeding season (February 1 through August 31), a construction-free buffer of 250 feet shall be established around all active owl nests. The buffer area should be enclosed with temporary fencing, and construction equipment and workers may not enter the enclosed setback areas. Buffers must remain in place for the duration of the breeding season or until it has been confirmed by a qualified biologist that all chicks have fledged and are independent of their parents. After the breeding season, passive relocation of any remaining owls may take place as described above.	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	☐
Construction of the proposed subdivision could result in potential impacts to American	**4.4-11** Pre-construction surveys conducted for burrowing owls shall also be used to determine the presence or absence of badgers in the development footprint. If an active badger den is identified during pre-construction surveys within or immediately adjacent to the construction envelope, the project contractor shall establish a	Prior to Project Construction	Applicant & Qualified Biologist	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
badgers.	construction-free buffer around the den of up to 300 feet or a distance specified by the resource agencies (i.e., CDFG). Because badgers are known to use multiple burrows in a breeding burrow complex, the project contractor shall retain a biological monitor during construction activities to ensure the buffer is adequate to avoid direct impacts to individuals or nest abandonment. The monitor shall be present onsite until it is determined that young are of an independent age and construction activities would not harm individual badgers. Once it has been determined that badgers have vacated the site, the burrows can be collapsed or excavated, and ground disturbance can proceed.				
Development of the proposed subdivision would impact wetlands (0.5 acres) and riparian habitat (0.3 acres).	**4.4-12** The project proponent shall replace wetland and riparian habitat at a 1:1 replacement-to-loss ratio. It is expected that all compensation measures can be accommodated within the 302 acres of the site proposed as open space. Prior to issuance of a grading permit, the project proponent shall retain a qualified biologist to prepare an onsite habitat mitigation and monitoring plan (HMMP) that includes both an aquatic habitat restoration plan and a riparian habitat restoration plan. The HMMP would specifically address the wetland and riparian habitats and is separate from the Open Space Management Plan identified in Mitigation 4.4-4, although there may be some overlap. The HMMP shall include the following components, at a minimum: a. Define the location of all restoration/creation activities; b. Provide evidence of a suitable water budget to support any created wetland and riparian habitats; c. Identify the species, amount, and location of plants to be installed; d. Identify the time of year for planting and method for supplemental watering during the establishment period; e. Identify the monitoring period, which should be not less than 5 years for wetland restoration and not less than 10 years for riparian restoration, defines success criteria that will be required for the wetland restoration to be deemed a success;	Prior to Issuance of Grading Permit	Applicant & Qualified Biologist	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	f. Identify adaptive management procedures that include (but are not limited to) measures to address colonization by invasive species, unexpected lack of water, excessive foraging of installed wetland plants by native wildlife, and similar; g. Define management and maintenance activities (weeding of invasives, providing for supplemental water, repair of water delivery systems) of the proposed GHAD; and h. Provide for assurance in funding the monitoring and ensuring that the created wetland and riparian habitats fall within lands to be preserved and managed into perpetuity. Confirm that the proposed GHAD will meet these responsibilities.				
See impact for Mitigation Measure 4.4-12	**4.4-13** The project proponent shall comply with all state and federal regulations related to construction work that will impact aquatic habitats occurring on the site. Prior to construction, the project proponent shall obtain a Section 404 Clean Water Act permit from the USACE, Section 401 Water Quality Certification from the RWQCB, and/or Section 1600 Streambed Alteration Agreement from the CDFG, and submit proof of such documentation to the Town of Danville.	Prior to Project Construction	Applicant	Town of Danville	☐
The project would result in the removal of 38 trees on the site, which represents a potentially significant impact.	**4.4-14** Prior to issuance of a grading permit, a tree preservation plan shall be prepared for all trees to be retained that identifies all protection and mitigation measures to be taken and includes the tree preservation guidelines by HortScience in their tree report(s). These measures shall remain in place for the duration of construction activities at the project site.	Prior to Issuance of Grading Permit	Applicant	Town of Danville	☐
See impact for Mitigation Measure 4.4-14	**4.4-15** Upon completion of construction, the project proponent shall replace all ordinance-size trees to be removed with approved species "of a cumulative number and diameter necessary to equal the diameter of the tree(s) which are approved for removal" in accordance with the Town's tree ordinance. Tree removal shall be conducted in accordance with the Town's requirements, including planting a mixture of small and large box trees to meet the cumulative diameter number of the removed trees. The project	Upon Completion of Project Construction	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	proponent shall replace all non-ordinance-size trees (i.e., trees less than 10 inches in diameter for single-trunk trees or less than 20 inches in diameter for multi-trunk trees) at a replacement-to-removal ratio of 1:1. To the maximum extent practicable, all native trees that are removed shall be replaced with like species. All non-native trees that are removed shall be replaced with species that are known to occur naturally within similar habitats in the region.				
See impact for Mitigation Measure 4.4-14	**4.4-16** Prior to construction, the project proponent retain a qualified arborist to develop a monitoring plan for replacement trees (outside the riparian habitat) and submit it to the Town of Danville during the permit process. The basic components of the monitoring plan shall include final success criteria, specific performance criteria, monitoring methods, data analysis, monitoring schedule, contingency/remedial measures, and reporting requirements.	Prior to Project Construction	Applicant & Qualified Arborist	Town of Danville	☐
The improvements to the Diablo Road/Green Valley Road intersection would require the removal of 18 trees within the Town right-of-way.	**4.4-17** If the Town determines that the improvements to the Diablo Road/Green Valley Road intersection are required, the project shall implement Mitigation Measures 4.4-14 through 4.4-16 above, as applicable.	Prior to Project Construction	Applicant & Qualified Arborist	Town of Danville	☐
Construction of the project may result in the discovery and disturbance of unknown archaeological resources and/or human remains.	**4.5-1** If during the course of project construction, archaeological resources or human remains are accidentally discovered during construction, work shall be halted within 20 feet of the find until a qualified professional archaeologist can evaluate it. Work shall not recommence until the project archaeologist has submitted documentation to the Town indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.	During Project Construction	Applicant & Qualified Archaeologist	Town of Danville	☐
See impact for Mitigation Measure 4.5-1	**4.5-2** Pursuant to Section 7050.5 of the Health and Safety Code and Section 5097.94 of the Public Resources Code of the State of California, in the event of the discovery of human remains during	Prior to Grading Permit and	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	construction, no further excavation or disturbance shall be conducted on the site or any nearby area reasonably suspected to overlie adjacent remains. The Contra Costa County Coroner shall be notified and make a determination as to whether the remains are Native American. If the Coroner determines that the remains are not subject to his authority, he shall notify the Native American Heritage Commission who shall attempt to identify descendants of the deceased Native American. If no satisfactory agreement can be reached as to the disposition of the remains pursuant to this State law, then the land owner shall re-inter the human remains and items associated with Native American burials on the property in a location not subject to further subsurface disturbance.	During Project Construction			
Construction of the project may result in the discovery and disturbance of unknown paleontological resources.	**4.5-3** If during the course of project construction, paleontological resources are accidentally discovered during construction, work shall be halted within 20 feet of the find until a qualified professional paleontologist can evaluate it. Work shall not recommence until the project paleontologist has submitted documentation to the Town indicating that discovered resources have been adequately salvaged and no further resources have been identified within the area of disturbance.	During Construction	Applicant & Qualified Paleontologist	Town of Danville	☐
Construction of the project could result in temporary soil erosion and loss of topsoil.	**4.6-1** In order to reduce wind and water erosion on the project site, an erosion control plan and Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods (see mitigation measure 4.8-1 in 4.8 Hydrology and Water Quality). The project shall prepare an erosion control plan in accordance with the Town's Erosion Control Ordinance. The project proponent shall implement the following measures, where appropriate, to control erosion: 1) keep construction machinery off of established vegetation as much as possible, especially the vegetation on the upwind side of the construction site; 2) establish specific access routes at the planning phase of the project, and	Prior to Issuance of Grading Permit	Applicant	Town of Danville	☐

<table>
<tr><th>Impacts</th><th>Mitigation Measures</th><th>Timing of Implementation</th><th>Implementation Responsibility</th><th>Verified for Compliance</th><th>X</th></tr>
<tr><td></td><td>limits of grading prior to development, which should be strictly observed; 3) utilize mechanical measures (i.e., walls from sand bags and/or wooden slat or fabric fences) to reduce sand movement; 4) immediate re-vegetation (plus the use of temporary stabilizing sprays), to keep sand movement to a minimum; and 5) for larger-scale construction, fabric or wooden slat fences should be placed around the construction location to reduce sand movement. This erosion control plan shall be submitted to the Town of Danville for review and approval prior to issuance of a grading permit.</td><td></td><td></td><td></td><td></td></tr>
<tr><td>The project would be exposed to potential adverse effects from the seven existing landslides on the project site located near the areas of proposed development.</td><td>4.6-2 In order to minimize potential impacts from landslides, final project design plans shall incorporate the recommendations in the preliminary geotechnical report (Appendix E), which includes the following corrective measures:
a. Landslide avoidance
b. Construction of catchment areas between landslides and proposed improvements
c. Partial landslide debris removal and buttressing with engineered fill
d. Complete landslide debris removal and replacement as engineered fill

The table below sets forth the required mitigation measures by landslide area (shown in Figure 4.6-2).

<table><tr><th>Landslide</th><th>Mitigation</th></tr><tr><td>1</td><td>Partial landslide removal and buttressing with engineered fill</td></tr><tr><td>2</td><td>Construction of catchment areas between landslides and proposed improvements</td></tr><tr><td>3</td><td>Partial landslide removal and buttressing with engineered fill</td></tr><tr><td>4</td><td>Construction of catchment areas between landslides and proposed improvements</td></tr><tr><td>5</td><td>Complete landslide removal and replacement as</td></tr></table></td><td>Prior to Issuance of Building Permit</td><td>Applicant</td><td>Town of Danville</td><td>☐</td></tr>
</table>

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	<table><tr><td></td><td>engineered fill</td></tr><tr><td>6</td><td>Complete landslide removal and replacement as engineered fill</td></tr><tr><td>7</td><td>Complete landslide removal and replacement as engineered fill</td></tr><tr><td>8-16</td><td>Landslide avoidance</td></tr></table> Corrective grading for custom lot areas outside the proposed grading envelopes shall be evaluated when more detailed plans are available. Detailed 40-scale corrective grading plans for the entire project will be prepared when project grading plans have been finalized. Final plans showing the identified recommendations shall be submitted to the Town of Danville for review and approval prior to issuance of a building permit.				
The project site contains expansive soils that could damage proposed residential development, infrastructure, and associated structures.	**4.6-3** In order to minimize potential impacts from expansive soils, final project design shall incorporate the recommendations in the preliminary geotechnical report (see Appendix E) that include special measures for mitigating adverse impacts from expansive soils, as follows: a. Conditioning the expansive soils to higher moisture content during site preparation and grading. b. Supporting the houses on structural slab foundations designed to withstand potential movements of expansive soils. c. Presoaking the near-surface expansive soils prior to concrete placement for the slab foundations. d. Conditioning the expansive subgrade soils in exterior concrete flatwork area to higher moisture content prior to the placement of baserock or concrete (if the flatwork is supported directly on the subgrade). e. Providing surface drainage away from the house foundations and draining the rainwater collected on the roof through pipes connecting to the adjacent storm drains. The final project plans incorporating all the finalized geotechnical recommendations shall be submitted to the Town of Danville for review and approval prior to issuance of a building permit.	Prior to Issuance of a Building Permit	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
Development of the proposed project, including excavation and other land disturbance could result in the release of hazardous materials that may be present on portions of the project site, exposing construction personnel and the environment to potential health and safety risks.	**4.7-1** In order to minimize potential human health hazards associated with the historical use of hazardous materials on portions of the project site, the project proponent shall retain a trained professional to prepare a Site Management Plan to maintain the safety of construction workers and assure proper management of any contaminated soils on the site in accordance with federal, state and local regulatory requirements. This plan shall be subject to review and approval by Contra Costa County Health Services, and evidence of approval provided to the Town of Danville, prior to the issuance of any grading permit, demonstrating that all necessary remedial actions have been completed pursuant to the approved Site Management Plan. At a minimum, the Site Management Plan shall include 1) the collection and chemical analysis of soil samples from the former UST location and 2) excavation and soils characterization to confirm that sufficient soils removal has occurred for OCPs and elevated 4, 4-DDE at location SB-3, and 3) proper removal and disposal of all hazardous materials on the site, including contaminated soils, chemical containers observed in the storage shed, and herbicides spray bottles at an approved disposal facility.	Prior to Issuance of Grading Permit	Applicant	Town of Danville	☐
See impact for Mitigation Measure 4.7-1	**4.7-2** The diesel generator enclosure and surrounding area at the western edge of the Magee West site shall be periodically monitored for evidence of a diesel release. An annual report on the status of the enclosure shall be submitted to the Town of Danville.				☐
Construction and operation of the project could impact surface water quality.	**4.8-1** In order to avoid water quality impacts, a Storm Water Pollution Prevention Plan (SWPPP) shall be prepared for the site preparation, construction, and post-construction periods. The SWPPP shall incorporate best management practices consistent with the requirements of the National Pollution Discharge Elimination System (NPDES) Municipal Stormwater permit (No. CAS612008). The project proponent shall obtain a NPDES General Construction Permit and prepare the SWPPP in accordance with all legal requirements, prior to the issuance of a	Prior to Issuance of Grading Permit	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	grading permit. Additional requirements for erosion control are detailed in mitigation measure 4.6-1 in 4.6 Geotechnical and Geologic Hazards.				
The noise environment would exceed the City's noise level goal for normally acceptable exterior noise (55 dBA) Ldn at residential building sites for custom lots 69 and 70 near Diablo Road, which represents a potentially significant noise impact.	**4.10-1** In order to avoid noise impacts at proposed residential lots located near Diablo Road, the project proponent shall prepare site-specific acoustical analyses where proposed homes are located in noise environments that exceed 55 dBA Ldn (i.e., custom lots 69 and 70). Exterior and interior noise levels at these residences shall be maintained in accordance with the standards presented in the General Plan and Municipal Code. The specific determination of necessary treatments, such as forced-air mechanical ventilation or sound-rated windows shall be conducted on a unit-by-unit basis for affected lots based on the results of the site-specific acoustical studies. Evidence shall be provided to the Town of Danville, prior to the issuance of the building permit for the affected lots, demonstrating that all acoustical recommendations have been incorporated into final design. Site planning may be adequate to minimize noise in outdoor activity areas, i.e., locating the outdoor activity areas behind homes or in courtyards. If site planning cannot bring noise levels to acceptable levels, then solid noise barriers shall be incorporated into final design plans to interrupt the sound transmission path between roadway traffic and private outdoor use areas of lots 69 and 70, which may be exposed to an Ldn greater than 55 dBA. The type and height of such barriers shall be determined through the site-specific acoustical analyses described above to reduce the Ldn at the primary outdoor areas of these lots to an Ldn of 55 dBA or less. Barriers should be airtight over the surface and at the base, with a minimum surface weight of 3.0 pounds per square foot. Evidence shall be provided to the Town of Danville, prior to the issuance of the building permit for the affected lots, demonstrating that noise barriers have been incorporated into final design.	Prior to Issuance of Building Permit	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
Construction of the project would result in significant short-term noise impacts on nearby sensitive receptors.	**4.10-2** Prior to any grading or other construction activities, the applicant shall develop a construction mitigation plan in close coordination with the Town of Danville staff to assure that construction activities are scheduled to minimize noise disturbance. The following conditions shall be incorporated into the building contractor specifications. a. Muffle and maintain all equipment used on site. All internal combustion engine driven equipment shall be fitted with mufflers, which are in good condition. Good mufflers shall result in non-impact tools generating a maximum noise level of 80 dB when measured at a distance of 50 feet. b. Utilize "quiet" models of air compressors and other stationary noise sources where technology exists. c. Locate stationary noise-generating equipment as far as possible from sensitive receptors when sensitive receptors adjoin or are near a construction project area. d. Prohibit unnecessary idling of internal combustion engines. e. Prohibit audible construction workers' radios on adjoining properties. f. Restrict noise-generating activities at the construction site or in areas adjacent to the construction site to the hours between 8:00 a.m. and 5:00 p.m., Monday through Friday. g. Do not allow machinery to be cleaned or serviced past 6:00 p.m. or prior to 7:00 a.m. Monday through Friday. h. Limit the allowable hours for the delivery of materials or equipment to the site and truck traffic coming to and from the site for any purpose to Monday through Friday between 7:00 a.m. and 6:00 p.m. i. Do not allow any outdoor construction or construction-related activities at the project site on weekends and holidays. Indoor construction activities may be allowed based on review/approval of the Town. j. Allowable construction hours shall be posted clearly on a sign at each construction site. k. Designate a Disturbance Coordinator for each of the clustered	Prior to Project Construction	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	development sites for the duration of the Phase 1 (site work) and for each home site during the Phase 2 (home building) construction. Because each home would be constructed individually and would have its own building permit, a Disturbance Coordinator should be designated during the construction of each home. The requirement for a Disturbance Coordinator for each home site should be incorporated in the CCRs of the development, such that responsibility of the Property Owners' Association and/or home builder to designate this Disturbance Coordinator for each lot for the duration of construction until full site buildout. The Disturbance Coordinator shall conduct the following: receive and act on complaints about construction disturbances during infrastructure installation, landslide repair, road building, residential construction, and other construction activities; determine the cause(s) and implement remedial measures as necessary to alleviate significant problems; clearly post his/her name and phone number(s) on a sign at each clustered development and home building site; and, notify area residents of construction activities, schedules, and impacts.				
The project would result in an incremental increase in the student population in the SRVUSD.	**4.11-1** The applicant shall pay a school impact fee pursuant to the criteria set forth within California Government Code Section 65995. Prior to the issuance of building permits, the applicant shall pay required school mitigation fees, subject to the review and approval of the Town of Danville and San Ramon Valley Unified School District. The fees set forth in Government Code Section 65996 constitute the exclusive means of both "considering" and "mitigating" school facilities impacts of projects [Government Code Section 65996(a)]. They are "deemed to provide full and complete school facilities mitigation" [Government Code Section 65996(b)].	Prior to Issuance of Building Permit	Applicant	Town of Danville and San Ramon Valley Unified School District	☐
The project trips added to the intersection of Hidden Oaks Drive/Magee Ranch	**4.12-1** Per the Town of Danville, signalize the intersection of Hidden Oaks Drive/Magee Ranch Road and Blackhawk Road. Because the impact occurs under cumulative conditions and not	Prior to Issuance of Building	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
Road and Blackhawk Road during the cumulative plus project AM peak hour would increase the v/c ratio by 0.13, which constitutes a significant impact based on the thresholds of significance.	under existing plus project conditions, the project is not the sole cause of the impact. For this reason, the project applicant shall make a fair share contribution toward signalization at this intersection. With signalization, the intersection would operate at LOS B or better under all scenarios.	Permit			
The project trips added to the intersection of Mt. Diablo Scenic Boulevard and Diablo Road during the cumulative plus project AM and school PM peak hour would increase the v/c ratio by more than 0.05, which constitutes a significant impact based on the thresholds of significance.	**4.12-2** The intersection of Mt. Diablo Scenic Boulevard/Diablo Road should be considered for signalization. The project is not the sole cause of the impact. For this reason, the mitigation for this impact shall be the project applicant's fair share contribution towards the installation of a traffic signal. With signalization, the intersection would operate at LOS C or better under all scenarios.	Prior to Issuance of Building Permit	Applicant	Town of Danville	☐
Access to Driveway D (southbound left) during the AM and school PM peak periods has the potential to cause unsafe conditions and vehicle queuing.	**4.12-3** The project proponent shall modify the roadway striping along McCauley Road between the intersection and approximately 350 feet south of the Diablo Road/Green Valley Road. The modified roadway striping shall substantially conform to the following: a) reconfigure the existing 17-foot southbound through lane to a 10-foot shoulder and a 12-foot through lane; b) replace the existing 3-foot double-double yellow centerlines with a single double yellow center-line; c) maintain the existing 10-foot northbound left turn lane while shifting it two feet toward the easterly curb line; d) reduce the existing 16-foot northbound through/right turn lane to 13 feet; and e) transition existing downstream (to the south) centerline/left turn lane on McCauley Road accordingly to accommodate the new configuration, as	During Project Construction	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
	illustrated in the body of the EIR.				
The project main entrance (Driveway A) has the potential to provide an unsafe condition for pedestrian crossings of Blackhawk Road.	**4.12-4** The project proponent shall install a new pedestrian crossing, with in-pavement lighting or other equivalent pedestrian safety improvement, at the project main entrance on Blackhawk Road. The crossing shall physically connect the project's pedestrian traffic to the existing paved pathway located along the north side of Blackhawk Road.	During Project Construction	Applicant	Town of Danville	☐
Development of the proposed project would require the construction of new water infrastructure in order to serve the project. EBMUD has identified that specific improvements may be necessary to serve new uses located above the 650 foot elevation contour. These improvements are necessary to mitigate potential water supply infrastructure impacts.	**4.13-1** Prior to final map recordation, the applicant shall enter into a Low Pressure Service Agreement with East Bay Municipal Utility District for each residential parcel located entirely or partially above the 650 elevation contour. All appropriate water supply infrastructure, including pumping and storage facilities, shall be provided in accordance with the Low Pressure Service Agreement. For new residential parcels that are partially located above the 650 foot contour residential building envelopes may be delineated below the 650' contour to avoid the need for additional site-specific infrastructure, subject to approval by the Town of Danville. New building envelopes, if identified, shall be coordinated directly with East Bay Municipal Utility District. These facilities shall be incorporated into the final design-level infrastructure drawing for the project. The applicant shall sign and execute a Low Pressure Service Agreement prior to final map recordation. All infrastructure improvements shall be incorporated into design-level drawings.	Prior to the Recordation of the Final Map	Applicant	Town of Danville	☐
See impact for Mitigation Measure 4.13-1	**4.13-2** Prior to the recordation of the final map for each phase of development, the applicant shall submit detailed design-level infrastructure drawings to the East Bay Municipal Utility District and the Town of Danville for review and approval. All new water supply infrastructure shall be designed in accordance with all applicable East Bay Municipal Utility District specifications. All water supply infrastructure plans shall be reviewed and approved prior to final map recordation.	Prior to the Recordation of the Final Map	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
See impact for Mitigation Measure 4.13-1	**4.13-3** The East Bay Municipal Utility District maintains a right-of-way (R/W 1581) through the project site, which provides access to the Green Valley Reservoir. In order to avoid potential effects to East Bay Municipal Utility District's existing operations, the final map shall clearly delineate all known easements, including East Bay Municipal Utility District's right-of-way (R/W 1581). Any and all activities proposed within the right-of-way shall be coordinated with East Bay Municipal Utility District. This easement shall be reflected in all final design-level improvement plans and appropriate notes shall also be included, subject to the review and approval of the East Bay Municipal Utility District and the Town of Danville.	Prior to Issuance of Building Permit	Applicant	Town of Danville	☐

Impacts	Mitigation Measures	Timing of Implementation	Implementation Responsibility	Verified for Compliance	X
Development of the proposed project would increase demands for electricity and natural gas consumption.	**4.13-4** In order to ensure that energy demand is reduced to avoid the wasteful or inefficient use of energy, the project proponent shall submit detailed design-level plans to the Town of Danville identifying that energy conservation measures have been incorporated into design and operation of the project, prior to the issuance of any building permit. The proponent shall implement the following or comparable energy conservation measures, including, but not limited to: a. Final-design that takes advantage of shade, prevailing winds, landscaping and sun screens to reduce energy use. Project shall meet and/or exceed the requirements of Title 20 and Title 24. b. Install efficient lighting and lighting control systems. Use daylight as an integral part of lighting systems in buildings. c. Install light-colored cool pavements, and strategically placed shade trees. d. Install energy efficient heating and cooling systems, appliances and equipment, and control systems. Including: • smart meters and programmable thermostats. • Heating, Ventilation, and Air Condition (HVAC) ducts sealing. e. Install light emitting diodes (LEDs) for outdoor lighting. f. Provide outdoor electrical outlets. The project applicant may proposed substitute measures provide they achieve comparable energy use reductions as the measures proposed above. If alternative measures are proposed, the applicant shall provide detailed evidence demonstrating the measures efficacy at reducing energy demand.	Prior to Issuance of Building Permit	Applicant	Town of Danville	☐

CITY OF SAN RAMON

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE SAN RAMON IRON HORSE TRAIL OVERCROSSINGS PROJECT AND NOTICE OF COMMUNITY WORKSHOP

NOTICE IS HEREBY GIVEN that the City of San Ramon (City) has completed an Initial Study/Mitigated Negative Declaration for the proposed Iron Horse Trail Overcrossings Project (project) in accordance with the California Environmental Quality Act.

Project Location: The proposed project includes two sites along the Iron Horse Trail in the City of San Ramon, Contra Costa County. The Crow Canyon Road overcrossing is located within an approximately 2,000-foot linear segment of the Iron Horse Trail alignment that intersects with Crow Canyon Road at an existing at-grade crossing. The Bollinger Canyon overcrossing is located within an approximately 2,100-foot linear segment of the Iron Horse Trail alignment that intersects with Bollinger Canyon Road at an existing at-grade crossing.

Proposed Project: The proposed project involves the construction of two overcrossings or bridges along the existing Iron Horse Trail alignment. The proposed overcrossings, located at Crow Canyon Road and Bollinger Canyon Road, are intended to: improve safety by reducing conflicts between pedestrians, bicyclists, and motorists and providing an environment that encourages walking and bicycling along the trail; improve motor vehicle circulation by removing the at-grade crossing conflicts; reduce traffic delays; reduce unsafe crossing maneuvers by pedestrians and bicyclists; increase trail crossing usage by improving the comfort at the Bollinger Canyon and Crow Canyon Road crossings; and improve air quality by reducing stopping and idling at the at-grade trail crossings.

The preliminary conceptual design for the Crow Canyon overcrossing would likely consist of a tied arch main span, girder, or a design of similar appearance that would cross over Crow Canyon Road. The Bollinger Canyon overcrossing would likely consist of a cable-stayed main span with a single tower located on the south side of Bollinger Canyon Road or a design of similar appearance. Two options are considered for the preliminary conceptual tower design including a single mast or an A-frame. For both spans, from the northern to southern landings, the total length of the new overcrossing would be between approximately 1,200 and 1,400 linear feet. The width of both spans would range between approximately 16 and 20 feet.

Findings: The Initial Study prepared by the City was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of the Initial Study, City staff has concluded that the project will not have a significant effect on the environment and, therefore, has prepared a Mitigated Negative Declaration. The project site is not on a list of hazardous waste sites compiled pursuant to Government Code Section 65962.5.

Public Review: Copies of the Initial Study/Mitigated Negative Declaration are on file and available for review at the City of San Ramon Permit Center, 2401 Crow Canyon Road; San Ramon City Hall, 7000 Bollinger Canyon Road; San Ramon Community Center, 12501 Alcosta Boulevard; San Ramon Senior Center, 9300 Alcosta Boulevard; San Ramon Main Library, 100 Montgomery Street; Dougherty Station Library, 17017 Bollinger Canyon Road; and www.sanramon.ca.gov

Comments received within the 30 day comment period, from September 8, 2017 to October 7, 2017 will be responded to in writing. Comments from all Responsible Agencies and interested parties are requested. Any person wishing to comment on the Draft Initial Study/Mitigated Negative Declaration must submit written comments to the following:

Lisa Bobadilla, Transportation Division Manager
City of San Ramon
2401 Crow Canyon Road
San Ramon, CA 94583
(925) 973-2651
lbobadilla@sanramon.ca.gov

Community Workshop: On Tuesday, September 12, 2017 from 5:30 to 6:30 p.m., the City of San Ramon will conduct a public workshop to receive comments on the Initial Study/Mitigated Negative Declaration and solicit public feedback on the project. The workshop will be held in the Fountain Room at the San Ramon Community Center, 12501 Alcosta Boulevard, San Ramon, CA.

Adoption of the Final Initial Study/Mitigated Negative Declaration and approval of the project will be considered by the City Council on Tuesday, November 28, 2017 at 7:00 p.m. in the Council Chamber at 7000 Bollinger Canyon Road.

SAN RAMON IRON HORSE TRAIL OVERCROSSINGS PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

LSA

August 2017

NOTICE OF INTENT TO ADOPT A MITIGATED NEGATIVE DECLARATION FOR THE SAN RAMON IRON HORSE TRAIL OVERCROSSINGS PROJECT AND NOTICE OF COMMUNITY WORKSHOP

NOTICE IS HEREBY GIVEN that the City of San Ramon (City) has completed an Initial Study/Mitigated Negative Declaration for the proposed Iron Horse Trail Overcrossings Project (project) in accordance with the California Environmental Quality Act.

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Findings: The Initial Study prepared by the City was undertaken for the purpose of deciding whether the project may have a significant effect on the environment. On the basis of the Initial Study, City staff has concluded that the project will not have a significant effect on the environment and, therefore, has prepared a Mitigated Negative Declaration. The project site is not on a list of hazardous waste sites compiled pursuant to Government Code Section 65962.5.

Public Review: Copies of the Initial Study/Mitigated Negative Declaration are on file and available for review at the City of San Ramon Permit Center, 2401 Crow Canyon Road; San Ramon City Hall, 7000 Bollinger Canyon Road; San Ramon Community Center, 12501 Alcosta Boulevard; San Ramon Senior Center, 9300 Alcosta Boulevard; San Ramon Main Library, 100 Montgomery Street; and Dougherty Station Library, 17017 Bollinger Canyon Road.

Comments received within the 30 day comment period, from August 29, 2017 to September 27, 2017 will be responded to in writing. Comments from all Responsible Agencies and interested parties are requested. Any person wishing to comment on the Draft Initial Study/Mitigated Negative Declaration must submit written comments to the following:

Lisa Bobadilla, Transportation Division Manager
City of San Ramon
2401 Crow Canyon Road
San Ramon, CA 94583
925-973-2651
lbobadilla@sanramon.ca.gov

Community Workshop: On Tuesday, September 12, 2017 from 5:30 to 6:30 p.m., the City of San Ramon will conduct a public workshop to receive comments on the Initial Study/Mitigated Negative Declaration and solicit public feedback on the project. The workshop will be held in the Fountain Room at the San Ramon Community Center, 12501 Alcosta Boulevard, San Ramon, CA.

Adoption of the Final Initial Study/Mitigated Negative Declaration and approval of the project will be considered by the City Council at a future public hearing.

SAN RAMON IRON HORSE TRAIL OVERCROSSINGS PROJECT INITIAL STUDY/MITIGATED NEGATIVE DECLARATION

Submitted to:

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

Prepared by:

LSA Associates, Inc.
2215 Fifth Street
Berkeley, California 94710
510.540.7331

LSA

August 2017

TABLE OF CONTENTS

APPENDICES

(Included on CD attached to inside back cover)

FIGURES AND TABLES

FIGURES

TABLES

PROJECT DESCRIPTION

This Initial Study/Mitigated Negative Declaration (IS/MND) evaluates the potential environmental impacts anticipated to result from construction and operation of the proposed San Ramon Iron Horse Trail Overcrossings Project (project). This section includes a description of the proposed project, which is part of the City of San Ramon's Capital Improvement Program (Projects 5530 and 5531), the project location and existing characteristics, and project details, including a summary of required approvals and entitlements.

The purpose of the proposed project is to improve access and safety for bicyclists and pedestrians along the Iron Horse Regional Trail (Iron Horse Trail) and to create a more pedestrian-friendly environment at the Crow Canyon Road and Bollinger Canyon Road crossings within the City of San Ramon. The proposed project would develop new overcrossings generally along the existing alignment of the Iron Horse Trail, where it intersects with Crow Canyon Road and Bollinger Canyon Road. As such, this Initial Study analyzes the environmental impacts associated with development of a new overcrossing at both locations, individually referred to as the "Crow Canyon site" and the "Bollinger Canyon site" or collectively as the "project sites."

The project sites are under the jurisdiction of multiple local and regional agencies, including the City of San Ramon (City), County of Contra Costa (County), and the East Bay Regional Park District (EBRPD). The City is the Lead Agency for environmental review while the County and EBRPD serve as Responsible Agencies for the proposed project. It is intended that this IS/MND will be used for the appropriate discretionary decisions and approvals necessary to implement the proposed project.

A. PROJECT SITES

The following describes the geographic context of the Crow Canyon and Bollinger Canyon sites and provides a brief overview of existing land uses within and around the vicinity of the project sites.

1. Regional and Local Context

The project sites are located along the existing Iron Horse Trail alignment[1] within the City of San Ramon, Contra Costa County. The trail is approximately 32 miles in length and connects Concord to the north and Pleasanton to the south, passing through the communities of San Ramon, Danville, Alamo, Walnut Creek, and Pleasant Hill. The multi-use trail consists of a generally 10- to 20-foot-wide paved surface and is open primarily to bicycles and pedestrians, although equestrians do use portions of the trail.

[1] The Iron Horse Trail alignment generally extends northeast-southwest. To simplify the directional descriptions in this document, it is assumed that the trail runs on a north-south axis and that surrounding roadways that cross the trail alignment (such as Crow Canyon Road and Bollinger Canyon Road) run east-west. North arrows on all figures note this terminology by referring to "true north" and "project north." In this document, project north is the convention used when describing the proposed project in relation to its surroundings.

The trail is located along an abandoned railroad right-of-way within an easement that varies between 30 and 100 feet wide. Major land uses generally front away from the trail corridor and the trail is lined with mature trees and landscape buffers along most of its length. Within the right-of-way are a number of major utilities, including a high-tension power line, fuel and gas pipelines, fiber optics, storm drains, and water lines. Access to the Iron Horse Trail is provided via trail connections to local streets and neighboring uses.

The trail also crosses major arterial streets via signalized intersections at the two project sites, located in the northern area of the City: Crow Canyon Road and Bollinger Canyon Road. Crow Canyon Road is located along the northern edge of the City limits with the Town of Danville, and Bollinger Canyon Road is located approximately 1.3 miles to the south. Crow Canyon Road serves as one of the City's main east-west arterial, connecting the eastern hills with Interstate 680 (I-680). Both arterial roadways include on/off ramps to I-680, located approximately 0.5 miles west of each project site. Figure 1 depicts the regional and local context for both project sites.

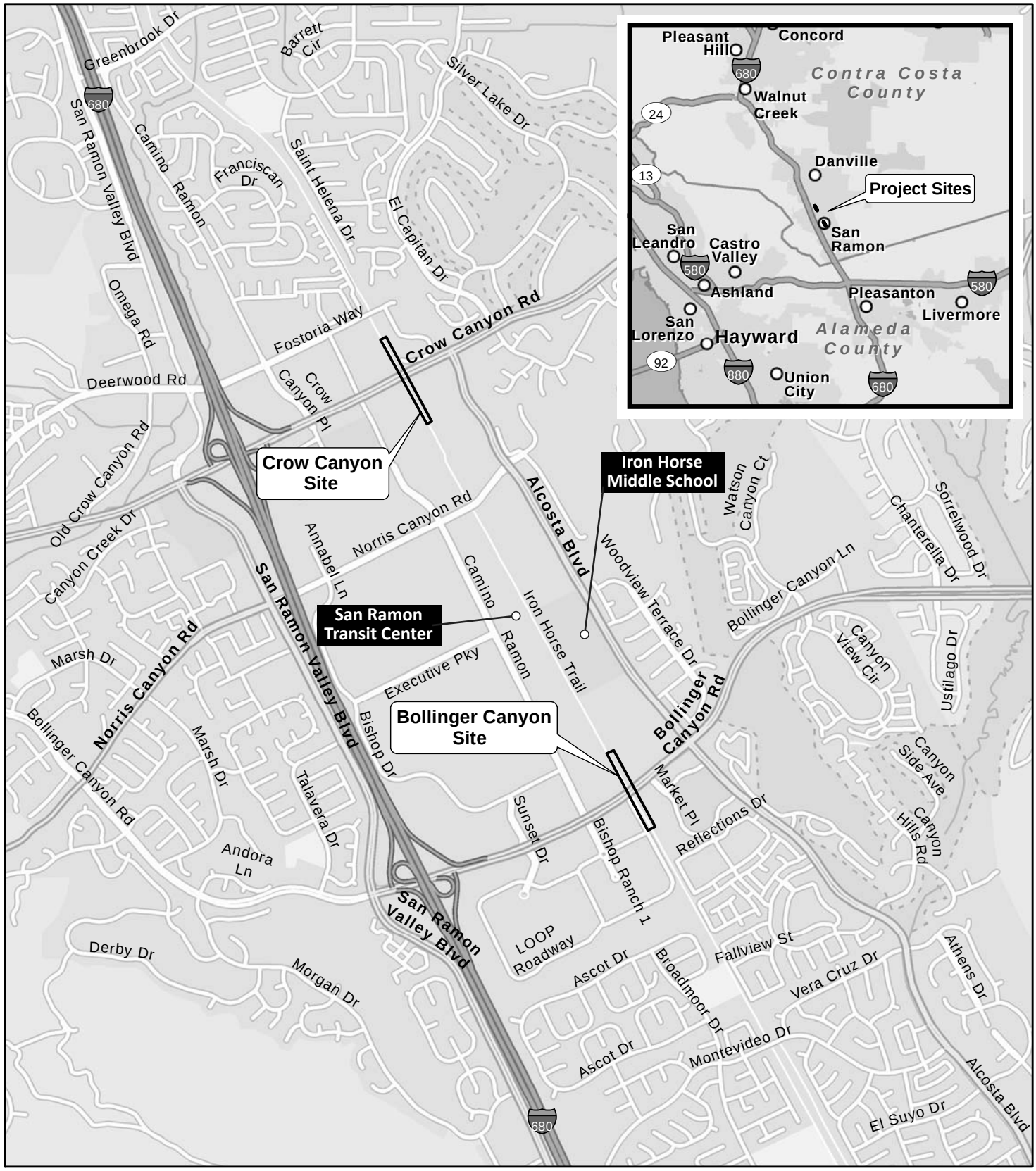
2. Existing Site Conditions

Existing conditions at the Crow Canyon and Bollinger Canyon project sites are described below.

a. Crow Canyon Site. The generally level Crow Canyon project site is located within an approximately 2,000-foot linear segment of the Iron Horse Trail alignment that intersects with Crow Canyon Road at an existing at-grade crossing. The general project site boundary at this location is shown in Figure 2. Existing site photos are shown in Figures 3a and 3b. Photo locations are depicted in Figure 2.

The Crow Canyon project site encompasses approximately 1.1 acres of the existing trail corridor to the north and 0.9 acres of the existing trail corridor to the south. The alignment also includes a 0.2-acre segment of Crow Canyon Road. In this location, the 103-foot-wide roadway consists of eight vehicular travel lanes (four in each direction) and a central 17-foot-wide landscaped median. The trail crossing at this location consists of an off-set signalized 104-foot-wide crosswalk that is activated by pressing a button on the signal pole. In addition, 6.5-foot-wide sidewalks are located on both sides of the roadway. There are a total of two existing mature trees as well as various shrubs and grasses within the conceptual project alignment at this location.

The width of the Iron Horse Trail corridor is narrowest at Crow Canyon Road, with a 65-foot-wide easement to the north and a 50-foot-wide easement to the south of the roadway. A 34-foot-wide easement for a future light rail corridor envisioned by Contra Costa County is located within the trail easement. In addition, a Kinder-Morgan petroleum line is located on the eastern edge of the trail corridor and storm drain easements lie along the western edge and directly beneath the existing trail as well as along the eastern, outside edge of the corridor. There are also overhead electrical lines operated by the Pacific Gas & Electric Company (PG&E) located parallel to the trail easement.



LSA

FIGURE 1

0 1000 2000
FEET

True
Project
N

San Ramon Iron Horse Trail Overcrossings Project
Project Location and Regional Vicinity Map

SOURCE: ESRI STREETMAP NORTH AMERICA (2012).

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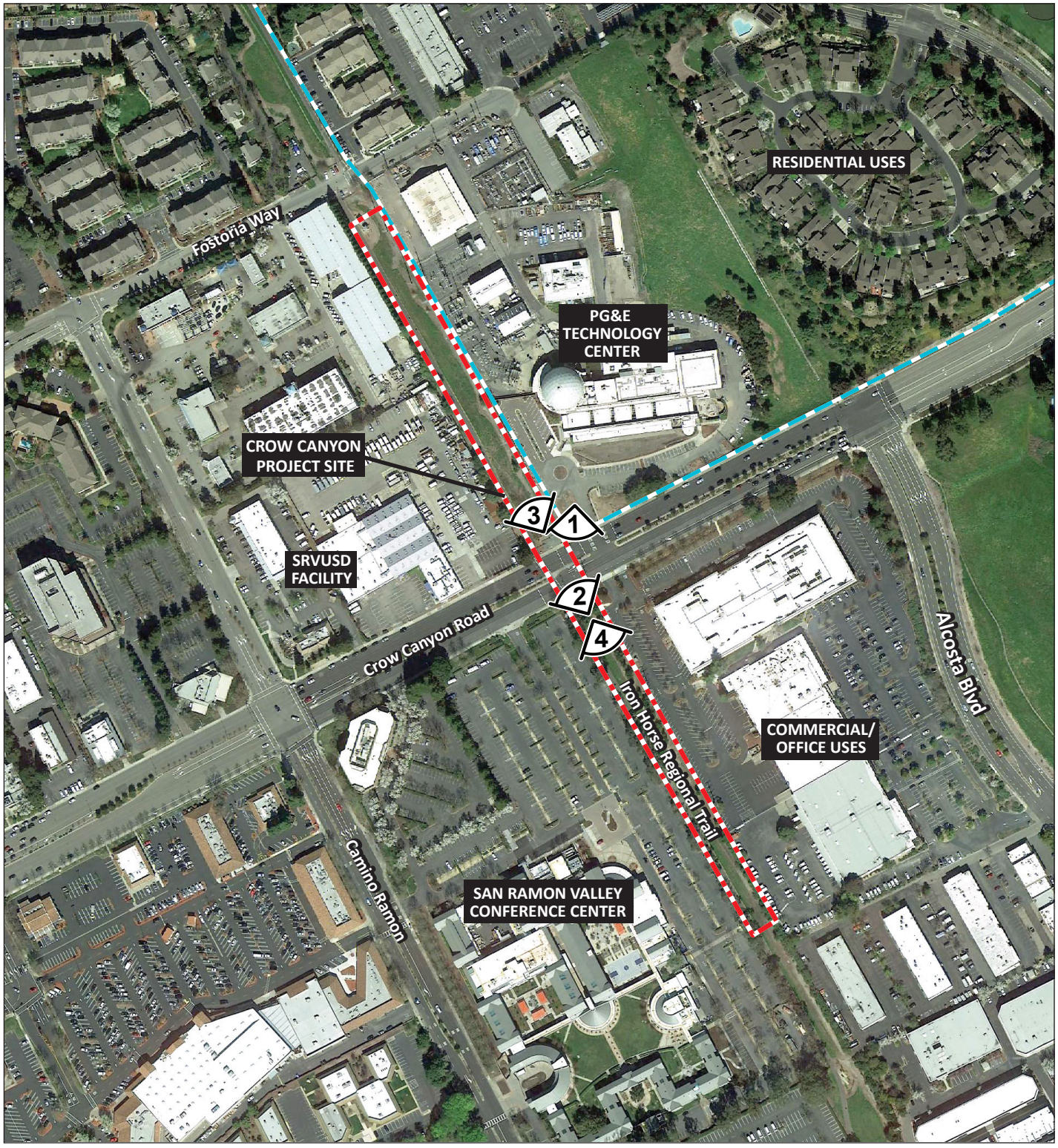

LSA

FIGURE 2

Crow Canyon Project Site (approximate)

City Boundary

Photo Locations (see Figures 3a and 3b)

Project True N

0 200 400

FEET

San Ramon Iron Horse Trail Overcrossings Project

Crow Canyon Site -

Aerial View and Photo Location Map

SOURCES: GOOGLE EARTH, MARCH 2017; LSA, 2017.

I:\ARU1501 IHT San Ramon\figures\Fig_2.ai (8/7/17)

Photo 1: Existing Iron Horse Trail Crossing at Crow Canyon Road, Looking South

Photo 2: Existing Iron Horse Trail Crossing at Crow Canyon Road, Looking North

LSA

FIGURE 3a

San Ramon Iron Horse Trail Overcrossings Project
Crow Canyon Site -
Existing Site Photos

SOURCE: LSA, JULY 2026.

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Photo 3: Existing Iron Horse Trail, North of the Crow Canyon Road Crossing

Photo 4: Existing Iron Horse Trail, South of the Crow Canyon Road Crossing

LSA

FIGURE 3b

San Ramon Iron Horse Trail Overcrossings Project
Crow Canyon Site -
Existing Site Photos

SOURCE: LSA, JULY 2026.

I:\ARU1501 IHT San Ramon\figures\Fig_3a-3b.indd (7/7/16)

The Crow Canyon site is designated as "Roadway" and "Parks" within the City's General Plan. The site is also located within the City's "Crow Canyon Planning Subarea" and the "North Camino Ramon Specific Plan Area" as identified in the City's General Plan. The Crow Canyon site is also within the boundaries of the North Camino Ramon Priority Development Area (PDA) which is part of the Plan Bay Area regional strategy to advance focused employment growth in the Bay Area while preserving a healthy and safe environment, and allowing all Bay Area residents to share the benefits of vibrant, sustainable communities connected by an efficient and well-maintained transportation network.

b. Bollinger Canyon Site. The generally level Bollinger Canyon project site is located within an approximately 2,100-foot linear segment of the Iron Horse Trail alignment that intersects with Bollinger Canyon Road at an existing at-grade crossing. The general project site boundary at this location is shown in Figure 4. Existing site photos are shown in Figures 5a and 5b. Photo locations are depicted in Figure 4.

The Bollinger Canyon project site encompasses approximately 2.3 acres of the existing trail corridor to the north and 1.8 acres of the existing trail corridor to the south. The alignment also includes a 0.20 acre segment of Bollinger Canyon Road. In this intersection, the currently 92-foot-wide roadway consists of nine vehicular lanes (four through lanes in the westbound direction and three through lanes in the eastbound direction, in addition to turn lanes in both directions). This roadway will be widened beginning in 2017 to approximately a 114-foot-wide roadway from curb to curb. The trail crossing at this location consists of an off-set signalized 100-foot-wide crosswalk that is activated by pressing a button on the signal pole. In addition, 5-foot-wide sidewalks are located on the north side of the roadway and 8.5-foot-wide sidewalks are located on the south side of the roadway. There are a total of 38 existing mature trees as well as various shrubs and grasses within the conceptual project alignment at this location.

The Iron Horse Trail corridor consists of a 100-foot-wide easement in this location. Similar to the Crow Canyon site, a 34-foot-wide easement for a future light rail corridor envisioned by Contra Costa County is located within the trail easement. In addition, a Kinder-Morgan petroleum line is located on the eastern edge of the trail corridor and two, 12-foot-wide storm drain easements are located within the corridor, one within the western portion of the trail easement and the other centered within the corridor. A 12-foot-wide Dublin San Ramon Services District/East Bay Municipal Utilities District (EBMUD) Recycled Water Authority (DERWA) easement is also located near the center of the corridor. At the Bollinger Canyon Road location, a portion of the signal equipment is located inside the trail property, but within an existing signal easement.

The Bollinger Canyon site is designated as "Roadway" and "Parks" within the City's General Plan. The site is also located within the City's "Bishop Ranch Planning Subarea" and is adjacent to the City Center Mixed-Use District as identified in the City's General Plan. The Bollinger Canyon site is also within the boundaries of the City Center PDA which is part of the Plan Bay Area regional strategy as described above.

3. Surrounding Land Uses

The project sites are located in urban areas within the City and are surrounded by a mix of existing and future uses. However, existing surrounding land uses generally face away from and do not connect to the trail corridor. In general, the trail corridor is screened from surrounding uses by

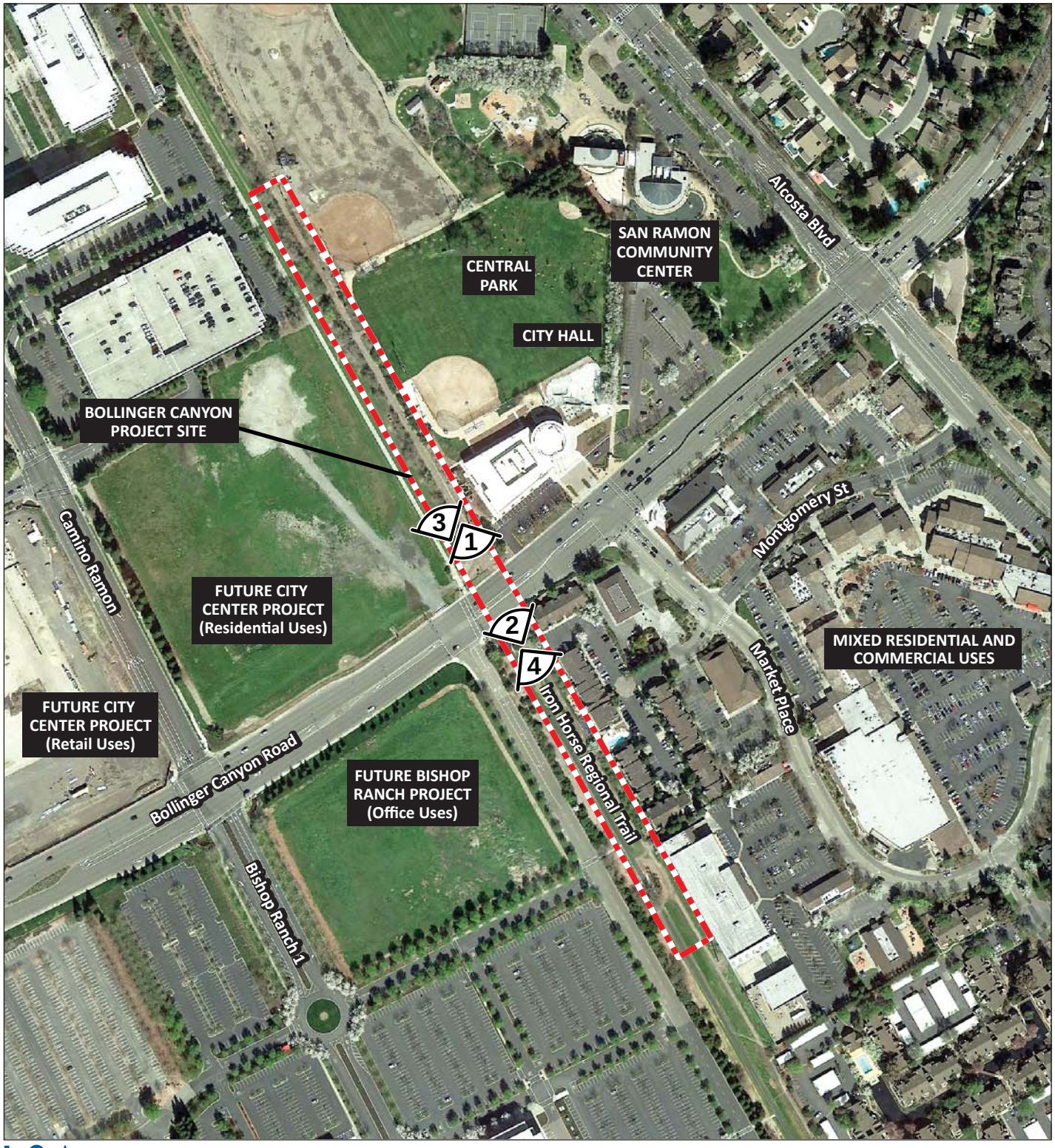
existing fencing or mature landscaping and, in most locations, existing surface parking lots or rear yards associated with nearby uses are immediately adjacent to the trail.

The Iron Horse Trail provides access to the San Ramon Transit Center (Transit Center), which is located west of the trail at the corner of Executive Parkway and Camino Ramon (see Figure 1) and approximately 0.8 miles south of the Crow Canyon site and 0.6 miles north of the Bollinger Canyon site. The Transit Center includes six bus bays, bicycle racks and lockers, and a park-and-ride lot with 54 parking spaces for commuters. Iron Horse Middle School is also located east of the trail and the Transit Center; there is a direct path between the trail and the campus.

Existing and future land uses within the immediate vicinity of each of the project sites are described below.

a. Crow Canyon Site. The Crow Canyon site is generally surrounded by a mix of commercial and office uses on both sides of the existing trail alignment. North of Crow Canyon Road, these uses consist of the PG&E offices and substation to the east (and within the Town of Danville) and the San Ramon Valley Unified School District (SRVUSD) maintenance facility and surface parking and storage areas to the west. South of Crow Canyon Road and east of the trail alignment are commercial and institutional uses, including a church, post office commercial office building, and Iron Horse Middle School. West of the trail is a surface parking lot associated with the San Ramon Valley Conference Center. The areas immediately west of the Iron Horse Trail alignment and north of Crow Canyon Road, as well as the areas to the east and west of the trail alignment and south of Crow Canyon Road are located within the City's North Camino Ramon Specific Plan Area as identified in the City's General Plan.

b. Bollinger Canyon Site. The Bollinger Canyon site is generally surrounded by a mix of uses on both sides of the existing trail alignment. North of Bollinger Canyon Road, uses consist of the existing San Ramon Community Center and Central Park to the east, which can be directly accessed by pathways leading from the trail. Further north of Bollinger Canyon Road and east of the existing trail alignment is Iron Horse Middle School. The recently completed San Ramon City Hall is also located immediately east of the site. West of the trail is the proposed City Center Mixed-Use Project which involves development of the site immediately west of the trail with residential, hotel, commercial, and retail uses. The larger concentration of retail uses would be located further to the west which will open in 2018 and is expected to be a destination accessible to trail users. The existing vacant land to the south of Bollinger Canyon Road and west of the trail alignment would be developed with an office complex as part of the City Center Project. East of the existing trail and south of Bollinger Canyon Road, existing uses consist of a mix of hotel and commercial uses. The areas to the west of the Iron Horse Trail alignment and north of Bollinger Canyon Road are located within the Bishop Ranch Planning Subarea as identified in the City's General Plan.



LSA

FIGURE 4

Bollinger Canyon Project Site (approximate)

Photo Locations
(see Figures 5a and 5b)

Project True N

0 200 400
FEET

San Ramon Iron Horse Trail Overcrossings Project
Bollinger Canyon Site -
Aerial View and Photo Location Map

SOURCES: GOOGLE EARTH , MARCH 2017; LSA, 2017.

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Photo 1: Existing Iron Horse Trail Crossing at Bollinger Canyon Road, Looking South

Photo 2: Existing Iron Horse Trail Crossing at Bollinger Canyon Road, Looking North

LSA

FIGURE 5a

San Ramon Iron Horse Trail Overcrossings Project
Bollinger Canyon Site -
Existing Site Photos

SOURCE: LSA, JULY 2026.

I:\ARU1501 IHT San Ramon\figures\Fig_5a-5b.indd (7/7/16)

Photo 3: Existing Iron Horse Trail, North of the Bollinger Canyon Road Crossing

Photo 4: Existing Iron Horse Trail, South of the Bollinger Canyon Road Crossing

LSA

FIGURE 5b

San Ramon Iron Horse Trail Overcrossings Project
Bollinger Canyon Site -
Existing Site Photos

SOURCE: LSA, JULY 2026.

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B. PROJECT BACKGROUND

In 2009, the City of San Ramon approved the San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan (Corridor Concept Plan),[2] which studied the feasibility of integrating a series of proposed bicycle/pedestrian overcrossings along the Iron Horse Trail with adjacent transit- and pedestrian-oriented land use plans. Funds for the Corridor Concept Plan were administered through the Contra Costa Transportation Authority (CCTA) and study of the feasibility of constructing these improvements was a collaborative effort between the City of San Ramon, Town of Danville, Contra Costa County, and the East Bay Regional Park District. The Corridor Concept Plan identified opportunities and constraints for development of overcrossings at three locations, including at Crow Canyon Road and Bollinger Canyon Road within San Ramon, and Sycamore Valley Road in Danville.

In 2012, San Ramon secured funds through Contra Costa Measure J Transportation for Livable Communities funding to initiate and complete the community engagement and preliminary design phase for the San Ramon Iron Horse Trail Bicycle/Pedestrian Overcrossings Project. The primary objectives of the study were to:

- Establish the project development team;
- Initiate site evaluation;
- Develop and implement a public outreach campaign;
- Implement community design charrettes;
- Implement website, online survey, and social media outreach;
- Solicit input from the community; and
- Develop design alternatives and probable costs.

As part of the study, the City and the consultant team performed the following tasks:

1. Gathered input from community members and trail users on potential alignments and configurations for the two overcrossings, whether to maintain the at-grade crossing facilities, and the design aesthetic for each location;
2. Prepared a Technical Memo[3] that summarized the design charrette process and community feedback received;
3. Prepared numerous concept plans and presented these to the City Council; and
4. Obtained an approved resolution (Resolution No. 2015-082)[4] from the City Council which reaffirmed concept designs.

[2] Callander Associates Landscape Architecture, Inc., 2009. *San Ramon Valley Iron Horse Trail Bicycle Pedestrian Corridor Concept Plan*. June 19.

[3] San Ramon, City of, 2015. *Technical Memo, Design Charrette Process and Community Feedback, Iron Horse Trail Overcrossings at Bollinger Canyon Road and Crow Canyon Road, San Ramon, CA*. July.

[4] San Ramon, City of, 2015. Resolution No. 2015-082, A Resolution of the City Council of the City of San Ramon Accepting Final Report for Community Engagement/Outreach Component of the Iron Horse Trail Bicycle/Pedestrian Overcrossing Project; and Reaffirming Conceptual Designs for Bicycle/Pedestrian Overcrossings at Bollinger Canyon Road and Crow Canyon Road (CIP #5530 and #5531). July 28.

The results of this study, the outreach process, and City Council input are presented in the Final Selected Conceptual Bridge Design Report,[5] which provides recommendations and design parameters to guide the development of the two new overcrossings at Crow Canyon Road and Bollinger Canyon Road (the proposed project evaluated in this document).

C. PROPOSED PROJECT

The proposed project would result in the construction of two overcrossings (or bridges) along the existing Iron Horse Trail alignment. The proposed overcrossings, located at Crow Canyon Road and Bollinger Canyon Road, are intended to: improve safety by reducing conflicts between pedestrians, bicyclists, and motorists and providing an environment that encourages walking and bicycling along the trail; improve motor vehicle circulation by removing the at-grade crossing conflicts; reduce traffic delays; reduce unsafe crossing maneuvers by pedestrians and bicyclists; increase trail crossing usage by improving the comfort at the Bollinger Canyon and Crow Canyon Road crossings; and improve air quality by reducing stopping and idling at the at-grade trail crossings.

Individual components of both overcrossings are described below. At this time, the proposed overcrossing designs are conceptual in nature and more specific design details would be developed after project approval. Therefore, the description below provides an approximation and conceptual overview of the potential overcrossing designs and identifies the maximum permanent and temporary areas of disturbance that could occur with implementation of the project for the purposes of environmental review.

1. Crow Canyon Overcrossing

At the Crow Canyon location, the proposed overcrossing would serve as a prominent landmark and defining point of focus along the entire corridor between the freeway and to the east of El Capitan Drive, a distance of almost 1 mile. At this location, the bridge would be developed along the western edge of the corridor and minimal trail realignment would be required at the bridge anchors. The conceptual footprint for the proposed overcrossing, including areas of temporary disturbance and the area that would comprise the total bridge footprint and associated approach slabs, is depicted in Figure 6. Figure 7 depicts the conceptual bridge design and alignment. Individual components of the Crow Canyon overcrossing are described below.

a. Design. The preliminary conceptual design for the Crow Canyon overcrossing would likely consist of a tied arch main span, girder, or a design of similar appearance that would cross over Crow Canyon Road, as shown in Figure 7. From the northern to southern anchors, the total length of the new overcrossing would be between approximately 1,200 and 1,400 linear feet to ensure ADA compliance. The width of the overcrossing would range between 16 and 20 feet.

Based on the conceptual bridge designs shown in Figure 7, the northern and southern approaches would consist of retaining walls (up to 240 feet on each side), and an aerial approach structure supported by columns (up to 240 feet long). The walls would be up to approximately 20 feet high at

[5] Biggs Cardosa Associates, Inc., 2015. *San Ramon Conceptual Bridge Design Report, Iron Horse Trail Overcrossings, Bollinger Canyon Road and Crow Canyon Road*. December.

LEGENDS:

INDICATED PROJECT AREA OF TEMPORARY DISTURBANCE

LEGENDS:

INDICATED PROJECT CONCEPTUAL FOOTPRINT

LSA

FIGURE 6

NOT TO SCALE

SOURCE: ARUP, 2017.

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San Ramon Iron Horse Trail Overcrossings Project

Crow Canyon Overcrossing - Conceptual Footprint

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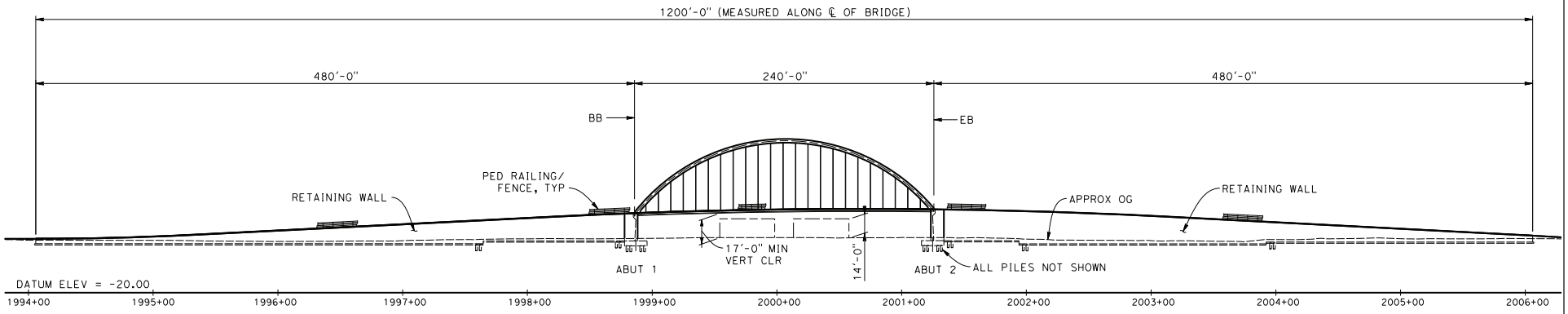

ELEVATION
1" = 40'

LSA

FIGURE 7

NOT TO SCALE

SOURCE: ARUP, 2017.

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San Ramon Iron Horse Trail Overcrossings Project
Crow Canyon Overcrossing - Conceptual Arch Design

the north and south sides. The aerial approach structure could be either a concrete girder or a steel girder structure. The 240-foot main span tied arch would cross over the existing 103-foot-wide roadway. The arch would be supported by two main piers or columns, one on each side of the roadway. All approaches would have a continuous slope of less than 5 percent, compliant with ADA standards.

A total of up to eight column assemblies could be installed. The columns could be made of concrete or steel and would range from 3 to 6 feet in diameter and between 10 and 19 feet tall. The columns would be supported by pile groups or drilled shafts. The top of pile caps or drilled shafts would be at least 2 feet below ground. The minimum vertical clearance of the bridge superstructure would be 17 feet and the height would be about 24 feet from the existing grade. The arch could be up to approximately 60 feet tall at its highest point (arch crown) measured from the deck. Depending on the width of the overcrossing determined through the final design, the path could consist of shared or separated bike and pedestrian/equestrian travel lanes. Guardrails would be located on the length of the pathway and would be a minimum height of 4 feet tall. Lighting would also be installed along the length of the overcrossing; specific lighting standards and maintenance requirements would be developed as part of the final design phase.

b. Access and Circulation. As previously discussed, the existing crossing at Crow Canyon Road does not align with a cross street and has a dedicated signalized crossing for trail users. To discourage at-grade crossing after development of the overcrossing, the existing signal and crosswalk would be removed. Full landscaping would be continued through the median. The ramps on the existing sidewalks would be replaced with street curbs. Approximately 1,000 feet of the existing trail would be realigned to accommodate the approach on the northern landing and approximately 700 feet would be realigned to accommodate the approach on the southern landing.

c. Utilities and Infrastructure. Multiple subsurface utility lines are located within the 65-foot-wide Iron Horse Trail easement at the Crow Canyon site and within or near the proposed footprint for the overcrossing. Utilities described herein are based upon known utility easement information; however, a detailed ground survey would be required prior to construction to confirm the size, location, and depth of all utility lines. Further coordination with all relevant agencies would be required prior to construction to confirm the relocation or protection-in-place of all existing utility lines as required. Ultimately, the timing and need for temporary construction easements to accommodate utility relocation would be determined with and agreed to by the City, property owners, and service providers during the final project design process.

Based on the utility easement information available from previous studies,[6] the following is a list of all utilities within the trail easement and considerations for how each may be addressed to allow implementation of the proposed project.

- A telephone line operated by AT&T runs on the south side of Crow Canyon Road and on the west side of the trail easement. This utility line would need to be relocated in locations where there is a conflict with the bridge foundations. In other locations where the line is near the ground surface, it may be protected-in-place as required.

[6] Ibid.

- Two telephone lines cross the trail easement on the north side of Crow Canyon Road. Both of these lines would need to be relocated in locations where there is a conflict with the bridge foundations. In other locations where the lines are near the ground surface, they may be protected-in-place as required;
- Existing signal posts at the intersection between the trail and Crow Canyon Road would be removed;
- A 10-inch diameter high pressure refined petroleum products pipeline operated by Kinder-Morgan is located within a 10-foot-wide easement on the eastern edge of the trail easement. This utility line falls on the eastern side of the projected footprint and is not anticipated to require relocation. Once the depth and precise location of the pipeline is determined, the pipeline would be protected-in-place as required;
- A fiber optic cable operated by Time Warner runs next to the Kinder-Morgan petroleum pipeline. Similarly, this utility is not anticipated to require relocation. Once the depth and precise location of the line is determined, it would be protected-in-place as required;
- Underground utility lines (including electrical, gas and water) run parallel to the trail easement and on the west side of the Kinder-Morgan petroleum pipeline. These utility lines fall outside the bridge conceptual footprint and are not expected to require relocation. The exact location of these utilities should be reviewed in case the extent of the project footprint is modified in a future phase of the design or construction;
- A 12-Kilovolt (Kv) overhead electrical line operated by PG&E is located parallel to the trail easement and on the west side of the Kinder-Morgan petroleum pipeline. This utility line is not anticipated to require relocation and would be protected in place;
- The underground electrical, gas, telephone, fiber optic, and water lines running parallel to Crow Canyon Road may be protected-in-place at the intersection with the trail easement as required;
- The Central Contra Costa Sanitary District maintains a 12-foot-wide sewer easement within the trail easement on the south side of Crow Canyon Road. The existence of sewer lines within this easement has not been confirmed at this stage and will be verified during the design phase. If a sewer line is found to be located within this easement, it would need to be relocated to avoid a conflict with the bridge foundations. In other locations, it would be protected-in-place;
- Contra Costa County maintains a 34-foot wide light rail corridor/easement in the center of the trail corridor. This easement is located adjacent to the existing paved trail on both sides of Crow Canyon Road. The light rail easement overlaps with the projected footprint of the overcrossing along its entire length.

The surface of the proposed Crow Canyon overcrossing would have a minimum cross slope of 1 percent for proper drainage. The design would comply with the City's standards regarding concepts for stormwater planters, bioswales, and other best management practices. C.3 water treatment features would be installed in the vicinity of the overcrossings or at another appropriate off-site location.

d. Construction. The total area of disturbance for construction of the Crow Canyon overcrossing would be a maximum of 2.2 acres. Of this, approximately 1.2 acres would consist of temporary disturbance during the construction period and these areas would be restored upon project completion.

The maximum depth of excavation for the bridge footings and touchdown area would be about 10 feet. Column foundations could be multiple small diameter piles or large diameter drilled shafts.

The main span arch would likely be a steel structure. Segments of the arch would be fabricated off site and transported to the site and erected into position. The arch would be assembled on temporary shoring towers in the median and the sides of the existing roadway. Temporary traffic openings with a 14-foot minimum vertical clearance would be provided during construction of the span. Drivers would be encouraged to used detour routes to reduce congestion.

The approaches to the bridges would be constructed of steel or concrete. If a steel structure is used, it would be transported to the site and erected into position. Falsework would not be necessary.[7] If concrete is used, the structure would likely be constructed on falsework using the cast-in-place method.

For the wall approaches, either Mechanically Stabilized Earth (MSE) walls or concrete retaining walls could be used.

During construction, an approximately 15-foot wide easement along the west side of the bridge would be required for construction access. An approximately 60-foot by 200-foot staging area would be required at both ends of the overcrossing.

Based on the approximate area of temporary disturbance and conceptual overcrossing designs, approximately up to 3,888 cubic yards of soil[8] would be collected and may be off-hauled by the construction contractor to an approved facility. The construction period would occur for a duration of approximately two years. During the construction period, the trail may remain open unless safety concerns during construction warrant the trail closure. Trail users may be detoured to a temporary trail near the east side of the existing Iron Horse trail corridor. Temporary shoring would be used for the construction of the pedestrian crossing. Falsework may also be required depending on the material and methods used for the construction. A reduced traffic opening may be provided to allow bi-directional traffic on Crow Canyon Road during construction and traffic would be detoured to side streets to reduce congestion.

Final details regarding trail and roadway operations during the construction phase and location and size of temporary construction easements and staging areas would be identified during final project design. The City, County, and EBRPD would collaborate as necessary to develop and agree to the transportation/traffic management and construction design plans prior to commencement of construction activities. The final design and construction phases would take place when funding is secured.

[7] Falsework is a term used to describe temporary framework structures used to support a structure during its construction.

[8] It is conservatively assumed that since the trail alignment is located within a former rail corridor, all excavated soil may contain hazardous contaminants and would therefore be required to be off-hauled and disposed of at an appropriate facility. If soil testing reveals that the excavated soils are suitable to be used as backfill on the site, the total amount of off-haul could be less.

2. Bollinger Canyon Overcrossing

At this location, the proposed overcrossing would serve to link key destination areas of San Ramon, including the future City Center and Bishop Ranch Business Park. The bridge would also provide a link via the Iron Horse Trail between the City's Central Park, City Hall, Library, Transit Center and connectivity to Iron Horse Middle School. At this location the bridge would be aligned between the existing light rail transit corridor to the east and a storm drain easement to the west. The trail on the northern end of the bridge would require minor realignment to connect to the bridge ramp. The conceptual footprint for the proposed overcrossing, including areas of temporary disturbance and the area that would comprise the total bridge footprint, is depicted in Figure 8. Figures 9 and 10 depict two conceptual bridge designs and alignments. Individual components of the Bollinger Canyon overcrossing are detailed below.

a. Configuration and Design. The Bollinger Canyon overcrossing would likely consist of a cable-stayed main span with a single tower located on the south side of Bollinger Canyon Road or a design of similar appearance. Two options are considered for the preliminary conceptual tower design: a single mast (Figure 9) or an A-frame (Figure 10). From the northern to southern landings, the total length of the new overcrossing would be between approximately 1,200 and 1,400 linear feet to ensure ADA compliance. The width of the span would range between approximately 16 and 20 feet.

Based on the preliminary conceptual bridge designs, the northern approach would consist of retaining walls and an aerial approach structure supported by columns. The retaining wall would be up to 20 feet high at the aerial structure abutment. The aerial approach structure would be either a concrete girder or a steel girder structure. Following the widening at Bollinger Canyon Road, the proposed cable-stayed span would cross over the future 114-foot-wide roadway (curb to curb) and a back span would be connected to the southern approach. The southern approach would consist of retaining walls that would be up to approximately 20 feet high at the cable-stayed bridge abutment. All approaches would have a continuous slope of less than 5 percent in accordance with ADA standards.

Column supports could be made of concrete and would range from 3 to 6 feet in diameter at the base and between 10 and 19 feet tall. The columns could be supported by pile groups or drilled shafts. The top of pile caps or drilled shafts would be at least 2 feet below ground. The minimum vertical clearance of the bridge superstructure would be approximately 17 feet and the height would be approximately 24 feet from the existing grade. The tower component would be a maximum of approximately 135 feet tall. Depending on the width of the overcrossing determined through the final design, the path could consist of shared or separated bike and pedestrian/equestrian travel lanes. Guardrails would be located on the length of the pathway and would be a minimum height of 4 feet tall. Lighting may also be installed along the length of the overcrossing; specific lighting standards and maintenance requirements would be developed as part of the final design phase.

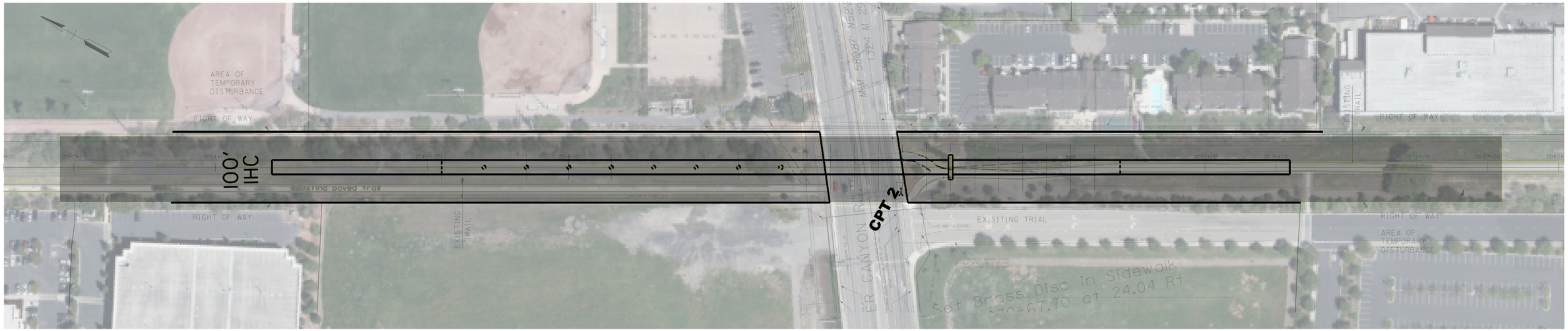
b. Access and Circulation. As previously discussed, the existing crossing at Bollinger Canyon Road aligns with a cross street at a T-intersection. With development of the bicycle/pedestrian bridge, the existing traffic signal would remain to accommodate vehicular traffic at the intersection. The existing pedestrian crosswalk would be removed. Approximately 900 feet of the existing trail would be realigned to accommodate the approach on the northern touchdown and approximately 600 feet would be realigned to accommodate the approach on the southern touchdown.

c. Utilities and Infrastructure. Multiple subsurface utility lines are located within the 100-foot-wide Iron Horse Trail easement at the Bollinger Canyon site and within or near the proposed alignment for the overcrossing. Utilities described herein are based upon known utility easement information; however, a detailed ground survey would be required prior to construction to confirm the size, location, and depth of all utility lines. Further coordination with all relevant agencies would be required prior to construction, in order to confirm the relocation or protection-in-place of all existing utility lines as required. Ultimately, the timing and need for temporary construction easements to accommodate utility relocation would be determined with and agreed to by the City, property owners, and service providers during the final project design process.

Based on the utility easement information available from previous studies,[9] the following is a list of all utilities within the trail easement and considerations for how each may be addressed to allow implementation of the proposed project:

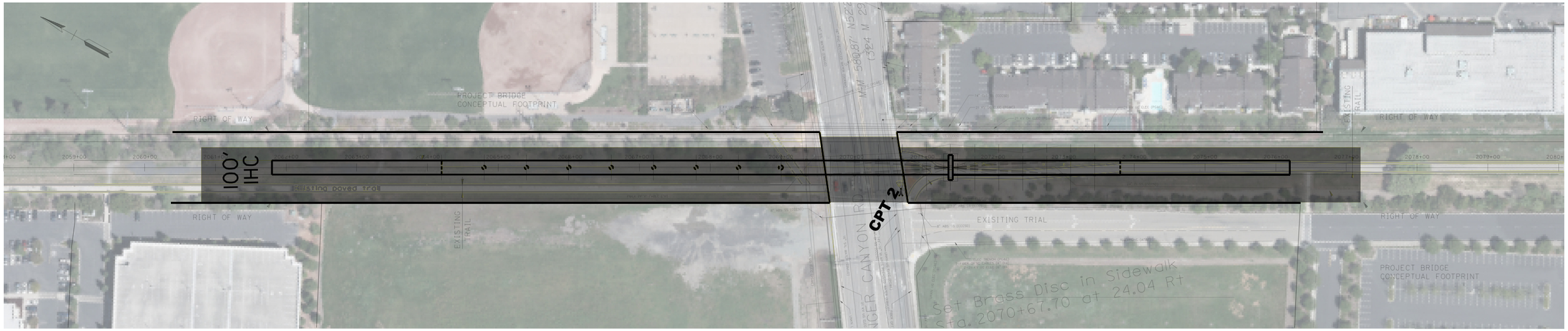
- A 10-inch diameter high pressure refined petroleum products pipeline operated by Kinder-Morgan is located within a 5-foot-wide easement on the eastern edge of the trail easement. This utility line falls on the eastern side of the projected footprint and is not anticipated to require relocation. Once the depth and precise location of the pipeline is determined, the pipeline would be protected-in-place as required;
- The Central Contra Costa Sanitary District maintains a 12-foot-wide sewer easement and one 24-inch diameter sewer line is located within the easement. This sewer line would need to be relocated in locations where there is a conflict with the bridge foundations. In other locations, it would be protected-in-place;
- A fiber optic cable operated by Time Warner runs on the west side of the trail easement north of Bollinger Canyon Road and on the east side of the trail easement south of Bollinger Canyon Road. This utility line would need to be relocated in locations where there is a conflict with the bridge foundations. In other locations, it would be protected-in-place;
- A 16-inch diameter Dublin San Ramon Services District/East Bay Municipal Utilities District (EBMUD) Recycled Water Authority (DERWA) recycled water pipe is also located south of Bollinger Canyon Road near the center of the trail corridor. This pipe would need to be relocated in locations where there is a conflict with the bridge foundations. In other locations, it would be protected-in-place;
- Underground utility lines (including electrical, gas and water) run parallel to the trail easement and on the west side of the Kinder-Morgan petroleum pipeline. These utility lines fall outside the bridge conceptual footprint and are not expected to require relocation. The exact location of these utilities should be reviewed in case the extent of the project footprint is modified in a future phase of the design or construction;

[9] Ibid.



LEGENDS:

INDICATED PROJECT AREA OF TEMPORARY DISTURBANCE



LEGENDS:

INDICATED PROJECT CONCEPTUAL FOOTPRINT

LSA

FIGURE 8

NOT TO SCALE

SOURCE: ARUP, 2017.

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San Ramon Iron Horse Trail Overcrossings Project

Bollinger Canyon Overcrossing - Conceptual Footprint

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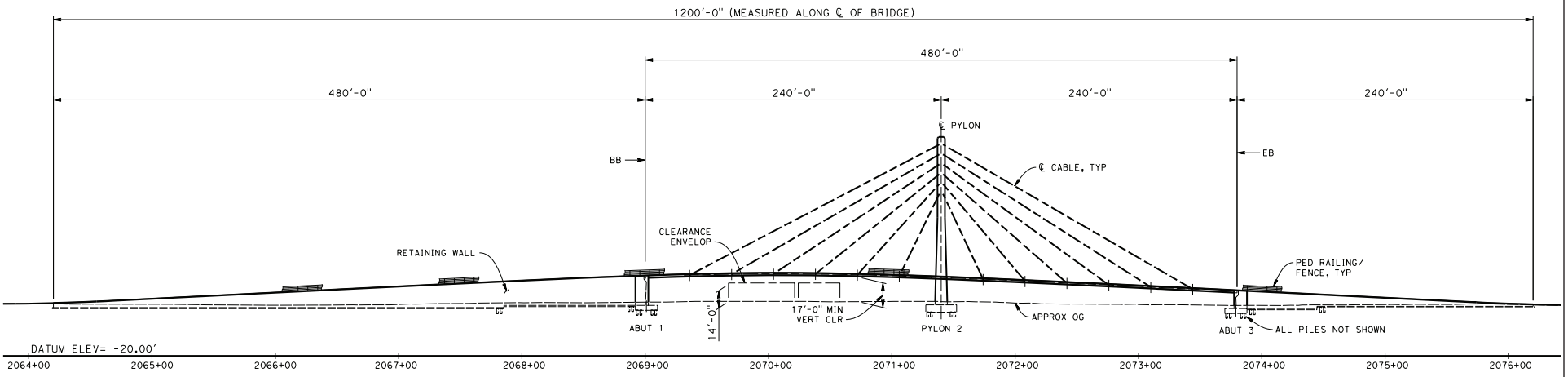

ELEVATION
1" = 40'

LSA

FIGURE 9

NOT TO SCALE

SOURCE: ARUP, 2017.

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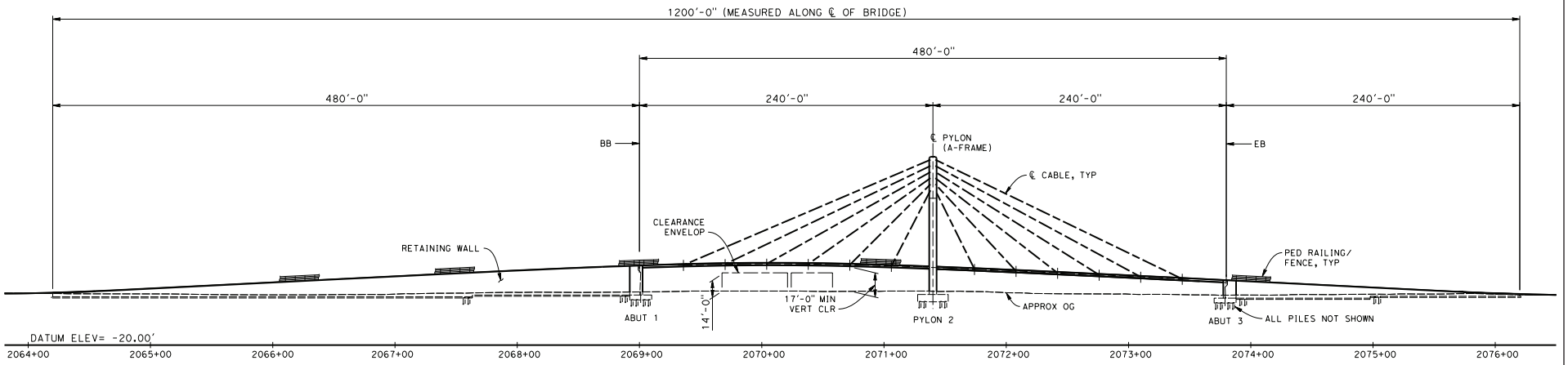
San Ramon Iron Horse Trail Overcrossings Project

Bollinger Canyon Overcrossing - Conceptual Single Mast Design



ELEVATION
1" = 40'

LSA

FIGURE 10

NOT TO SCALE

SOURCE: ARUP, 2017.

I:\ARU1501 IHT San Ramon\figures\Fig_10.ai (8/14/17)

San Ramon Iron Horse Trail Overcrossings Project

Bollinger Canyon Overcrossing - Conceptual A-Frame Design

- A 12-Kv overhead electrical line operated by PG&E is located parallel to the trail easement and on the west side of the Kinder-Morgan petroleum pipeline. This utility line is not anticipated to require relocation and would be protected in place;
- The underground electrical, gas, telephone, fiber optic, and water lines running parallel to Bollinger Canyon Road may be protected-in-place at the intersection with the trail easement as required.
- Contra Costa County maintains a 34-foot wide light rail corridor/easement in the center of the trail corridor. This easement is located adjacent to the existing paved trail north of Bollinger Canyon Road. South of Bollinger Canyon Road, both the light rail easement and the existing path coincide in the center of the trail easement. The light rail easement overlaps with the projected footprint of the overcrossing along its entire length.
- The City of San Ramon owns and operates a traffic signal system on Bollinger Canyon Road on the south side of the Iron Horse Regional Trail. A portion of the signal equipment is located inside the trail property but within an existing signal easement. The proposed overcrossing will span over this easement.

The surface of the proposed Bollinger Canyon overcrossing would have a minimum cross slope of 1 percent for proper drainage. The design would comply with the City's standards regarding concepts for stormwater planters and bioswales. C.3 water treatment features would be installed in the vicinity of the overcrossings or at another appropriate off-site location.

d. Construction. The total area of disturbance for construction of the Bollinger Canyon overcrossing would be approximately 4.4 acres. Of this, about 1.4 acres would consist of temporary disturbance during the construction period and these areas would be restored upon project completion. The maximum depth of excavation for the bridge footings and landing area would be about 10 feet. Column foundations could be either multiple small diameter piles or large diameter drilled shafts.

The cable-stayed bridge would be constructed of either steel or concrete. With a concrete bridge deck, the edge beams and the slabs would be constructed on falsework over the existing street. In accordance with Caltrans Bridge Design Aids, a temporary traffic opening with 14-foot minimum vertical clearance would be provided during construction of the arch. With a steel structure, the steel deck would be fabricated off-site, transported to the site and erected into position. Temporary shoring on the sides of the existing street would be used during erection. Falsework would not be required for this construction method.

The approaches to the bridges would be constructed of steel, concrete, or on retaining walls. With a steel structure, the approach bridges would be transported to the site and erected into position. Falsework would not be necessary. With a concrete structure, the structure would likely be constructed on falsework with the cast-in-place method.

For the wall approaches, MSE walls or concrete retaining walls could be used.

During construction, an approximately 15-foot-wide easement along the west side of the bridge would be required for construction access. An approximately 95-foot by 200-foot staging area would be required at the beginning and end of the overcrossing.

Based on the approximate area of temporary disturbance and conceptual overcrossing designs, approximately 3,888 cubic yards of soil[10] would be collected and may be off-hauled by the construction contractor to an approved facility. The construction period would occur for a duration of approximately two years. During the construction period, trail users would likely be detoured depending on the final alignment of the pedestrian crossing. Falsework may also be used for the construction of the pedestrian overcrossing. A reduced traffic opening may be provided to allow bi-directional traffic on Bollinger Canyon Road during construction and traffic would be detoured to side streets to reduce congestion.

Final details regarding trail and roadway operations during the construction phase and location and size of temporary construction easements and staging areas would be identified during final project design. The City, County, and EBRPD would collaborate to develop and approve of the transportation/traffic management and construction design plans prior to commencement of construction activities. The final design and construction phases would take place when funding is secured.

D. PROJECT APPROVALS

The proposed project would require a series of discretionary actions that may include but would not be limited to: grading approvals; tree removal approvals; temporary construction easements or maintenance agreements with other agencies; and encroachment permits. As Lead Agency, the City of San Ramon would be responsible for the majority of approvals for implementation of the project. Other agencies may also have some approval or permitting authority related to the project, including: U.S. Army Corps of Engineers; U.S. Fish and Wildlife Service; California Department of Fish and Wildlife; Regional Water Quality Control Board; Contra Costa Transportation Authority ; PG&E; AT&T; Central Contra Costa Sanitary District; Dublin San Ramon Services District; EBMUD; EBRPD; and Contra Costa County.

[10] It is conservatively assumed that since the trail alignment is located within a former rail corridor, all excavated soil may contain hazardous contaminants and would therefore be required to be off-hauled and disposed of at an appropriate facility. If soil testing reveals that the excavated soils are suitable to be used as backfill on the site, the total amount of off-haul could be less.

DRAFT MITIGATED NEGATIVE DECLARATION

Project Name: San Ramon Iron Horse Trail Overcrossings Project

Project Location: The proposed project includes two sites along the existing Iron Horse Trail alignment in the City of San Ramon. The Crow Canyon Road overcrossing is located within an approximately 2,000-foot linear segment of the Iron Horse Trail alignment that intersects with Crow Canyon Road at an existing at-grade crossing. The Crow Canyon site is generally surrounded by a mix of commercial and office uses on both sides of the existing trail alignment. The Bollinger Canyon Road overcrossing is located within an approximately 2,100-foot linear segment of the Iron Horse Trail alignment that intersects with Bollinger Canyon Road at an existing at-grade crossing. The Bollinger Canyon site is generally surrounded by a mix of uses on both sides of the existing trail alignment.

Description of Project: The proposed project would develop two new bicycle and pedestrian overcrossings generally along the existing alignment of the Iron Horse Trail where it intersects with Crow Canyon Road and Bollinger Canyon Road. The Crow Canyon overcrossing would consist of a tied arch main span that would cross over Crown Canyon Road. The Bollinger Canyon overcrossing would consist of a cable-stayed main span with a single tower located on the south side of Bollinger Canyon Road. For both spans, from the northern to southern landings, the total length of the new overcrossing would be between approximately 1,200 and 1,400 linear feet. The width of both spans would range between approximately 16 and 20 feet.

Findings: It is hereby determined that, based on the information contained in the attached Initial Study, the project would not have a significant adverse effect on the environment.

Mitigation measures necessary to avoid or reduce the project's potentially significant effects to a less-than-significant level on the environment and are detailed on the following pages. These mitigation measures are hereby incorporated and fully made part of this Draft Mitigated Negative Declaration. The City of San Ramon, as the Lead Agency and project sponsor, has hereby agreed to incorporate as part of the project and implement each of these identified mitigation measures, which would be adopted as part of the Mitigation Monitoring and Reporting Program.

Date

Lisa Bobadilla, Transportation Division Manager

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ENVIRONMENTAL CHECKLIST

1. **Project Title:** San Ramon Iron Horse Trail Overcrossings Project

2. **Lead Agency Name and Address:**

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

3. **Contact Person and Phone Number:**

   Lisa Bobadilla, Transportation Division Manager
   Phone: (925) 973-2651

4. **Project Sponsor's Name and Address:**

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

5. **General Plan and Zoning:** The Crow Canyon and Bollinger Canyon sites are designated as "Roadway" and "Parks" within the City's General Plan.

The Crow Canyon site is also designated as "Crow Canyon Planning Subarea" and the "North Camino Ramon Specific Plan Area" in the City's General Plan and Zoning Map. The Crow Canyon site is also within the boundaries of the North Camino Ramon Priority Development Area (PDA) which is part of the Plan Bay Area regional strategy.

The Bollinger Canyon site is also located within the City's "Bishop Ranch Planning Subarea" and is adjacent to the City Center Mixed-Use District as identified in the City's General Plan. The Bollinger Canyon site is also within the boundaries of the City Center PDA which is part of the Plan Bay Area regional strategy.

Both sites are zoned as Parks and Recreation on the City's Zoning map.

7. **Project Location:** The proposed project includes two sites along the Iron Horse Trail in the City of San Ramon. The Crow Canyon Road overcrossing is located within an approximately 2,000-foot linear segment of the Iron Horse Trail alignment that intersects with Crow Canyon Road at an existing at-grade crossing. The Bollinger Canyon overcrossing is located within an approximately 2,100-foot linear segment of the Iron Horse Trail alignment that intersects with Bollinger Canyon Road at an existing at-grade crossing.

8. Description of Project: The proposed project involves the construction of two overcrossings (or bridges) along the existing Iron Horse Trail alignment. The proposed overcrossings, located at Crow Canyon Road and Bollinger Canyon Road, are intended to: improve safety by reducing conflicts between pedestrians, bicyclists, and motorists and providing an environment that encourages walking and bicycling along the trail; improve motor vehicle circulation by removing the at-grade crossing conflicts; reduce traffic delays; reduce unsafe crossing maneuvers by pedestrians and bicyclists; increase trail crossing usage by improving the comfort at the Bollinger Canyon and Crow Canyon Road crossings; and improve air quality by reducing stopping and idling at the at-grade trail crossings. Refer to the Project Description Chapter for additional information.

9. Surrounding Land Uses and Setting: Both sites are generally surrounded by a mix of uses on both sides of the existing trail alignment. Refer to the Project Description Chapter for additional information.

10. Other agencies whose approval is required (e.g., permits, financing approval, or participation agreement): U.S. Army Corps of Engineers; U.S. Fish and Wildlife Service; California Department of Fish and Wildlife; Regional Water Quality Control Board; Contra Costa Transportation Agency; PG&E; AT&T; Central Contra Costa Sanitary District; Dublin San Ramon Services District; EBMUD; and Contra Costa County.

11. Have California Native American tribes traditionally and culturally affiliated with the project area requested consultation pursuant to Public Resources Code section 21080.3.1? If so, has consultation begun? Letters were sent to Native American tribes identified by the Native American Heritage Commission on August 29, 2017, inviting them to conduct consultation pursuant to AB 52.

Environmental Factors Potentially Affected:

The environmental factors checked below would be potentially affected by this project, involving at least one impact that is a "Potentially Significant Impact" as indicated by the checklist on the following pages.

☐ Aesthetics	☐ Agricultural and Forestry Resources	☐ Air Quality
☐ Biological Resources	☐ Cultural Resources	☐ Geology/Soils
☐ Greenhouse Gas Emissions	☐ Hazards & Hazardous Materials	☐ Hydrology/Water Quality
☐ Land Use/Planning	☐ Mineral Resources	☐ Noise
☐ Population/Housing	☐ Public Services	☐ Recreation
☐ Transportation/Traffic	☐ Tribal Cultural Resources	☐ Utilities/Service Systems
☐ Mandatory Findings of Significance		

Determination. (To be completed by the Lead Agency.)

On the basis of this initial evaluation:

☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.

☒ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.

☐ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.

☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.

☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Lisa Bobadilla, Transportation Division Manager

8/28/17
Date

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
I.	**AESTHETICS.** Would the project:				
a)	Have a substantial adverse effect on a scenic vista?	☐	☐	☒	☐
b)	Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway?	☐	☐	☐	☒
c)	Substantially degrade the existing visual character or quality of the site and its surroundings?	☐	☐	☒	☐
d)	Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	☐	☒	☐	☐

a) Have a substantial adverse effect on a scenic vista? ***(Less-Than-Significant Impact)***

The project sites are located within the existing Iron Horse Trail and the proposed project would result in the construction of an elevated overcrossing oriented in a north-south alignment across each of two existing roadways with east-west alignments. The City's General Plan,[11] identifies views of surrounding hills, which are generally located to the east and west of the project sites, as visual resources in the City. While the overcrossings could partially obstruct some existing views of the hills to the east or west as motorists approach the overcrossings, the project would not substantially alter or adversely affect existing views of surrounding areas from within the project sites or from adjacent areas. The overcrossings would be designed to limit continuous facades and would include suspension elements allowing light and air to pass through. In addition, bicyclists and pedestrians using the new overcrossings would continue to have views of the surrounding hills, both from within the existing ground level Iron Horse Trail alignment approaching the new overcrossings and from within the elevated overcrossings. Therefore, the project would not result in a substantial adverse effect to a scenic vista and this impact would be less than significant.

b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a State scenic highway? ***(No Impact)***

The project sites do not include any portions of a State scenic highway and are not located in the immediate vicinity of a State scenic highway. The closest State scenic highway is I-680 which is located 0.5 mile west of the proposed Crow Canyon Road overcrossing and 0.6 mile west of the proposed Bollinger Canyon overcrossing. Development of the overcrossings would not be visible from I-680 and would not damage scenic resources including trees, rock outcroppings, and historic buildings within view of a State scenic highway.

[11] San Ramon, City of, 2015. *City of San Ramon General Plan 2035*.

c) Substantially degrade the existing visual character or quality of the site and its surroundings? ***(Less-Than-Significant Impact)***

The Crow Canyon overcrossing would consist of a tied arch main span that would reach up to 60 feet tall at its highest point, measured from the deck. At the Crow Canyon location, the proposed overcrossing would serve as a prominent landmark and defining point of focus along the entire corridor between the freeway and to the east of El Capitan Drive, a distance of almost 1 mile. The Bollinger Canyon overcrossing would consist of a cable-stayed main span with a single tower. Two options are considered for the preliminary conceptual tower design including a single mast of an A-frame. At this location, the proposed overcrossing would serve to link key destination areas of San Ramon, including the future City Center and Bishop Ranch Business Park. The bridge would also provide a link via the Iron Horse Trail between the City's Central Park, City Hall, Library, Transit Center, and connectivity to Iron Horse Middle School. Lighting would be installed along the length of both overcrossings.

Both overcrossings would be designed to blend with and enhance the visual character of the trail and surrounding area and were reviewed by the City's Architectural Review Board (ARB) in March 2015. Based on feedback received by the ARB, the proposed project would not be subject to any additional design review. The overcrossing would provide a safe and established route for bicyclists and pedestrians to connect to other segments of the Iron Horse Trail; in this sense, the project is intended to comprise an overall benefit to visual quality and setting of the project sites. Although some existing vegetation and mature trees would be removed as part of bridge construction and trail realignment, trees would be replaced on site, to the extent feasible and consistent with the City's Zoning Ordinance (Division 5, Protected Trees) (refer to Section IV.d, below). Replacing landscaping and trees would ensure that the visual character of the trail alignment is further enhanced and restored after project construction. Therefore, the project would not degrade or detract from the visual quality or character of the project sites and would generally improve the visual character and quality of recreation uses and accessibility along the existing trail alignment. For the reasons listed above, the project's impact on the visual character and quality of the site would be less than significant.

d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area? ***(Potentially Significant Unless Mitigation Incorporated)***

The proposed projects would provide lighting along the entire lengths of the two overcrossings. The City would develop and finalize a lighting plan for the project at the time that final construction drawings are developed and approved. Implementation of the following mitigation measure, described below, would reduce potentially significant impacts related to light and glare on surrounding land uses and vehicle traffic on surrounding roadways to a less-than-significant level.

> Mitigation Measure AES-1: The City shall develop a lighting plan for the proposed project that demonstrates that the project's light and glare impacts on adjacent residential uses and surrounding roadways are less than significant. The City shall finalize and approve the lighting plan prior to approving final construction drawings for the project.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
II.	**AGRICULTURAL AND FORESTRY RESOURCES.** In determining whether impacts to agricultural resources are significant environmental effects, lead agencies may refer to the California Agricultural Land Evaluation and Site Assessment Model (1997) prepared by the California Dept. of Conservation as an optional model to use in assessing impacts on agriculture and farmland. In determining whether impacts to forest resources, including timberland, are significant environmental effects, lead agencies may refer to information compiled by the California Department of Forestry and Fire Protection regarding the state's inventory of forest land, including the Forest and Range Assessment Project and the Forest Legacy Assessment Project; and forest carbon measurement methodology provided in Forest Protocols adopted by the California Air Resources Board. Would the project:				
	a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use?	☐	☐	☐	☒
	b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	☐	☐	☐	☒
	c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))?	☐	☐	☐	☒
	d) Result in the loss of forest land or conversion of forest land to non-forest use?	☐	☐	☐	☒
	e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use?	☐	☐	☐	☒

a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to a non-agricultural use? ***(No Impact)***

The proposed project sites are located within developed, urban areas in San Ramon. Both sites are currently improved with the existing Iron Horse Trail and adjacent roadways and public rights of

way. There are no agricultural uses located within or adjacent to the project sites. Additionally, both sites are classified as "Urban and Built-Up Land" by the State Department of Conservation.[12] Therefore, development of the proposed project would not convert agricultural land to a non-agricultural use. The proposed project would not result in the conversion of Prime Farmland, Unique Farmland, or Farmland of Statewide Importance to a non-agricultural use.

b) Conflict with existing zoning for agricultural use, or a Williamson Act contract? ***(No Impact)***

Both the Crow Canyon and Bollinger Canyon sites are currently zoned as Parks and Recreation on the City of San Ramon Zoning Map. In addition, neither the Crow Canyon site or Bollinger Canyon site are subject to a Williamson Act contract.[13] Therefore, development of the proposed project would not conflict with existing zoning for agricultural use or a Williamson Act contract.

c) Conflict with existing zoning for, or cause rezoning of, forest land (as defined in Public Resources Code section 12220(g)), timberland (as defined by Public Resources Code section 4526), or timberland zoned Timberland Production (as defined by Government Code section 51104(g))? ***(No Impact)***

The project sites are located within an existing urban area within the City of San Ramon and are currently zoned as Parks and Recreation. As such, the proposed project would not conflict with existing zoning for, or cause rezoning of, forest land or conversion of forest land to non-forest uses.

d) Result in the loss of forest land or conversion of forest land to non-forest use? ***(No Impact)***

Please refer to Section II.c. The proposed project would not result in the loss of forest land or conversion of forest land to non-forest uses.

e) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland to non-agricultural use or conversion of forest land to non-forest use? ***(No Impact)***

Please refer to Sections II.a. and II.c. The project site is located within an existing urban environment and would not result in: the extension of infrastructure into an undeveloped area, the development of urban areas on a previously undeveloped greenfield site, or other physical changes that would result in the conversion of farmland to non-agricultural uses or forest land to non-forest uses. The proposed project would not adversely affect agricultural or forestry resources.

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[12] California, State of, 2012. Department of Conservation, Division of Land Resource Protection Mapping and Monitoring Program, Contra Costa Important Farmland 2012. Available online at: ftp.consrv.ca.gov/pub/dlrp/FMMP/pdf/2012/con12.pdf (accessed July 5, 2017).

[13] California, State of, 2013. Department of Conservation. Division of Land Resource Protection. Contra Costa County Williamson Act FY 2012/2013 (map). Available online at: ftp.consrv.ca.gov/pub/dlrp/wa/Contra_Costa_12_13_WA.pdf (accessed July 5, 2017).

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
III.	**AIR QUALITY.** Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
	a) Conflict with or obstruct implementation of the applicable air quality plan?	☐	☐	☒	☐
	b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	☐	☒	☐	☐
	c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	☐	☐	☒	☐
	d) Expose sensitive receptors to substantial pollutant concentrations?	☐	☐	☒	☐
	e) Create objectionable odors affecting a substantial number of people?	☐	☐	☒	☐

The proposed project is located in the City of San Ramon, and is within the jurisdiction of the Bay Area Air Quality Management District (BAAQMD), which regulates air quality in the San Francisco Bay Area. Air quality conditions in the San Francisco Bay Area have improved significantly since the BAAQMD was created in 1955. Ambient concentrations of air pollutants and the number of days during which the region exceeds air quality standards have fallen substantially. In San Ramon, and the rest of the air basin, exceedances of air quality standards occur primarily during meteorological conditions conducive to high pollution levels, such as cold, windless winter nights or hot, sunny summer afternoons.

Within the BAAQMD, ambient air quality standards for ozone, carbon monoxide (CO), nitrogen dioxide (NO_2), sulfur dioxide (SO_2), particulate matter (PM_{10}, $PM_{2.5}$), and lead (Pb) have been set by both the State of California and the federal government. The State has also set standards for sulfate and visibility. The BAAQMD is under State non-attainment status for ozone and particulate matter standards. The BAAQMD is classified as non-attainment for the federal ozone 8-hour standard and non-attainment for the federal $PM_{2.5}$ 24-hour standard.

a) Conflict with or obstruct implementation of the applicable air quality plan? ***(Less-Than-Significant Impact)***

The applicable air quality plan is the BAAQMD's 2017 Clean Air Plan, which was adopted on April 19, 2017. The 2017 Clean Air Plan/Regional Climate Protection Strategy serves as a roadmap for the BAAQMD to reduce air pollution and protect public health and the global climate. The 2017 Clean Air Plan also includes measures and programs to reduce emissions of fine particulates and toxic air contaminants. In addition, the Regional Climate Protection Strategy is included in the 2017 Clean Air Plan, which identifies potential rules, control measures, and strategies that the BAAQMD can pursue to reduce greenhouse gases throughout the Bay Area.

Consistency with the 2017 Clean Air Plan is determined by whether or not the proposed project would result in significant and unavoidable air quality impacts or hinder implementation of control measures (e.g., excessive parking or preclude extension of transit lane or bicycle path). The proposed project would construct two overcrossings along the existing Iron Horse Trail alignment. The proposed overcrossings, located at Crow Canyon Road and Bollinger Canyon Road, are intended to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. In general, the project would promote the BAAQMD initiatives to reduce vehicle trips and vehicle miles traveled and would increase the use of alternate means of transportation.

In addition, as indicated in the analysis that follows, the proposed project would not result in significant operational and construction-period emissions. Therefore, the proposed project supports the goals of the Clean Air Plan and would not conflict with any of the control measures identified in the plan or measures designed to bring the region into attainment. Additionally, the proposed project would not substantially increase the population, vehicle trips, or vehicle miles traveled. The proposed project would not hinder the region from attaining the goals outlined in the Clean Air Plan. Therefore, the proposed project would not hinder or disrupt implementation of any control measures from the Clean Air Plan.

b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation? ***(Potentially Significant Unless Mitigation Incorporated)***

Both State and federal governments have established health-based Ambient Air Quality Standards for six criteria pollutants: CO, O_3, NO_2, SO_2, Pb, and suspended particulate matter (PM). These standards are designed to protect the health and welfare of the populace with a reasonable margin of safety.

According to BAAQMD's CEQA Guidelines, to meet air quality standards for operational-related criteria air pollutant and air precursor impacts, the project must not:

- Generate average daily construction emissions of reactive organic gases (ROG), nitrogen oxides (NO_x), or $PM_{2.5}$ greater than 54 pounds per day or PM_{10} exhaust emissions greater than 82 pounds per day;
- Contribute to CO concentrations exceeding the State ambient air quality standards; or
- Generate operation emissions of ROG, NO_x, or $PM_{2.5}$ of greater than 10 tons per year or 54 pounds per day or PM_{10} emissions greater than 15 tons per year or 82 pounds per day.

Construction and operation emissions associated with the proposed project are analyzed below. As discussed, the proposed project would not generate significant operation-period emissions and, with implementation of Mitigation Measure AIR-1, the project would not generate construction-period emissions in excess of established standards. Therefore, the project would not violate any air quality standards or contribute substantially to an existing or projected air quality violation.

Construction Period Impacts

During construction, short-term degradation of air quality may occur due to the release of particulate matter emissions (i.e., fugitive dust) generated by grading, hauling, and other activities. Emissions from construction equipment are also anticipated and would include CO, NO_x, ROG, directly-emitted particulate matter ($PM_{2.5}$ and PM_{10}), and toxic air contaminants (TACs) such as diesel exhaust particulate matter.

Site preparation and project construction would involve grading, paving, and other activities. Construction-related effects on air quality from the proposed project would be greatest during the site preparation phase due to the disturbance of soils. If not properly controlled, these activities would temporarily generate particulate emissions. Sources of fugitive dust would include disturbed soils at the construction sites. Unless properly controlled, vehicles leaving the site would deposit dirt and mud on local streets, which could be an additional source of airborne dust after it dries. PM_{10} emissions would vary from day to day, depending on the nature and magnitude of construction activity and local weather conditions. PM_{10} emissions would depend on soil moisture, silt content of soil, wind speed, and the amount of operating equipment. Larger dust particles would settle near the source, while fine particles would be dispersed over greater distances from the construction site.

Water or other soil stabilizers can be used to control dust, resulting in emission reductions of 50 percent or more. The BAAQMD has established standard measures for reducing fugitive dust emissions (PM_{10}). With the implementation of these Basic Construction Mitigation Measures, fugitive dust emissions from construction activities would not result in adverse air quality impacts.

In addition to dust-related PM_{10} emissions, heavy trucks and construction equipment powered by gasoline and diesel engines would generate CO, SO_2, NO_x, volatile organic compounds (VOCs) and some soot particulate ($PM_{2.5}$ and PM_{10}) in exhaust emissions. If construction activities were to increase traffic congestion in the area, CO and other emissions from traffic would increase slightly while those vehicles are delayed. These emissions would be temporary and limited to the immediate area surrounding the construction site.

Construction emissions were estimated for the project using the Sacramento Metropolitan Air Quality Management District's Road Construction Emissions Model, Version 8.1.0 (Roadmod) as recommended by the BAAQMD for linear construction projects. Construction-related emissions are presented in Table 1. Detailed calculations are provided in Appendix A.

Table 1: Unmitigated Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust PM_{10}	Exhaust $PM_{2.5}$
Grubbing/Land Clearing	1.2	13.9	0.6	0.5
Grading/Excavation	11.1	125.6	5.6	5.1
Drainage/Utilities/Sub-Grade	7.3	76.5	3.6	3.3
Paving	1.2	11.8	0.7	0.6
Maximum (pounds/day)	11.1	125.6	5.6	5.1
Average Daily (pounds/day)	7.3	80.1	3.7	3.3
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**Yes**	**No**	**No**

Source: LSA Associates Inc., June 2017.

As shown in Table 1, construction emissions associated with the project would be less than significant for ROG and $PM_{2.5}$ and PM_{10} exhaust emissions, however NO_x emissions would be above the BAAQMD threshold. The BAAQMD requires the implementation of Basic Construction Mitigation Measures to reduce construction dust impacts to a less than significant level. Implementation of Mitigation Measure AIR-1 would reduce construction dust and NO_x emissions to a less-than-significant level.

Mitigation Measure AIR-1: Consistent with the Basic Construction Mitigation Measures required by the BAAQMD, the following actions shall be incorporated into construction contracts and specifications for the project:

- All exposed surfaces (e.g., parking areas, staging areas, soil piles, graded areas, and unpaved access roads) shall be watered two times per day with reclaimed water, if available.
- All haul trucks transporting soil, sand, or other loose material off-site shall be covered.
- All visible mud or dirt tracked-out onto adjacent public roads shall be removed using wet power vacuum street sweepers at least once per day. The use of dry power sweeping is prohibited.
- All vehicle speeds on unpaved roads shall be limited to 15 mph.
- All roadways, driveways, and sidewalks to be paved shall be completed as soon as possible.
- Structural pads shall be laid as soon as possible after grading unless seeding or soil binders are used.
- Idling times shall be minimized either by shutting equipment off when not in use or reducing the maximum idling time to 5 minutes (as required by the California airborne toxics control measure Title 13, Section 2485 of California Code of Regulations [CCR]). Clear signage shall be provided for construction workers at all access points.
- All construction equipment shall be maintained and properly tuned in accordance with manufacturer's specifications. All equipment shall be checked by a certified mechanic and determined to be running in proper condition prior to operation.

- A publicly visible sign shall be posted with the telephone number and person to contact at the City of San Ramon regarding dust complaints. This person shall respond and take corrective action within 48 hours. The BAAQMD's phone number shall also be visible to ensure compliance with applicable regulations.
- The City and/or the project contractor shall require all off-road diesel-powered construction equipment of greater than 50 horsepower used for the project meet the California Air Resources Board Tier 4 emissions standards.

As shown in Table 1 above, the proposed project would exceed the daily emissions threshold for NO_x. Therefore, Mitigation Measure AIR-1 would be required to reduce construction emissions to a less-than-significant level. Table 2 shows the proposed project's mitigated construction emissions.

Table 2: Mitigated Project Construction Emissions in Pounds Per Day

Project Construction	ROG	NO_x	Exhaust PM_{10}	Exhaust $PM_{2.5}$
Grubbing/Land Clearing	0.6	1.8	0.1	0.1
Grading/Excavation	4.8	10.2	0.6	0.5
Drainage/Utilities/Sub-Grade	3.1	7.0	0.4	0.4
Paving	0.6	1.8	0.1	0.1
Maximum (pounds/day)	4.8	10.2	0.6	0.5
Average Daily (pounds/day)	3.1	6.7	0.4	0.3
BAAQMD Thresholds	54.0	54.0	82.0	54.0
Exceed Threshold?	**No**	**No**	**No**	**No**

Source: LSA Associates Inc., June 2017.

As indicated in Table 2, with implementation of Mitigation Measure AIR-1, construction of the proposed project would not exceed daily emissions thresholds. Therefore, air quality impacts associated with construction of the proposed project would be less than significant.

Operational Emissions – Regional Emissions Analysis

Long-term air emission impacts are associated with stationary sources and mobile sources. Stationary source emissions result from the consumption of natural gas and electricity. Mobile source emissions result from vehicle trips and result in air pollutant emissions affecting the entire air basin. As discussed above, the proposed project would construct two overcrossings along the existing Iron Horse Trail alignment to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. Thus, the project would not result in a significant increase in the generation of vehicle trips that would increase air pollutant emissions. The project would result in low levels of off-site emissions due to energy generation associated with lighting along the overcrossing. However, these emissions would be minimal and would not exceed the pollutant thresholds established by the BAAQMD. Therefore, the proposed project would not be a significant source of operational emissions and this impact would be less than significant.

Localized CO Impacts

Emissions and ambient concentrations of CO have decreased dramatically in the Bay Area with the introduction of the catalytic converter in 1975. No exceedances of the State or federal CO standards have been recorded at Bay Area monitoring stations since 1991. The BAAQMD 2017 CEQA Guidelines include recommended methodologies for quantifying concentrations of localized CO levels for proposed transportation projects. A screening level analysis using guidance from the BAAQMD CEQA Guidelines was performed to determine the impacts of the project. The screening methodology provides a conservative indication of whether the implementation of a proposed project would result in significant CO emissions. According to the BAAQMD CEQA Guidelines, a proposed project would result in a less-than-significant impact to localized CO concentrations if the following screening criteria are met:

- The project is consistent with an applicable congestion management program established by the county congestion management agency for designated roads or highways, and the regional transportation plan and local congestion management agency plans.
- Project traffic would not increase traffic volumes at affected intersections to more than 44,000 vehicles per hour.
- The project would not increase traffic volumes at affected intersections to more than 24,000 vehicles per hour where vertical and/or horizontal mixing is substantially limited (e.g., tunnel, parking garage, bridge underpass, natural or urban street canyon, or below-grade roadway).

Implementation of the proposed project would not conflict with the Contra Costa County Countywide Transportation Plan for designated roads or highways, a regional transportation plan, or other agency plans. The project sites are not located in an area where vertical or horizontal mixing of air is substantially limited. The project would not increase traffic volumes at intersections to more than 44,000 vehicles per hour and intersection level of service associated with the project would not decline with the project. Therefore, the proposed project would not result in localized CO concentrations that exceed State or federal standards and this impact would be less than significant.

c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or State ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)? ***(Less-Than-Significant Impact)***

As discussed in Section III.b, with implementation of Mitigation Measure AIR-1, construction of the proposed project would not result in significant levels of criteria air pollutants or pollutant precursors, while operation of the project would not generate air emissions. Therefore, construction and operation of the project would not significantly contribute to cumulative levels of pollution in the Air Basin. This impact would be less than significant.

d) Expose sensitive receptors to substantial pollutant concentrations? ***(Less-Than-Significant Impact)***

Sensitive receptors are defined as residential uses, schools, daycare centers, nursing homes, and medical centers. Individuals particularly vulnerable to diesel particulate matter are children, whose

lung tissue is still developing, and the elderly, who may have serious health problems that can be aggravated by exposure to diesel particulate matter. Exposure from diesel exhaust associated with construction activity contributes to both cancer and chronic non-cancer health risks.

According to the BAAQMD, a project would result in a significant impact if it would: individually expose sensitive receptors to TACs resulting in an increased cancer risk greater than 10.0 in one million, increased non-cancer risk of greater than 1.0 on the hazard index (chronic or acute), or an annual average ambient $PM_{2.5}$ increase greater than 0.3 micrograms per cubic meter ($\mu g/m^3$). A significant cumulative impact would occur if the project in combination with other projects located within a 1,000-foot radius of the project site would expose sensitive receptors to TACs resulting in an increased cancer risk greater than 100.0 in one million, an increased non-cancer risk of greater than 10.0 on the hazard index (chronic), or an ambient $PM_{2.5}$ increase greater than 0.8 $\mu g/m^3$ on an annual average basis. Impacts from substantial pollutant concentrations are discussed below and would be less than significant.

The closest sensitive receptors include the multi-family residential uses located approximately 160 feet northeast of the Crow Canyon project site and the multi-family residential uses located approximately 340 feet southeast of the Bollinger Canyon project site. A hotel is located approximately 50 feet east of the Bollinger Canyon site, but is not considered a sensitive receptor for the purposes of air quality impacts. As described in Section III.b, above, construction of the proposed project may expose surrounding sensitive receptors to airborne particulates, as well as a small quantity of construction equipment pollutants (i.e., usually diesel-fueled vehicles and equipment). However, construction contractors would be required to implement Mitigation Measure AIR-1. With implementation of these mitigation measures, project construction emissions would be below the BAAQMD significance thresholds and, once the project is constructed, the project would not be a source of substantial emissions. In addition, individuals using the overcrossings would not be impacted by existing roadway emissions due to the short term use of the overcrossings. Therefore, sensitive receptors are not expected to be exposed to substantial pollutant concentrations during project construction or operation, and potential impacts would be considered less than significant.

e) Create objectionable odors affecting a substantial number of people? ***(Less-Than-Significant Impact)***

During project construction, some odors may be present due to diesel exhaust. However, these odors would be temporary and limited to the construction period. The proposed project would not include any activities or operations that would generate objectionable odors and once operational, the project would not be a source of odors. Therefore, the proposed project would not create objectionable odors affecting a substantial number of people, and this impact would be less than significant.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IV.	**BIOLOGICAL RESOURCES.** Would the project:				
a)	Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
b)	Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	☐	☒	☐	☐
c)	Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?	☐	☒	☐	☐
d)	Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	☐	☐	☐	☒
e)	Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	☐	☒	☐	☐
f)	Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?	☐	☐	☐	☒

Methods

LSA conducted a biological resources assessment of the proposed project sites, which included a review of available literature and databases, a reconnaissance-level field survey, and a tree survey. Prior to conducting surveys, LSA searched the California Natural Diversity Database (CNDDB) and California Native Plant Society (CNPS) Inventory of Rare and Endangered Plants of California (8th edition) for records of special-status wildlife and plant species and sensitive habitat occurrences

within 5 miles of the project sites.[14,15] Data base search results were supplemented by the professional experience of LSA biologists regarding the occurrence of special-status species in Contra Costa County. LSA also reviewed United States Geological Survey (USGS) topographic maps, the US Fish and Wildlife Service (USFWS) Critical Habitat Portal, and current Google Earth aerial images of the project sites. LSA's wildlife biologist and botanist conducted a reconnaissance-level survey on June 30, 2017, to assess current habitat conditions and evaluate the potential for the site to support special-status wildlife and plant species. The survey was conducted on foot in order to provide visual coverage of the project sites in their entirety. Wildlife and plant species observed during the survey were recorded in field notes. The scientific nomenclature and vernacular nomenclature for plant species used in this report are from the Jepson Flora Project.[16] When appropriate, vegetation classification follows A Manual of California Vegetation, second edition.[17] In addition, a survey of the trees onsite was conducted by LSA arborist on June 22, 2017. Standard measurements for trees onsite were recorded.

Following is an overview of the conditions related to biological resources on the project sites.

Vegetation

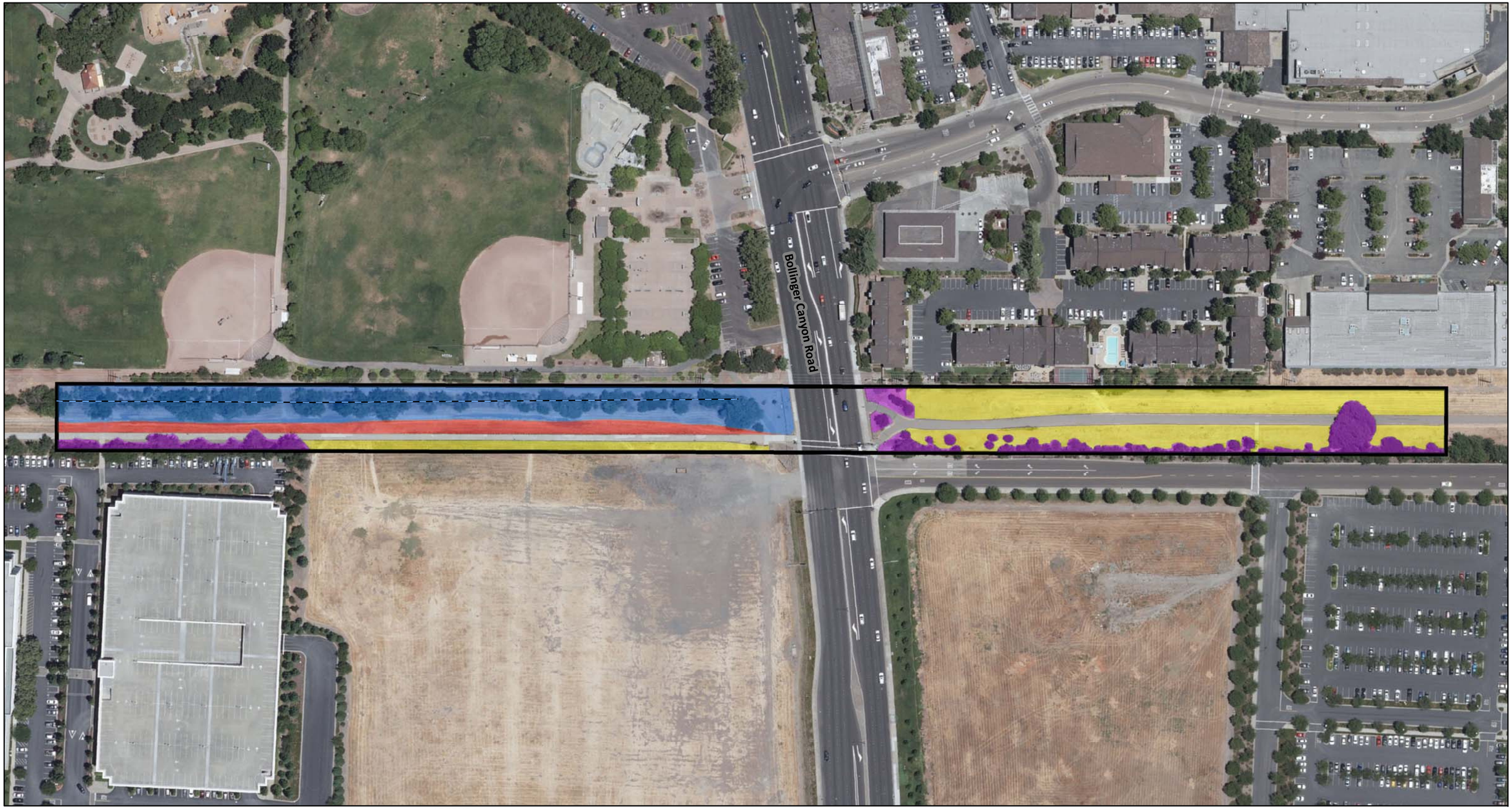
Vegetation communities on the Crow Canyon project site consist of annual grassland, ornamental, revegetated coast live oak woodland, and a seasonal wetland. Vegetation communities on the Bollinger Canyon project site consist of annual grassland, ornamental, revegetated purple needlegrass grassland, revegetated coast live oak woodland, and revegetated willow riparian woodland. While purple needlegrass grassland, coast live oak woodland, and willow riparian woodland occur naturally in California, the stands within the Bollinger Canyon and Crow Canyon project sites have been restored from farmland or other types of disturbed plant communities and are therefore not naturally occurring. Aerial imagery from as far back as 1939 shows both overcrossing sites cleared of vegetation and in use as the Southern Pacific Railroad right-of-way. The railroad was abandoned in 1977 and both locations remained in this cleared state until at least 2002, when aerial imagery shows what appears to be newly planted riparian vegetation at the Crow Canyon Road overcrossing. All five vegetation communities are described below. Figures 11 and 12 identify vegetation communities within the Crow Canyon and Bollinger Canyon sites, respectively.

[14] California Department of Fish and Wildlife, 2017. California Natural Diversity Data Base, Commercial Version, Updated April 4, 2017. California Department of Fish and Game, Biogeographic Data Branch, Sacramento, California. Accessed on June 6, 2017.

[15] California Native Plant Society, 2017. *Inventory of Rare and Endangered Vascular Plants of California*. Online. Accessed on June 6, 2017.

[16] Jepson Flora Project, 2017. Jepson eFlora. Website: ucjeps.berkeley.edu/IJM.html (accessed June 2017).

[17] Sawyer, J.O., T. Keeler-Wolf, and J.M. Evens, 2009. *A Manual of California Vegetation*. Second Edition. California Native Plant Society in collaboration with the California Department of Fish and Game. Sacramento, California.



LSA

LEGEND

Project Boundary

Drainage

Vegetation Cover

Non-native Annual Grassland (1.38 acres)

Revegetated Coast Live Oak Woodland (0.51 acres)

Revegetated Purple Needlegrass Grassland (0.40 acres)

Revegetated Willow Riparian Woodland (1.30 acres)

FIGURE 11

0 68.75 137.5

FEET

SOURCE: Arup Engineers (07/16), ESRI Aerial Imagery.

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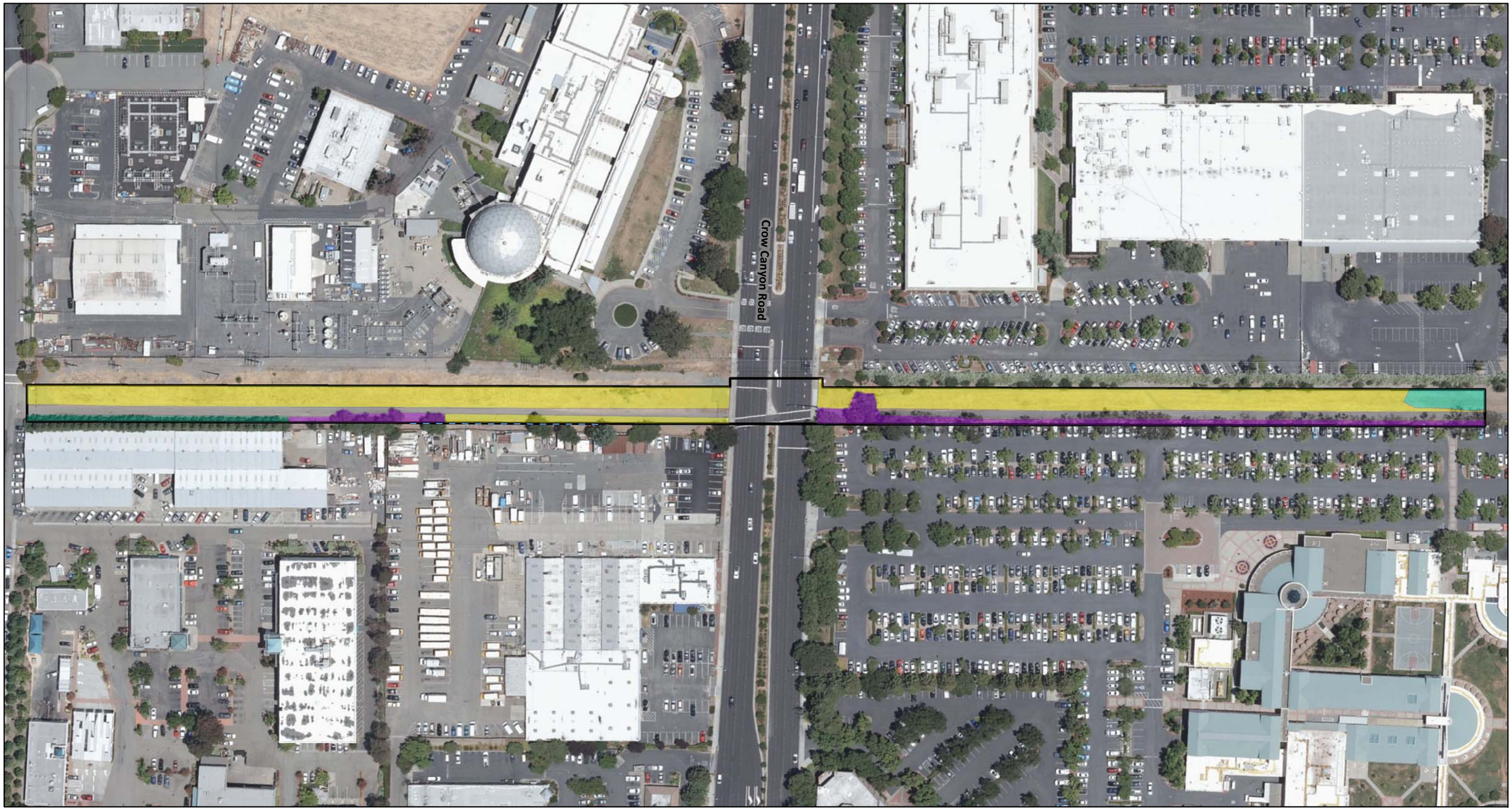
San Ramon Iron Horse Trail Overcrossings Project

Crow Canyon Site -- Vegetation Cover



LSA

LEGEND

Project Boundary

Drainage

Vegetation Cover

Non-native Annual Grassland (1.21 acres)

Ornamental (0.07 acres)

Potential Seasonal Wetland (0.06 acres)

Revegetated Coast Live Oak Woodland (0.27 acres)

FIGURE 12

0 62.5 125

FEET

SOURCE: Arup Engineers (07/16), ESRI World Imagery

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San Ramon Iron Horse Trail Overcrossings Project

Bollinger Canyon Site -- Vegetation Cover

Non-Native Annual Grassland. Non-native annual grassland occurs on both the Crow Canyon and Bollinger Canyon project sites and covers approximately 1.21 and 1.38 acres of each site, respectively. Most of the annual grasslands on both sites are regularly disturbed by mowing in the late spring, and as a result, many of the plants present were unidentifiable to species. The grassland is dominated by wild oat (*Avena* sp.) and Italian rye grass (*Festuca perennis*), with a small amount of orchard grass (*Dactylis glomerata*). Other non-native herbaceous species observed include bristly ox-tongue (*Helminthotheca echioides*), sharp-leaved fluellin (*Kickxia elatine*), English plantain (*Plantago lanceolata*), and yellow star thistle (*Centaurea solstitialis*).

Ornamental. This land cover type occupies approximately 0.07 acre at the Crow Canyon overcrossing, and is comprised of a row of coast redwoods (*Sequoia sempervirens*) planted along a fence line.

Revegetated Purple Needlegrass Grassland (*Stipa pulchra* Herbaceous Alliance). This vegetation community occupies 0.40 acre at the Bollinger Canyon Road overcrossing. It is confined to a narrow strip adjacent to the riparian woodland to the northeast and a cut dirt path to the southwest. California brome (*Bromus carinatus* var. *carinatus*) is also co-dominant in this stand. This area appears to have been planted as a restoration area and at the time of the site visit was mowed.

Revegetated Coast Live Oak Woodland (*Quercus agrifolia* Woodland Alliance). This vegetation community occurs at the Crow Canyon and Bollinger Canyon project sites and occupies 0.27 and 0.51 acre, respectively. The dominant tree in these stands is coast live oak, with a small number of valley oak (*Q. lobata*) present as well. Although both of these oaks are native to the region, the stands appear to have been planted and contain a large number of non-native trees and shrubs such as eucalyptus, (*Eucalyptus* sp.), oleander (*Nerium oleander*), pine (*Pinus* sp.), and wattle (*Acacia* sp.)

Revegetated Willow Riparian Woodland. This vegetation community is associated with the drainage located at the Bollinger Canyon Road overcrossing and occupies 1.30 acres. It also appears to have been replanted with native willows (*Salix* spp.), toyon (*Heteromeles arbutifolia*), and elderberry (*Sambucus nigra* subsp. *caerulea*). Non-native species present include eucalyptus and pampas grass (*Cortaderia* sp.).

Jurisdictional Waters

During the field reconnaissance survey, one ditch and one potential seasonal wetland were documented on the northwestern and southeastern portions of the Crow Canyon site, respectively. In addition, one drainage was documented in the northeastern portion of the Bollinger Canyon site. All three of these features are potentially jurisdictional waters of the United States and/or the State. A formal jurisdictional delineation is required to make this determination. The ditch located at the Crow Canyon Road overcrossing was dry and was not carrying any water at the time of the survey. The potential seasonal wetland, located at the Crow Canyon Road overcrossing, is dominated by wetland vegetation including Mediterranean barley (*Hordeum marinum*) and tall flatsedge (*Cyperus eragrostis*). The drainage is associated with the revegetated willow riparian woodland located at the Bollinger Canyon Road overcrossing. At the time of the survey, the drainage was not carrying any water and was dry.

Wildlife

The highly urbanized nature of both the Bollinger Canyon and Crow Canyon project sites reduces the likelihood for sensitive native wildlife species to be present. Wildlife species expected to occur within and in the vicinity of the proposed project sites are those adapted to urban habitats of the Bay Area bioregion. Two California ground squirrel (*Otospermophilus beecheyi*) burrows were observed on a portion of the Bollinger Canyon project site, and an individual ground squirrel was observed in this location. Other urban-adapted wildlife species that may pass through the project sites include, northern raccoon (*Procyon lotor)*, Virginia opossum (*Didelphis virginiana)*, and striped skunk (*Mephitis mephitis)*.

The ornamental trees on both project sites provide nesting habitat for bird species, and an active bushtit nest (*Psaltriparus minimus*) was documented during the reconnaissance-level survey on the Crow Canyon project site. Other common bird species observed during the reconnaissance level survey were California scrub-jay (*Aphelocoma californica*), American crow (*Corvus brachyrhynchos)*, lesser goldfinch (*Spinus psaltria*), western bluebird (*Sialia mexicana*), dark-eyed junco (*Junco hyemalis*), and Eurasian collar-dove (*Streptopelia decaocto*). The larger ornamental trees within and in the vicinity of the proposed project sites provide suitable nesting habitat for larger raptors, including red-tailed hawk (*Buteo jamaicensis*), red-shouldered hawk (*B. lineatus*), and Cooper's hawk (*Accipiter cooperi*).

a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ***(Potentially Significant Unless Mitigation Incorporated)***

For the purpose of this analysis, special-status species are defined as follows:

- Species that are listed, formally proposed, or designated as candidates for listing as threatened or endangered under the federal Endangered Species Act (ESA);
- Species that are listed, or designated as candidates for listing, as rare, threatened, or endangered under the California Endangered Species Act (CESA);
- Plant species assigned to California Rare Plant Ranks 1A, 1B, and 2A and 2B;
- Wildlife species designated as Species of Special Concern or Fully Protected by the California Department of Fish and Wildlife (CDFW);
- Species that meet the definition of rare, threatened, or endangered under Section 15380 of the CEQA guidelines; or
- Species considered a taxon of local concern by local agencies.

Plants. The project sites have been altered from their natural state by human habitation and use. The grasslands on the project sites have been graded for a railroad, grazed, dry farmed, disked, and routinely mowed. The riparian woodland, coast live oak woodland, and purple needlegrass grassland areas have recently been restored, and have a high volume of invasive perennial plants.

Table 3 provides a list of 14 special-status plant species evaluated for their potential to occur within the project site. Based on a review of the distribution and habitat requirements of these species and

the habitat conditions within the project site, LSA determined that none of the 14 special-status plant species have potential to occur on the project sites. In addition, no designated critical habitat for federally protected plant species occurs on the project sites. No special-status plant species were documented in CNDDB or CNPS within 0.5 mile of the project sites, and none are expected to occur within the project sites. As such, impacts to special-status plant species are anticipated to be less than significant, and no mitigation is required.

Wildlife. Table 4 provides a list of 13 special-status wildlife species evaluated for potential impacts. Based on a review of the distribution and habitat requirements of these species and the urban/ developed nature of the project sites, the LSA biologist determined that 12 of these species have no potential to occur on either project site. The remaining species, burrowing owl (*Athene cunicularia*) has a moderate potential to occur on the Bollinger Canyon site based on the presence of suitable habitat. Table 4 provides further detail on this species. In addition, both project sites provide suitable habitat for native nesting birds protected under the federal Migratory Bird Treaty Act (MBTA) and Section 3503 of the California Fish and Game Code. As a result, birds protected under these regulations have the potential to nest on or in the vicinity of both project sites. Designated critical habitat for federally listed wildlife species does not occur on either project site.

Although burrowing owls have not been detected at the Bollinger Canyon project site, the site contains suitable habitat (i.e., ground squirrel burrows within short vegetation). In addition, suitable habitat for native nesting birds is present on both project sites. Vegetation removal, vegetation trimming, and ground disturbing activities have the potential to impact native nesting birds on the Crown Canyon and Bollinger Canyon project sites and nesting/overwintering burrowing owls on the Bollinger Canyon project site. Ground disturbance could result in the destruction of burrows occupied by burrowing owls and could cause mortality of adults and/or young. Activities conducted during the nesting season for native nesting birds (February 1 to August 31), could cause the destruction of nests, also potentially leading to mortality of young. Construction-related disturbance and/or vegetation removal/trimming activities could also indirectly impact nesting birds and nesting burrowing owls by causing adults to abandon active nests, resulting in nest failure and reduced reproductive success. The following mitigation measures would reduce the potential for direct impacts to burrowing owls and direct and indirect impacts to native nesting birds covered under the MBTA and/or California Fish and Game Code to a less-than-significant level.

> Mitigation Measure BIO-1: Pre-construction surveys for burrowing owls shall be conducted in suitable habitat for this species on the Bollinger Canyon project site. No more than 14 days prior to ground disturbing activities, a qualified biologist shall conduct a pre-construction take/ avoidance survey for burrowing owls using the methods described in Appendix D of the CDFW *Staff Report on Burrowing Owl Mitigation* (Staff Report).[18] If no burrowing owls are detected during the initial take/avoidance survey, a final survey shall be conducted within 24 hours prior to ground disturbance to confirm that owls are still absent. If construction activities are delayed beyond 24 hours of the second survey, an additional survey shall be required within 24 hours prior to the re-initiation of construction.

[18] California Department of Fish and Wildlife, 2012. *Staff Report on Burrowing Owl Mitigation*. Available online at: nrm.dfg.ca.gov/FileHandler.ashx?DocumentID=83843.pdf (accessed July 10, 2017).

If burrowing owls are documented to occupy burrows within the project site either during the breeding season or overwintering, compensatory mitigation shall be required. Compensatory mitigation shall follow the guidelines outlined in the 2012 CDFW Staff Report. Occupied burrows shall be provided with protective buffers (year-round) within which construction activities shall be prohibited. Buffer sizes shall be determined by the qualified biologist in consultation with CDFW.

For burrows where avoidance is not feasible, owls shall be passively relocated. A Burrowing Owl Exclusion Plan shall be developed and approved by CDFW prior to the implementation of passive relocation. Any burrowing owls detected onsite shall be monitored prior to, during, and after exclusion to ensure that substantial adverse effects are avoided. If burrow exclusion will occur immediately after the end of the breeding season, daily monitoring shall be conducted for one week prior to the exclusion to confirm that any young have fledged.

Mitigation Measure BIO-2: If project activities at the Crow Canyon and Bollinger Canyon sites occur during the nesting season for native birds (February 1 to August 31), a qualified biologist shall conduct a pre-construction nesting bird survey prior to vegetation removal, vegetation trimming, or ground-disturbing activities. The survey area shall include all suitable nesting habitat within a 250-foot buffer of the work areas for passerine species, and a 500-foot buffer of the work areas for raptor species. The survey shall be conducted no more than 14 days prior to the start of work. If the survey determines the presence of nesting birds, the biologist shall determine an appropriately sized exclusion zone around the nest in which no work will be allowed until the young have successfully fledged (or the nest has been abandoned). Exclusion zones shall be clearly delineated (i.e., orange construction fencing) around each active nest site. The size of the exclusion zone shall be determined by the biologist and shall be based on the nesting species and its sensitivity to disturbance. Typically, passerine species are provided with buffers measuring 50 to 100 feet, and raptors are provided with 300-foot buffers. Active nest sites shall be monitored periodically to determine time of fledging.

The following mitigation measure, which requires all construction workers who will work on the site to attend special-status species training, shall also be implemented to further reduce potential impacts to special-status species that may occur on or near both project sites during construction.

Mitigation Measure BIO-3: All construction personnel shall receive environmental training by a qualified biologist regarding special-status species in the vicinity of the Crow Canyon and Bollinger Canyon sites (burrowing owl and native nesting birds) prior to the initiation of construction activities. This training shall include a description of the species, comparison of the species to other similar species, life history, and a description of all proposed project measures in place to protect the species. Crews shall also be informed to stop all work and notify their supervisor or the monitoring biologist if special-status species are observed within the proposed project sites.

With the implementation of Mitigation Measures BIO-1, BIO-2, and BIO-3, impacts to special-status species resulting from the proposed project would be reduced to a less-than-significant level.

Table 3: Special-Status Plant Species Evaluated

Species	Status* (Federal/State/CRPR)	Habitat/Blooming Period	Occurrence or Potential, Rationale for Exclusion, and/or Other Details
Adoxaceae			
Viburnum ellipticum Western viburnum	–/–/2B.3	This perennial deciduous shrub occurs in chaparral, cismontane woodland, and lower montane coniferous forest, between 700 and 4,600 feet in elevation. It blooms from May through June.	There is no suitable chaparral, woodland, or coniferous forest within either of the project sites, and the only documented occurrence of this species within 5 miles has not been documented since 1933. As such, this species is not expected to occur.
Apiaceae			
Eryngium jepsonii *Button–celery*	–/–/1B.2	This perennial herb occurs in clay soils in Valley and foothill grassland and vernal pools below 1,000 feet in elevation. It blooms from April through October.	There is marginally suitable grassland present and no vernal pool habitat present within the project sites. However, due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
Asteraceae			
Centromadia parryi congdonii Congdon's tarplant	–/–/1B.1	This annual herb occurs in alkaline soils in valley and foothill grassland, below 750 feet in elevation. It blooms May through November.	There is marginally suitable grassland present within the project sites. However, due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
Helianthella castanea Diablo helianthella	–/–/1B.2	This perennial herb is found in broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, riparian woodland, and valley and foothill grassland between 200 and 4,250 feet in elevation. It blooms from March through June.	There is no suitable broadleaved upland forest, chaparral, cismontane woodland, coastal scrub, or riparian woodland, within either of the project sites. There is marginally suitable grassland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
Monolopia gracilens Small–flowered monolopia	–/–/1B.2	This annual herb is found in serpentine or rocky soils in openings within chaparral, cismontane woodlands, broadleaf upland forests, and North Coast coniferous forests. It occurs from 350 to 4,000 feet in elevation and blooms February through July.	There is no suitable chaparral, cismontane woodland, broadleaf upland forest, or North Coast coniferous forest within either of the project sites. As such, this species is not expected to occur.
Boraginaceae			
Amsinckia lunaris Bent-flowered fiddleneck	–/–/1B.2	This annual herb occurs in coastal bluff scrub, cismontane woodland, and valley and foothill grassland below 1,650 feet in elevation. It blooms March through June.	There is no suitable coastal bluff scrub or cismontane woodland within either of the project sites. There is marginally suitable grassland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.

Table 3: Special-Status Plant Species Evaluated

Species	Status* (Federal/State/CRPR)	Habitat/Blooming Period	Occurrence or Potential, Rationale for Exclusion, and/or Other Details
Chenopodiaceae			
Extriplex joaquinana San Joaquin spearscale	–/–/1B.2	This annual herb is found growing in alkaline soils in chenopod scrub, meadows, alkali sinks (playas), and valley and foothill grassland below 2,750 feet in elevation. It blooms April through October.	There is no suitable chenopod scrub, meadows, or alkali sinks within either of the project sites. There is marginally suitable grassland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
Ericaceae			
Arctostaphylos auriculata Mount Diablo manzanita	–/–/1B.3	This perennial evergreen shrub is found in chaparral and cismontane woodland, generally on sandstone substrate, between 450 and 2,200 feet in elevation. It blooms January through March	There is no suitable chaparral, cismontane woodland within either of the project sites. As such, this species is not expected to occur.
Arctostaphylos manzanita laevigata Contra Costa manzanita	–/–/1B.2	This species is a perennial evergreen shrub that is found in rocky chaparral between 1,650 and 3,600 feet in elevation. It blooms from January through April.	There is no suitable chaparral within either of the project sites. As such, this species is not expected to occur.
Fabaceae			
Hoita strobilina Hoita	–/–/1B.1	This perennial herb usually occurs on serpentine soils in mesic site within cismontane woodland, chaparral, and riparian woodland below 2,800 feet in elevation. It blooms from May through October.	There are no serpentine soils and no suitable cismontane woodland or chaparral within either of the project sites. There is marginally riparian woodland present, but due to the history of disturbance and use as a ROW, this species is not expected to occur.
Liliaceae			
Calochortus pulchellus Mt. Diablo fairy lantern	–/–/1B.2	This perennial bulbiferous herb occurs in chaparral, cismontane and riparian woodland, and valley and foothill grassland below 2,750 feet in elevation. It blooms April through June.	There is no suitable chaparral or cismontane woodland within either of the project sites. There is marginally suitable riparian woodland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.
Fritillaria liliacea Fragrant fritillary	–/–/1B.2	This perennial bulbiferous herb occurs in cismontane woodlands, coastal scrub, coastal prairie, and valley and foothill grassland, often in serpentine soils, below 1,350 feet in elevation. It blooms February through April.	There is no serpentine soil or suitable cismontane woodland, coastal scrub or coastal prairie within either of the project sites. There is marginally suitable riparian woodland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.

Table 3: Special-Status Plant Species Evaluated

Species	Status* (Federal/State/CRPR)	Habitat/Blooming Period	Occurrence or Potential, Rationale for Exclusion, and/or Other Details
Malvaceae			
Malacothamnus hallii Hall's bush mallow	–/–/1B.2	This evergreen shrub occurs in chaparral and coastal scrub below 3,000 feet in elevation. It blooms May through September.	There is no suitable chaparral or coastal scrub within either of the project sites. As such, this species is not expected to occur.
Polygonaceae			
Eriogonum truncatum Mount Diablo buckwheat	–/–/1B.1	This species is an annual herb that is found in chaparral, coastal scrub, and valley and foothill grassland, below 1,150 feet in elevation. It blooms from April through December.	There is no suitable chaparral or coastal scrub within either of the project sites. There is marginally suitable grassland present, but due to the history of disturbance and use as a railroad ROW, this species is not expected to occur.

*CALIFORNIA RARE PLANT RANK (CRPR)
CRPR 1B – Plants rare, threatened, or endangered in California and elsewhere.
CRPR 2B – Plants rare, threatened, or endangered in California, but more common elsewhere.

FEDERAL AND STATE LISTING STATUS
FE Listed or proposed for listing as endangered under the Endangered Species Act (ESA) or candidates for possible future listing as endangered under the ESA (50 CFR Section 17.12).
CE Listed or candidates for listing by the State of California at endangered under CESA (Fish and Game Code Section 2050 et seq.). A plant is endangered when the prospects of its survival and reproduction in the wild are in immediate jeopardy from one or more causes, including predation, competition, disease, or other factors (Fish and Game Code Section 2062).

Source: California Department of Fish and Wildlife, 2017. California Natural Diversity Database.

Table 4: Special-Status Wildlife Species Evaluated

Species	Status (Federal/State)	Habitat	Potential for Occurrence Within the Proposed Project Sites[a]
Amphibians			
California tiger salamander, Central California Distinct Population Segment (DPS) *Ambystoma californiense*	FT/ST	Grasslands and low foothill regions. Seasonal ponds that remain until May or June within grassland where individuals estivate in rodent burrows or cracks in the soil	No suitable aquatic habitat (e.g., seasonal ponds) is present in the vicinity of either project site. This species has not been documented to occur within two miles of the project sites. Based on the lack of documented occurrences and suitable aquatic habitat, this species is not likely to occur.
California red-legged frog *Rana draytonii*	FT/CSC	Aquatic habitat consists of standing bodies of freshwater, including stock ponds, pools, and slow-moving streams. Utilizes upland areas within one mile of aquatic habitat.	No suitable aquatic habitat is present in the vicinity of either project site. The closest CNDDB occurrence was documented in 2000 approximately 1.3 miles from the Crow Canyon project site in a drainage stock pond. Both project sites are surrounded by heavily used roads, and it not likely that a frog would utilize either site. As such, this species is unlikely to occur based on lack of habitat and distance of documented occurrences.
Reptiles			
Western pond turtle *Actinemys marmorata*	–/CSC	Found in ponds, marshes, rivers, streams, and irrigation ditches with aquatic vegetation. Requires basking sites and adjacent grasslands or other open habitat for egg-laying.	No suitable aquatic habitat is present in the vicinity of either project site. The closest CNDDB occurrence was documented in 2015 1.10 miles from the Bollinger Canyon project site in South San Ramon Creek. Due to the lack of suitable habitat and heavily urbanized nature of the surrounding area, western pond turtles are not likely to occur on either project site.
Alameda whipsnake *Masticophis lateralis euryxanthus*	FT/CT	Commonly associated with chaparral and scrub habitats, which serve as center of home ranges. Also occur in nearby grassland, oak savannah, woodland, and rocky outcrops. Occurs throughout Contra Costa County, most of Alameda County, and portions of Santa Clara and western San Joaquin Counties.	Suitable home range habitat is not present within either project site. While both project sites support grassland, they are surrounded by heavily used roadways and not accessible. Specific locations of Alameda whipsnake occurrences are suppressed in CNDDB. While the species has been documented to occur nearby, there is no suitable accessible habitat on the project site. As such, it is not likely that Alameda whipsnake will occur on either project site.
Birds			
Tricolored blackbird *Agelaius tricolor*	SC/CSC	Nests in dense vegetation near open water, forages in grasslands and agricultural fields.	Suitable nesting habitat for tricolored blackbird is not present on either project site. The closest CNDDB occurrence was documented in 2010 2.44 miles from the Bollinger Canyon project site in a stock pond. While both project sites support grassland, it is present in narrow bands and is not likely to support foraging blackbirds. As such, tricolored blackbird is not likely to occur.

Table 4: Special-Status Wildlife Species Evaluated

Species	Status (Federal/State)	Habitat	Potential for Occurrence Within the Proposed Project Sites[a]
Golden eagle *Aquila chrysaetos*	–/CFP	Rolling foothills and mountain areas. Nests in cliff-walled canyons or large trees in open areas.	Suitable foraging and nesting habitat are not present on either project site. There is only one CNDDB occurrence documented within 5 miles of either project site. This occurrence was documented in 1992 4.73 miles from the Bollinger Canyon project site. Based on the lack of suitable habitat and nearby occurrences, this species is not likely to occur.
Burrowing owl *Athene cunicularia*	–/CSC	Grassland species, primarily inhabits well-drained open areas characterized by sparse vegetation and bare ground. Nests and roosts in underground burrows, usually created by California ground squirrel (*Otospermophilus beecheyi*), in areas with short vegetation. Often occurs in developed areas and uses man-made structures for roosting and/or nest sites (i.e., storm drains). Diurnal, active both during the day and night.	**Bollinger Canyon** A small number of ground squirrel burrows were documented in the grassland areas within the southeast portion of the Bollinger Canyon project site. Burrowing owls have been recorded within 5 miles of this site. The closest occurrence was documented in 2004, when a burrowing owl was observed to be overwintering in a burrow in Central Park (subsequently developed as the San Ramon Civic Center). Habitat suitable for burrowing owl on the Bollinger Canyon site consists only of a narrow band of grassland (approximately 50 feet wide) surrounded by heavily used roads and parking lots on all sides. However, burrowing owls may also utilize the large vacant field on the northwestern side of the site. As a result, there is a moderate potential for burrowing owls to occur on the Bollinger Canyon project site. **Crow Canyon site** No burrows were documented on the Crow Canyon site. As a result, there is no potential for burrowing owls to occur on this site.
White-tailed kite *Elanus leucurus*	–/CFP	Forages over open habitats, such as grasslands, pastures, and fields with good populations of voles and other small rodents. Nests in isolated trees and along the edges or woodlands near open areas.	The closest CNDDB occurrence was documented 3.70 miles from the Bollinger Canyon project site in an oak savannah surrounding open grasslands. While grassland and trees are present on both project sites, the habitat is not extensive or open enough to be likely to support foraging or nesting white-tailed kites. As such, this species is not likely to occur.
American peregrine falcon *Falco peregrinus anatum*	Delisted/ Delisted, CFP	Occurs in open country, mountains, and sea coasts; nests on high cliffs, bridges, and buildings.	The closest CNDDB occurrence was documented 4.22 miles from the Bollinger Canyon project site in 2015 in a rocky outcropping in rolling chaparral and scrub oak. There is no suitable open habitat or high buildings for this species on either project site. As such, this species is not likely to occur.

Table 4: Special-Status Wildlife Species Evaluated

Species	Status (Federal/State)	Habitat	Potential for Occurrence Within the Proposed Project Sites[a]
Mammals			
Pallid bat *Antrozous pallidus*	–/CSC	Roosts in crevices in rock outcrops, in the expansion joints under bridges, buildings, mines, hollow trees, trees with exfoliated bark; forages on large terrestrial insects by gleaning in open habitats.	While bats may briefly forage over the project site, no suitable roosting habitat is present on either project site. There is one documented occurrence within 5 miles of the Crow Canyon project site in 1991, but the location is described as the "general vicinity of Danville". Based on the lack of suitable habitat, this species is not likely to occur.
Townsend's big-eared bat *Corynorhinus townsendi*	–/CSC	Requires spacious cavern-like structures for roosting, typically caves or mines but also in large hollows of trees, attics and abandoned buildings, lava tubes, and under bridges. Forages over a variety of habitats.	While bats may briefly forage over the project site, no suitable roosting habitat is present on either project site. There is one documented occurrence within 5 miles of the Crow Canyon project site, documented 4.91 miles from the site. However, this occurrence is outdated, documented in 1926. Based on the lack of suitable habitat, this species is not likely to occur.
American badger *Taxidea taxus*	–/CSC	Occurs in grassland, scrub, and woodland with loose-textured soils.	Both project sites provide limited prey sources for badgers. The sites are surrounded by urban development and a badger is not likely to be able to access the sites. The closest CNDDB occurrence was documented in 1993 2.7 miles from the Bollinger Canyon project site. This record is dated and was recorded in open annual grassland habitat. Based on the lack of suitable habitat and close current records of the species, it is not likely that American badger will occur on either project site.
San Joaquin kit fox *Vulpes macrotis mutica*	FE/ST	Inhabit open valley and foothill areas with low vegetation supporting grassland. Construct dens in loose textured soils on well-drained sites. Family groups and individuals will use many dens throughout the year, and families may change natal dens once or twice per month. Individuals may use up to two dozen dens, and dens not used for other activities may still be used for escape cover.	This species is extremely rare in the region, the project sites provide a limited prey source and limited denning habitat. The sites are surrounded by urban development and isolated from large tracks of open space. As such, this species is not likely to occur.

[a]Status:
FE Federally endangered
FT Federally threatened
SE State endangered
ST State threatened
SC State candidate
CSC California Species of Special Concern
CFP California Fully Protected Species

Source: California Department of Fish and Wildlife, 2017. California Natural Diversity Database.

b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or U.S. Fish and Wildlife Service? ***(Potentially Significant Unless Mitigation Incorporated)***

Sensitive plant communities in California are those that are of limited extent or have experienced loss or degradation as a result of historical and current urban and agricultural development. These communities are monitored by the CDFW. Riparian woodland is the only sensitive plant community that occurs within the vicinity of the project sites, with 1.30 acres associated with the unnamed drainage at the Bollinger Canyon site. This drainage is also potentially under CDFW jurisdiction. The riparian woodland within the Bollinger Canyon site was restored and therefore not a naturally occurring community. Nevertheless, this plant community continues to provide wildlife habitat value. Construction that results in impacts to riparian trees would be a regulated activity under a Fish and Game Code Section 1602 Streambed Alteration Agreement. Impacts to this community are considered significant under CEQA and require mitigation. The following mitigation measures shall be implemented to reduce impacts to riparian woodland/riparian canopy under the jurisdiction of CDFW to a less-than-significant level. In addition, seasonal wetlands are also considered to be sensitive natural communities by CDFW.[19] As described further in Section IV.c below, approximately 0.06 acre of the Crow Canyon project site may be a jurisdictional seasonal wetland.

> Mitigation Measure BIO-4: Removal of or impacts to trees and roots of trees within riparian canopy at the Crow Canyon and Bollinger Canyon sites shall be avoided to the extent practicable. When removal or impacts to riparian trees are necessary, all trees within the disturbance area shall be inventoried prior to tree removal or construction in these areas. The species of tree, general condition (i.e., vigor), and diameter at breast height (dbh) shall be collected for all inventoried trees. Standardized recommendations provided by a qualified arborist for tree and root pruning shall be followed as needed. Removal of riparian habitat shall be mitigated at a minimum ratio of 3:1 trees to compensate for the loss of wildlife and plant habitat. Mitigation for riparian canopy may occur onsite, offsite, or through the purchase of mitigation credits. Trees planted on or offsite shall be irrigated for at least two years to increase the chances of survival. Trees shall be of local stock and be native species like those removed or impacted. Planted trees shall be monitored for a period of at least five years with annual reports provided to CDFW.

Work within sensitive natural communities would also be required to be consistent with the conditions specified in the Lake and Streambed Alteration Agreement. With the implementation of the aforementioned mitigation measure, impacts to riparian habitat or other sensitive natural communities resulting from the proposed project will be reduced to a less-than-significant level.

[19] California Department of Fish and Game, 2009. *Protocols for Surveying and Evaluating Impacts to Special Status Native Plant Populations and Natural Communities.* November 24.

c) *Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) Through direct removal, filling, hydrological interruption, or other means?* ***(Potentially Significant Unless Mitigation Incorporated)***

A ditch, an unnamed drainage, and one potential seasonal wetland were identified within the project sites as potentially jurisdictional features subject to regulation under Sections 401 and 404 of the Clean Water Act. A formal jurisdictional delineation would be required to determine the extent of these features under the jurisdiction of the U.S. Army Corps of Engineers (USACE), the Regional Water Quality Control Board (RWQCB), and/or CDFW. If these features are determined to be jurisdictional, a permit from the respective agencies would be required and the following mitigation measure shall be implemented to reduce direct impacts to these aquatic features. Mitigation Measure BIO-4 shall also be implemented to reduce direct impacts to riparian canopy under the jurisdiction of CDFW to a less-than-significant level.

> Mitigation Measure BIO-5: Work within aquatic features under the jurisdiction of the USACE, CDFW, and/or RWQCB would be a regulated activity that would require permits from the USACE (Clean Water Act [CWA] Section 404), RWQCB (CWA Section 401), and CDFW (Fish and Game Code Section 1602 Streambed Alteration Agreement). Removal or fill of USACE and/or RWQCB jurisdictional features will be mitigated at a minimum ratio of 1:1 (no net loss). Prior to construction, the impact to jurisdictional waters at both project sites shall be determined and mitigation at a minimum ratio of 1:1 shall be required for fill of jurisdictional areas. Mitigation for jurisdictional features shall occur onsite, offsite, or through the purchase of mitigation credits. A mitigation and monitoring plan shall be developed outlining performance standards to be assessed annually and contingency measures should those standards not be met. Performance criteria shall include percent plant cover, native to non-native plant ratios, evidence of hydrology, and presence of hydric soils and hydric vegetation. Wetlands and drainages created for mitigation shall be monitored for a period of at least five years with annual reports provided to USACE and RWQCB.

With the implementation of the aforementioned mitigation measure, impacts to federally protected wetlands and jurisdictional water bodies resulting from the proposed project would be reduced to a less-than-significant level.

d) *Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?* ***(No Impact)***

The proposed project would not substantially interfere with the movement of any native resident or migratory fish or wildlife species or migratory wildlife corridors, or impede the use of wildlife nursery sites. Currently, heavily-used major roadways divide both the Bollinger Canyon and Crown Canyon project sites. Construction of pedestrian/bicycle overcrossings at each site may facilitate movement of common wildlife species across the roadways. The proposed project does not involve the construction of any structures or blockades to wildlife movements, and urban adapted wildlife that may use the project sites would still be able to move around or over the overcrossings. As such, wildlife species are expected to be able to continue to use movement corridors, if any, present on the project sites. Neither project site supports native wildlife nurseries. As such, nurseries would not be impacted by the proposed project.

e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance? ***(Potentially Significant Unless Mitigation Incorporated)***

Trees in the City of San Ramon are protected under Division 5 of the City of San Ramon Zoning Ordinance, effective on November 30, 2015. Under the general provisions of the zoning ordinance, a tree removal permit is required for any discretionary project that results in the removal of a protected tree or for any activity that results in the relocation, removal, cutting-down, or other act that causes the destruction of a protected tree. Protected trees under the City of San Ramon Zoning Ordinance include the following:

- A native oak tree with a diameter of six or more inches as measured 54 inches above the ground;
- A heritage, or landmark tree or grove identified by City Council Resolution;
- Significant groves or stands of trees identified by City Council Resolution;
- A tree required to be planted, relocated, or preserved that is specifically identified as a condition of approval for a Tree Removal Permit or other discretionary permit, and/or as environmental mitigation for a discretionary permit;
- A tree within 100 feet of a perennial stream, or within 50 feet of a seasonal stream that is six inches or more in diameter as measured at 54 inches above the ground; and
- A mature tree other than those listed in Subsections A.1 through A.4, that is eight inches or more in diameter as measured at 54 inches above the ground that is not otherwise exempt from the requirement of this Chapter.

Willow trees, fruit trees, eucalyptus trees, alder trees, cottonwood trees, pine trees, redwood trees, or similar ornamental trees, as determined by the Director, are not considered to be protected trees.

LSA's tree survey of the proposed project identified 40 protected trees (2 on the Crow Canyon project site and 38 on the Bollinger Canyon site 2), as shown in Table 5.

Table 5: Protected Trees on the Proposed Project Sites

Project Site	Common Name	Scientific Name	Number of Protected Trees
Bollinger Canyon	Blue oak	*Quercus douglasii*	4
	Coast live oak	*Quercus agrifolia*	26
	Valley oak	*Quercus lobata*	8
		Subtotal	**38**
Crow Canyon	Coast live oak	*Quercus agrifolia*	2
		Subtotal	**2**
		Grand Total	**40**

Source: LSA Associates, Inc., 2017.

While final design and construction plans have not been developed for the project, development of the proposed project would likely require the removal of existing trees, including trees potentially considered as "protected" trees under the San Ramon Zoning Ordinance. The removal, relocation, cutting-down, or any other activity that would result in the destruction of "protected trees" is regulated by the City per the tree removal permit process. Each affected "protected tree" is required to be replanted with 15-gallon trees at the following ratio (as specified in Table 5-1 of Division 5 of the City of San Ramon Zoning Ordinance):

- 8 blue oaks for each 6 to 9 inch diameter tree removed;
- 4 coast live oaks for each 6 to 9 inch diameter tree removed;
- 6 coast live oaks for each 10 to 15 inch diameter tree removed;
- 10 coast live oaks for each 16 to 25 inch diameter tree removed:
- 6 valley oaks for each 6 to 9 inches in diameter removed;
- 9 valley oaks for each 10 to 15 inch diameter tree removed; and
- 19 valley oaks for each tree removed greater than 26 inches diameter.

To be consistent with the City's Zoning Ordinance and to ensure that impacts associated with the removal of protected trees would be less than significant, the following mitigation measure shall be implemented:

> Mitigation Measure BIO-6: Prior to tree removal activities at the project sites, a tree mitigation and planting plan shall be developed. The plan shall be included in the landscape plan for the project and shall identify the number of trees to be removed and the number and location of replacement trees required (replacement trees shall meet or exceed the ratios specified in the tree ordinance). The proposed project shall provide replacement trees on site, where feasible. A total of 32 blue oaks, 120 coast live oaks, and 70 valley oaks could be planted to replace the 38 trees (4 blue oaks, 26 coast live oaks, and 8 valley oaks) that may be removed from the Bollinger Canyon site. A total of 12 coast live oaks could be planted to replace the 2 coast live oaks that may be removed from the Crow Canyon site. The tree mitigation and planting plan shall be approved by the City prior to tree removal and construction. Replacement trees should be planted following the completion of construction activities.

f) *Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan or other approved local, regional, or State habitat conservation plan?* ***(No Impact)***

The project sites are not located within the Covered Area for the East Contra Costa County Habitat Conservation Plan (HCP) and Natural Community Conservation Plan (NCCP). No other HCP, NCCP, or other approved habitat conservation plans apply to either project sites. Therefore, the proposed project would not conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or State habitat conservation plan.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
V.	**CULTURAL RESOURCES.** Would the project:				
a)	Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	☐	☒	☐	☐
b)	Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	☐	☒	☐	☐
c)	Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	☐	☒	☐	☐
d)	Disturb any human remains, including those interred outside of formal cemeteries?	☐	☒	☐	☐

Cultural resources are sites, buildings, structures, objects, and districts that may have traditional or cultural value due to their historical significance. CEQA requires that agencies considering projects that are subject to discretionary action shall assess the potential impacts on cultural resources that may occur from project implementation (see Section 15064.5 and Appendix G of the CEQA Guidelines).

This section describes the methods used to establish the baseline conditions for cultural resources in the project corridor and vicinity; describes the cultural resources identified in the vicinity of the project site and their potential significance under CEQA; and presents the State and local legislative regulatory context for cultural resources.

Records Search

LSA conducted a records search (File # 16-0818) for the project sites and vicinity, including a 0.5-mile radius on November 29, 2016, at the Northwest Information Center (NWIC) of the California Historical Resources Information System, Sonoma State University, Rohnert Park. The NWIC, an affiliate of the State of California Office of Historic Preservation, is the official State repository of cultural resource records and reports for Contra Costa County. The records search included a review of the following federal and State inventories:

- California Inventory of Historic Resources (California Office of Historic Preservation 1976);
- California Points of Historical Interest (California Office of Historic Preservation 1992);
- California Historical Landmarks (California Office of Historic Preservation 1996);

- National Historic Landmarks Survey: List of National Historic Landmarks by State (National Parks Service 2009);
- Five Views: An Ethnic Historic Site Survey for California (California Office of Historic Preservation 1988); and
- Directory of Properties in the Historic Property Data File: Contra Costa County (California Office of Historic Preservation, April 5, 2012). The directory includes the listings of the National

The following maps and literature were reviewed:

- General Land Office maps of Rancho San Ramon, dated 1866.
- U.S. Geological Survey Diablo, Calif., 7.5-minute topographic quadrangle, dated 1943 (photo revised 1980).
- Aerial photographs from 1946, 1968, 2002, and 2005 available online at www.historicaerials.com (National Environmental Title Research).
- Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4 (Meyer and Rosenthal 2007).[20]

On May 16, 2016, LSA mailed a letter describing the project and a map depicting the project site to the Native American Heritage Commission (NAHC) in Sacramento requesting a review of their Sacred Land Files for any Native American cultural resources that might be affected by the proposed project. The NAHC is the official State repository of Native American sacred site location records in California.

Results

Northwest Information Center Database. A search of the NWIC database indicates that there are no archaeological or built-environment cultural resources within or adjacent to the project sites.

In addition, the NWIC indicates that there have been five previous cultural resource studies of the project sites. These studies included pedestrian surveys to identify archaeological cultural resources and are summarized in Table 6.

The map and aerial photograph review identified the former Southern Pacific Railroad alignment within the project sites.

Depositional landforms of Holocene age, such as those mapped within the project sites, are known to contain buried archaeological cultural resources and associated human remains.

[20] Meyer, Jack, and Jeffrey Rosenthal, 2007. *Geoarchaeological Overview of the Nine Bay Area Counties in Caltrans District 4*. Caltrans District 4, Oakland, California.

Table 6: Previous Cultural Resource Studies of the Project Site

Author (year)	Findings
Alison, Eric (1993)	No cultural resources identified in the Crow Canyon project site.
Banks, Peter (1982)	No cultural resources identified in the Bollinger Canyon project site.
Holman, Miley and David Chavez (1977)	No cultural resources identified in the Crow Canyon project site.
Jackson, Thomas L. (1977)	No cultural resources identified in the Bollinger Canyon project site.

Sources:

Banks, Peter, 1982. *An Archaeological Reconnaissance of Wood Valley, a Proposed Land Development in San Ramon, Contra Costa County, California (S-5001).* On-file at the NWIC, Rohnert Park, California.

Holman, Miley and David Chavez, 1977. *An Archaeological Reconnaissance of Two New Proposed Waste Water Pipeline Routes, Livermore-Amador Valley Water Management Agency, Alameda County, California (S-727).* On-file at the NWIC, Rohnert Park, California.

Jackson, Thomas L., 1977. *Reports of Findings of Archaeological Reconnaissance and Historical Research for the Contra Costa County Assessment District 1973-3, San Ramon, Contra Costa County, California (S-830).* On-file at the NWIC, Rohnert Park, California.

Native American Heritage Commission. NAHC staff informed LSA that "A records search of the Native American Heritage Commission sacred lands file was completed for the area of project site referenced above with negative results."[21]

Field Survey. A pedestrian field survey of both project sites was conducted on December 1, 2016. Ground visibility was 5 percent or less throughout. Ground surfaces that were devoid of vegetation within the project sites were inspected for indicators of archaeological deposits. Small areas of soil surface were periodically cleared of obstructions by trowel, and rodent holes, road cuts, and banks were examined for archaeological deposits. The survey was documented in field notes, maps, and photographs. The survey did not identify any archaeological cultural resources within the project site.

a) Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5? ***(Potentially Significant Impact Unless Mitigation Incorporated)***

For the project to have "a substantial adverse change" to a historical resource, it would have to demolish, destroy, relocate, or alter the resource or its immediate surroundings such that the significance of an historical resource would be materially impaired (CEQA Guidelines Section 15064.5(b)). Archaeological sites may qualify as historical resources under CEQA (CEQA Guidelines Section 15064.5(c)(1)).

Generally, for purposes of CEQA, the significance of a historical resource is materially impaired when a project demolishes or materially alters in an adverse manner those physical characteristics of an historical resource that convey its historical significance and that justify its inclusion in, or eligibility for inclusion in, the California Register or an officially recognized local register of historical resources, or its identification in a historical resources survey meeting the requirements of Public Resource Code (PRC) Section 5024.1(g).

[21] Native American Heritage Commission, 2016. Sharaya Souza, Staff Services Analyst. Written communication with LSA. May 20.

Although the project sites are situated within an archaeologically sensitive environment, the shallow depth of excavation proposed by the project and previous soil disturbance during construction of the railroad facilities indicates that the project has little to no potential to affect intact, buried archaeological cultural resources and human remains. Although no archaeological historical resources have been recorded within the project site, and the potential for such resources is low, the potential for subsurface archaeological historical resources that might be affected by ground-disturbing activities cannot be ruled out. However, implementation of the following mitigation measure would reduce potential impacts to archaeological historical resources to a less-than-significant level.

> Mitigation Measure CULT-1: Should an archaeological deposit be encountered during project subsurface construction, all ground-disturbing activities within 25 feet shall be redirected and a qualified archaeologist shall assess the deposit, consult with agencies as appropriate, and make recommendations for the treatment of the discovery. Archaeological deposits can include shellfish remains; bones; flakes of, and tools made from, obsidian, chert, and basalt; and mortars and pestles. The City shall be notified by the construction contractor within 24 hours of the encounter. If found to be significant by the archaeologist (i.e., eligible for listing in the California Register of Historical Resources), the City shall be responsible for funding and overseeing implementation of appropriate mitigation measures. Mitigation measures may include, but would not be limited to, recording the archaeological deposit, data recovery and analysis, and public outreach. Upon completion of the selected mitigations, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review, and the final report shall be submitted to the Northwest Information Center at Sonoma State University. Significant archaeological materials shall be submitted to an appropriate local curation facility and used for future research and public interpretive displays, as appropriate.

Implementation of the above mitigation measure would reduce the project's potential impacts to archaeological historical resources to a less-than-significant level. Work stoppage in the event of an archaeological discovery would ensure that: 1) if archaeological cultural resources are identified during excavation, these would be evaluated, documented, and studied in accordance with standard archaeological practice; and 2) archaeological deposits and human remains would be treated in accordance with appropriate State codes and regulations.

b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5? ***(Potentially Significant Impact Unless Mitigation Incorporated)***

According to the CEQA Guidelines, "When a project will impact an archaeological site, a lead agency shall first determine whether the site is an historical resource" (CEQA Guidelines Section 15064.5(c)(1)). Those archaeological sites that do not qualify as historical resources shall be assessed by to determine if these qualify as "unique archaeological resources" (California PRC Section 21083.2). Archaeological cultural resources identified during project ground-disturbing activities shall be treated by the lead agency—in consultation with a qualified archaeologist meeting the *Secretary of the Interior's Professional Qualifications Standards for Archeology*—in accordance with Mitigation Measure CULT-1. As such, implementation of Mitigation Measure CULT-1 would reduce potential impacts to archaeological resources to a less-than-significant level.

c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature? ***(Potentially Significant Impact Unless Mitigation Incorporated)***

The City's General Plan states that paleontological resources tend to be located along ridgetops, midslope terraces, alluvial flats, at the base of hills, between saddles, near ecotones, and near sources of water including springs.[22] Although there is no documentation that suggests that paleontological resources are present within or in the vicinity of the project sites, there is a possibility that construction activities could uncover paleontological resources beneath the surface. Should significant fossils be identified during excavation, their destruction or displacement would potentially result in a substantial adverse change to scientifically important specimens. The following mitigation is proposed to reduce potentially significant effects to previously unrecorded paleontological resources in the project site.

> Mitigation Measure CULT-2: Should paleontological resources be encountered during project subsurface construction activities, all ground-disturbing activities within 25 feet shall be redirected and the project paleontologist contacted to assess the situation shall consult with the City and make recommendations for the treatment of the discovery. Fossils can include plants and animals, and such trace fossil evidence of past life as tracks or plant imprints. Ancient marine sediments may contain invertebrate fossils such as snails, clam and oyster shells, sponges, and protozoa; and vertebrate fossils such as fish, whale, and sea lion bones. For purposes of this mitigation, a "qualified paleontologist" shall be an individual with the following qualifications: 1) a graduate degree in paleontology or geology and/or a person with a demonstrated publication record in peer-reviewed paleontological journals; 2) at least two years of professional experience related to paleontology; 3) proficiency in recognizing fossils in the field and determining their significance; 4) expertise in local geology, stratigraphy, and biostratigraphy; and 5) experience collecting vertebrate fossils in the field. If the paleontological resources are found to be significant and project activities cannot avoid them, measures shall be implemented to ensure that the project does not cause a substantial adverse change in the significance of the paleontological resource. Measures may include monitoring, recording the fossil locality, data recovery and analysis, a final report, and accessioning the fossil material and technical report to a paleontological repository. Upon completion of the assessment, a report documenting methods, findings, and recommendations shall be prepared and submitted to the City for review. If paleontological materials are recovered, this report also shall be submitted to a paleontological repository such as the University of California Museum of Paleontology, along with significant paleontological materials. Public educational outreach may also be appropriate.

Implementation of the above mitigation measure would reduce potential impacts to paleontological resources to a less-than-significant level.

[22] San Ramon, City of, 2015. *City of San Ramon General Plan 2035, Open Space and Conservation Element*. Available online at: www.ci.san-ramon.ca.us/gprc/gprcindex.htm (accessed July 2, 2017).

d) Disturb any human remains, including those interred outside of formal cemeteries? ***(Potentially Significant Impact Unless Mitigation Incorporated)***

Native American skeletal remains are often associated with habitation sites in the Amador Valley. Disturbance by the project of Native American remains interred outside of formal cemeteries would result in a significant impact. If human remains are identified during project construction, Section 7050.5 of the California Health and Safety Code and Section 5097.98 of the Public Resources Code shall apply, as appropriate.

> Mitigation Measure CULT-3: If human remains are identified during construction and cannot be preserved in place, the City shall fund: 1) the removal and documentation of the human remains from the project site by a qualified archaeologist meeting the Secretary of the Interior's Professional Qualifications Standards for Archeology; 2) the scientific analysis and of the remains by a qualified archaeologist, should such analysis be permitted by the Native American Most Likely Descendent; and 3) the reburial of the remains, as appropriate. All excavation, analysis, and reburial of Native American human remains shall be done in consultation with the Native American Most Likely Descendent, as identified by the California Native American Heritage Commission.

With implementation of the above mitigation measure, potential impacts to human remains would be reduced to a less-than-significant level.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS. Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:				
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42.	☐	☐	☒	☐
ii) Strong seismic ground shaking?	☐	☐	☒	☐
iii) Seismic-related ground failure, including liquefaction?	☐	☐	☒	☐
iv) Landslides?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VI.	**GEOLOGY AND SOILS.** Would the project:				
b)	Result in substantial soil erosion or the loss of topsoil?	☐	☐	☒	☐
c)	Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	☐	☐	☒	☐
d)	Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	☐	☐	☒	☐
e)	Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	☐	☐	☐	☒

a) *Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42; ii) Strong seismic groundshaking; iii) Seismic-related ground failure, including liquefaction; iv) Landslides?* ***(Less-Than-Significant Impact)***

Fault Rupture

No portions of the Crow Canyon site or the Bollinger Canyon site are located within the established Alquist-Priolo Earthquake Fault Zone, and no active faults are known to pass directly beneath either site.[23] Fault rupture of the surface typically occurs along existing faults that have ruptured the surface in the past. Since faults with known surface rupture have been mapped in California, and none are known to occur at the project sites, the potential impacts to the proposed project associated with fault rupture are low and would be less than significant.

[23] San Ramon, City of, 2015. *City of San Ramon General Plan 2035, Safety Element*. Available online at: www.ci.san-ramon.ca.us/gprc/documents/09Safety.pdf (accessed July 5, 2017).

Seismic Ground Shaking

The proposed project is located in the San Francisco Bay Area, a region of intense seismic activity. Ground shaking is likely to occur within the life of the project as a result of future earthquakes. The closest known active fault to the project sites is the Calaveras Fault, which is located approximately 0.7 miles west of the Crow Canyon site and approximately 1 mile west of the Bollinger Canyon site. Due to the proposed project's location in a seismically active area, strong seismic ground shaking at the site is highly probably during the life of the project. The intensity of ground shaking would depend of the characteristics of the fault, distance from the fault, earthquake magnitude and duration, and site-specific geologic conditions. However, the proposed overcrossings would be developed in conformance with the California Building Code to ensure that potential impacts associated with strong seismic ground shaking are reduced to a less-than-significant level.

Liquefaction

Liquefaction refers to the sudden, temporary loss of soil shear strength during strong ground shaking. Liquefaction-related phenomena include liquefaction-induced settlement, flow failure, and lateral spreading. These phenomena can occur where there are saturated, loose, granular deposits. The City's General Plan identifies both project sites as being located within potential liquefaction zones during strong ground shaking events.[24] However, compliance with the California Building Code and the recommendations of a project-specific soils report (as required by the City) would ensure that potential impacts associated with liquefaction are reduced to a less-than-significant level.

Landslides

A landslide generally occurs on relatively steep slopes and/or on slopes underlain by weak materials. The project sites are located on relatively flat areas and are not located next to any hills. Furthermore, the project sites are not located within an area considered to be subject to earthquake-induced landslides.[25] Therefore, the potential of the proposed project to exposure people or structures to risk as a result of landslides is considered less than significant.

b) Result in substantial soil erosion or the loss of topsoil? ***(Less-Than-Significant Impact)***

Topsoil is defined as the upper part of the soil profile that is relatively rich in humus and is technically known as the A-horizon of the soil profile.[26] Grading and earthmoving during project construction has the potential to result in erosion and loss of topsoil. Exposed soils could be entrained in stormwater runoff and transported off the project sites. However, this impact would be reduced to a less-than-significant level through compliance with water quality control measures, which include preparation of a Stormwater Pollution Prevention Plan (SWPPP) (refer to Section IX, Hydrology and Water Quality). Although designed primarily to protect stormwater quality, the SWPPP would

[24] Ibid.

[25] California Department of Conservation, 1982. State of California Special Studies Zones, Diablo Quadrangle (map). Available online at: gmw.conservation.ca.gov/SHP/EZRIM/Maps/DIABLO.PDF (accessed July 5, 2017). January 1.

[26] California State Mining and Geology Board, 2014. Surface Mining Reclamation Act Regulations. California Code of Regulations, Title 14, Division 2, Chapter 8, Subchapter 1.

incorporate Best Management Practices (BMPs) to minimize erosion. Additional details regarding the SWPPP are provided in Section IX, Hydrology and Water Quality of this Initial Study.

c) *Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?* ***(Less-Than-Significant Impact)***

As previously discussed in Section VI.a, above, site soils would not be subject to lateral spreading or landslides, but do have the potential for liquefaction-induced settlement. However, compliance with the requirements of the California Building Code would reduce potential risks to people and structures as a result of liquefaction to a less-than-significant level.

Subsidence or collapse can result from the removal of subsurface water resulting in either catastrophic or gradual depression of the surface elevation of the project sites. The proposed project would not connect to any water systems and would not utilize groundwater at the site. The new overcrossings would not introduce new foundation systems that would alter the stability of existing buildings in the vicinity and the potential for subsidence or collapse is low. As such, this impact would be less than significant.

d) *Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?* ***(Less-Than-Significant Impact)***

Expansive soils are characterized by the potential for shrinking and swelling as the moisture content of the soil decreases and increases, respectively. Shrink-swell potential is influenced by the amount and type of clay mineral present and can be measured by the percent change of the soil volume. The Pescadero clay loam was identified at the Bollinger Canyon site while Clear Lake clay was identified at the Crow Canyon site.[27] Due to the high clay content and strength of clayey soils, the soils would be considered expansive which could damage structural foundations. However, adherence to the California Building Code requirements would ensure that geotechnical design of the proposed project would reduce the potential for impacts related to expansive soils to a less-than-significant level.

e) *Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?* ***(No Impact)***

The proposed project involves the construction of two separate pedestrian and bicycle overcrossings at Crow Canyon Road and Bollinger Canyon Road and does not include on-site treatment or disposal of wastewater. Therefore, the proposed project would have no impacts associated with soils incapable of supporting alternative wastewater disposal systems.

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[27] Natural Resources Conservation Service, 2017. *Web Soil Survey*. Website: websoilsurvey.sc.egov.usda.gov/App/WebSoilSurvey.aspx (accessed July 3).

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VII. GREENHOUSE GAS EMISSIONS. Would the project:				
a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment?	☐	☐	☒	☐
b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	☐	☐	☒	☐

Greenhouse gases (GHGs) are present in the atmosphere naturally, are released by natural sources, or are formed from secondary reactions taking place in the atmosphere. The gases that are widely seen as the principal contributors to human-induced global climate change are:

- Carbon dioxide (CO_2);
- Methane (CH_4);
- Nitrous oxide (N_2O);
- Hydrofluorocarbons (HFCs);
- Perfluorocarbons (PFCs); and
- Sulfur Hexafluoride (SF_6).

Over the last 200 years, humans have caused substantial quantities of GHGs to be released into the atmosphere. These extra emissions are increasing GHG concentrations in the atmosphere and enhancing the natural greenhouse effect, believed to be causing global warming. While manmade GHGs include naturally-occurring GHGs such as CO_2, methane, and N_2O, some gases, like HFCs, PFCs, and SF_6 are completely new to the atmosphere.

Certain gases, such as water vapor, are short-lived in the atmosphere. Others remain in the atmosphere for significant periods of time, contributing to climate change in the long term. Water vapor is excluded from the list of GHGs above because it is short-lived in the atmosphere and its atmospheric concentrations are largely determined by natural processes, such as oceanic evaporation.

These gases vary considerably in terms of Global Warming Potential (GWP), a concept developed to compare the ability of each GHG to trap heat in the atmosphere relative to another gas. The GWP is based on several factors, including the relative effectiveness of a gas to absorb infrared radiation and length of time that the gas remains in the atmosphere ("atmospheric lifetime"). The GWP of each gas is measured relative to CO_2, the most abundant GHG. The definition of GWP for a particular GHG is the ratio of heat trapped by one unit mass of the GHG to the ratio of heat trapped by one unit mass of CO_2 over a specified time period. GHG emissions are typically measured in terms of pounds or tons of "CO_2 equivalents" (CO_2e).

a) Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment? ***(Less-Than-Significant Impact)***

The following section describes the proposed project's construction and operational related GHG emissions and contribution to global climate change. The BAAQMD has not addressed emission thresholds for construction in their CEQA Guidelines; however, the BAAQMD encourages quantification and disclosure. Thus, construction emissions are discussed in this section. As discussed below, the proposed project would not generate substantial GHG emissions that would have a significant effect on the environment and this impact would be less than significant.

Construction Emissions

Construction activities, such as site preparation, site grading, on-site heavy-duty construction vehicles, equipment hauling materials to and from the site, and motor vehicles transporting the construction crew would produce combustion emissions from various sources. During construction of the proposed project, GHGs would be emitted through the operation of construction equipment and from worker and builder supply vendor vehicles, each of which typically use fossil-based fuels to operate. The combustion of fossil-based fuels creates GHGs such as CO_2, CH_4, and N_2O. Furthermore, CH_4 is emitted during the fueling of heavy equipment. Exhaust emissions from on-site construction activities would vary daily as construction activity levels change.

The BAAQMD does not have an adopted threshold of significance for construction-related GHG emissions. However, lead agencies are encouraged to quantify and disclose GHG emissions that would occur during construction. Using the Road Construction Emissions Model, it is estimated that the project would generate approximately 2,551 metric tons of CO_2 during construction of the project. The BAAQMD does not have a threshold for construction emissions. Implementation of Mitigation Measures AIR-1, as discussed in Section III.b, would further reduce construction GHG emissions by limiting construction idling emissions. Construction emissions would be considered less than significant.

Operational Emissions

The proposed project would construct two overcrossings along the existing Iron Horse Trail alignment to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. Once completed, the proposed project would not generate any GHG emissions or result in any new vehicle trips that would contribute to an increase in GHG emissions. Therefore, GHG emissions generated by the proposed project would be less than significant. No mitigation is required.

b) Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases? ***(Less-Than-Significant Impact)***

The City of San Ramon Climate Action Plan (CAP), adopted in 2011, addresses local climate change and includes GHG reduction targets to comply with Assembly Bill 32, the California Global Warming Solutions Act of 2006. The CAP strategy is primarily based upon the land use, transportation, and conservation policies that are included in the General Plan 2030. The CAP demonstrates that through land use planning/density choices, reduction in vehicle miles traveled, and energy conservation measures, the City contributes to the State greenhouse gas reduction targets. The CAP has been

determined to be a "Qualified Greenhouse Gas Reduction Strategy" as defined by the BAAQMD guidelines. As such, it serves as a guidance document for local decision makers and staff to ensure that future actions and land use decisions are also consistent with State and local greenhouse gas reduction goals as they relate to climate change and CEQA.

As discussed above, the long-term use of the project is for a pedestrian and bicycle trail overcrossing. The CAP includes Policy 5.7.I-11, which states that the City will work with Caltrans to improve bicycle and pedestrian safety and freeway crossings. Additionally, Strategy T-3 of the CAP states the City will provide a safe and well-connected system of bicycle paths, lanes, and trails to increase bicycle use. Policy 5.7-I-3 states the City will continue to emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation by implementing connections and enhancing amenities for bicyclists and pedestrians. The project is consistent with these policies as it would add overcrossings to the trail, enhancing safety and efficiency of trail use for bicycle transportation. In addition, the City is currently in the process of preparing a Bike Master Plan that will develop strategies to improve safety and access and encourage bicycling throughout the City. The plan is anticipated to emphasize the Iron Horse Trail as a major north-south route for non-motorized transportation throughout the City. Development of the proposed project is anticipated to be consistent with the goals and objectives of the City's Bike Master Plan, once developed and approved.

The proposed project would not result in a substantial increase in GHG emissions and, therefore, is consistent with the CAP and would not generate emissions that would exceed the project-level significance criteria established by the BAAQMD. The project would also be consistent with the strategies and policies included in the CAP. Therefore, the proposed project would not conflict with plans, policies, or regulations adopted for the purpose of reducing GHG emissions. This impact would be less than significant.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	☐	☐	☒	☐
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	☐	☒	☐	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
VIII. HAZARDS AND HAZARDOUS MATERIALS. Would the project:				
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within 0.25 miles of an existing or proposed school?	☐	☒	☐	☐
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	☐	☐	☐	☒
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	☐	☐	☐	☒
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	☐	☐	☒	☐
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	☐	☐	☒	☐

The following discussion is based on the findings from the Phase I Initial Site Assessment[28] (Phase I ISA) prepared for the proposed project. A copy of the Phase I ISA is included in Appendix B of this document.

[28] BASELINE Environmental Consulting, 2016. *DRAFT Phase I/Initial Site Assessment San Ramon Iron Horse Trail Overcrossings Project*. October.

a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials? ***(Less-Than-Significant Impact)***

Although small quantities of commercially-available hazardous materials could be used during project construction activities (e.g., oil, gasoline, paint) and for landscape maintenance within the project sites, these materials would not be used in sufficient quantities to pose a threat to human or environmental health. Therefore, development of the proposed project would not create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials.

b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment? ***(Potentially Significant Impact Unless Mitigation Incorporated)***

A Phase I ISA was conducted for the proposed project to determine the level of risk associated with hazardous materials, hazardous waste, and contamination at the project sites. The presence of contaminated materials at or in the vicinity of the proposed project could adversely affect construction workers or trail users.

The Phase I ISA prepared for the proposed project evaluated historical land uses at both project sites based on a review of historical topographic maps and aerial photographs. The Phase I ISA determined that the Crow Canyon site was used for railroad track operations from at least 1896 until around 1979, and the Bollinger Canyon site was used for railroad track operations from at least 1939 until 1979. Several classes of hazardous materials are associated with railroad corridors. Ballast used for railroad track construction is of unknown origin and could potentially contain metals or other contaminants. Wooden railroad ties were historically treated with tar for waterproofing, containing polynuclear aromatic hydrocarbons (PAHs), and arsenic to present insect damage. Railroad alignments were often treated with herbicides for weed control, which could include metals such as arsenic and chlorinated organic compounds. All of these compounds are persistent in the environment and, if used during railroad construction and operation, could have resulted in residues of arsenic, metals, chlorinated herbicides, and PAHs in shallow soils. As these contaminants are not very mobile in soil, the contaminants would be expected to remain in soils near the former railroad tracks but could have been spread throughout the project site during removal of the railroad tracks in the late 1970s and later development of the Iron Horse Trail.

The Phase I ISA identified the following Recognized Environmental Condition (REC), as defined by ASTM-E1527-13 on the project site due to former site uses. The Phase I ISA identified arsenic, other metals, polynuclear aromatic hydrocarbons, and chlorinated herbicides in shallow soils from former railroad construction and operations.

Development of the proposed project would not result in the release of substantial quantities of hazardous materials into the environment. However, site soils may contain elevated concentrations of arsenic and other contaminants that could pose a hazard to construction workers during excavation and grading activities at the site. Exposure of construction workers to arsenic and other contaminants during grading and construction could result in adverse health effects, depending on the duration and extent of exposure. However, implementation of the following mitigation measure would ensure that potential impacts associated with contaminated site soils would be less than significant.

Mitigation Measure HAZ-1: Prior to construction, a soils and groundwater investigation shall be performed to investigate hazardous materials concerns related to soil and groundwater that will be encountered during project construction, as identified in the Phase I ISA. Based on the findings and recommendations of this investigation, the construction contractor may need to implement special soil, groundwater, and construction materials management and disposal procedures for hazardous materials, as well as construction worker health and safety measures during construction. The general areas and contaminants of concern for investigating soil, groundwater, and construction materials are summarized below.

Shallow soil samples should be collected in in areas where soils will be disturbed in proposed construction activities and analyzed for arsenic, other metals, PAHs, and chlorinated herbicides. Soil analytical results should be screened against naturally-occurring concentrations for arsenic and other metals as well as the RWQCB Environmental Screening Levels (ESLs) to determine appropriate actions to ensure the protection of construction workers, future site users, and the environment. Soil analytical data should also be screened against state and federal hazardous waste thresholds to determine soil management options. A portion of the samples collected should also be analyzed for asbestos to determine if fill materials containing naturally-occurring asbestos may have been placed at the project site.

Groundwater samples should be collected in areas where proposed construction activities may encounter the groundwater. As the potential source of groundwater contamination is a petroleum pipeline, groundwater samples should be analyzed for petroleum hydrocarbons (as gasoline, diesel, and motor oil) and volatile organic compounds (VOCs).

With implementation of Mitigation Measure HAZ-1, impacts related to the release of hazardous materials would be reduced to a less-than-significant level.

c) *Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?* ***(Potentially Significant Impact Unless Mitigation Incorporated)***

Iron Horse Middle School is located approximately 0.24 miles northeast of the Bollinger Canyon site and 0.8 miles southeast of the Crow Canyon site. During operation of the proposed overcrossings, no hazardous emissions or handling hazardous or acutely hazardous materials, substances, or waste would occur at the project site. However, it is possible that, if improperly managed, emissions and/or releases of hazardous materials could occur during construction. However, implementation of Mitigation Measure HAZ-1 would ensure that potential impacts to nearby schools associated with hazardous materials emissions and use at the project site would be less than significant.

d) *Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?* ***(No Impact)***

California Government Code Section 65962.5 requires the compiling of lists of the following types of hazardous materials sites: hazardous waste facilities; hazardous waste discharges for which the State Water Quality Control Board has issued certain types of orders; public drinking water wells containing detectable levels of organic contaminants; underground storage tanks with reported unauthorized releases; and solid waste disposal facilities from which hazardous waste has migrated. Records searches

were performed as part of the Phase I ISA. In addition, searches were conducted on July 3, 2017, using the GeoTracker database maintained by the State Water Resources Control Board, the EnviroStor database maintained by the Department of Toxics Substance Control, and the EnviroMapper database maintained by the U.S. Environmental Protection Agency. The project sites are not listed in any of these databases as a hazardous materials site. Therefore, there would be no impact related to listing on hazardous materials sites compiled pursuant to Government Code Section 65962.5.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area? ***(No Impact)***

The proposed project is not located within 2 miles of a public airport or public use airport. The closest airport is the Livermore Municipal Airport which is located approximately 8.8 miles southeast of the Bollinger Canyon site and approximately 10 miles southeast of the Crow Canyon site. Therefore, development of the proposed project would not cause a hazard to air navigation or result in a safety hazard for people residing or working within the vicinity of the project sites.

f) For a project located within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area? ***(No Impact)***

The proposed project sites are not located within the vicinity of a private airstrip. The nearest private airstrip in the Little Hands Airport located approximately 4.7 miles northwest of the Crow Canyon Road site and approximately 5.7 miles northwest of the Bollinger Canyon Road site. Therefore, development of the proposed project would not expose people to airport-related hazards. As such, there would be no impact.

g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan? ***(Less-Than-Significant Impact)***

The proposed project would enhance bicycle and pedestrian access and circulation along the Iron Horse Trail and in the vicinity of the project sites. Development of the proposed project would not impair the implementation of or substantially interfere with an adopted emergency response plan or emergency evacuation plan.

h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands? ***(Less-Than-Significant Impact)***

According to the City's General Plan mapping of wildland fire hazard areas, neither of the project sites are located within the fire hazard severity zones and both are located within "Built and Planned Urban Land."[29] The proposed project would develop bicycle and pedestrian overcrossings at Crow Canyon Road and Bollinger Canyon Road within existing rights-of-way. The proposed project would not introduce inappropriate uses or materials to either site such as housing or a large amount of fire-

[29] San Ramon, City of, 2015. *City of San Ramon General Plan 2035 Safety Element*, Figure 9-3, Wildfire Hazards (updated July 1, 2017). Available online at: www.ci.san-ramon.ca.us/gprc/documents/09Safety.pdf (accessed July 5, 2017).

susceptible vegetation to the site that would increase the risk of wildland fire on the sites. Therefore, this impact would be less than significant.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX.	**HYDROLOGY AND WATER QUALITY.** Would the project:				
a)	Violate any water quality standards or waste discharge requirements?	☐	☐	☒	☐
b)	Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	☐	☐	☒	☐
c)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	☐	☐	☒	☐
d)	Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	☐	☐	☒	☐
e)	Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	☐	☐	☒	☐
f)	Otherwise substantially degrade water quality?	☐	☐	☒	☐
g)	Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	☐	☐	☐	☒
h)	Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	☐	☐	☒	☐

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
IX. HYDROLOGY AND WATER QUALITY. Would the project:				
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam?	☐	☐	☒	☐
j) Inundation by seiche, tsunami, or mudflow?	☐	☐	☐	☒

a) Violate any water quality standards or waste discharge requirements? ***(Less-Than-Significant Impact)***

The State Water Resources Control Board and nine Regional Water Quality Control Boards regulate water quality of surface water and groundwater throughout California. In the Bay Area, including the project site, the San Francisco Bay Regional Water Quality Control Board (RWQCB) is responsible for the implementation of the Water Quality Control Plan (Basin Plan). The Basin Plan establishes beneficial water uses for waterways and water bodies within the region.

Runoff water quality is regulated by the National Pollutant Discharge Elimination System (NPDES) Program (established through the federal Clean Water Act). The NPDES program objective is to control and reduce pollutant discharges to surface water bodies. Compliance with NPDES permits is mandated by State and federal statutes and regulations. Locally, the NPDES Program is administered by the RWQCB. According to the water quality control plans of the RWQCB, any construction activities, including grading that would result in the disturbance of 1 acre or more would require compliance with the General Permit for Storm Water Discharges Associated with Construction and Land Disturbance Activity (Construction General Permit). The total area of disturbance at the Crow Canyon project site would be approximately 2.2 acres and the total area of disturbance at the Bollinger Canyon project site would be approximately 4.4 acres. As such, the proposed project would be required to comply with the Construction General Permit.

New development and significant redevelopment projects that would create or replace more than 10,000 square feet of impervious surface are subject to Provision C.3 of the Water Board order. The proposed project would create approximately 28,000 square feet of impervious surface at the Bollinger Canyon site and 24,000 square feet of impervious surface at the Crow Canyon site and therefore would be required to meet all the terms of the permit.

During the construction period, grading and excavation activities would result in exposure of soil to runoff, potentially causing erosion and entrainment of sediment and contaminants in the runoff. Soil stockpiles and excavated areas on the project site would be exposed to runoff and, if not managed properly, the runoff could cause erosion and increased sedimentation and pollutants in stormwater.

The potential for chemical releases is present at most construction sites given the types of materials used, including fuels, oils, paints, and solvents. Site grading during the construction period could result in releases of contaminants in site soils. Once released, these substances could be transported to San Francisco Bay in stormwater runoff, wash water, and dust control water, potentially reducing water quality. Erosion of contaminated soils could result in the transport of pollutants (along with the sediments) to the Bay.

The proposed project would be required to comply with the City of San Ramon Municipal Code relating to grading projects, erosion control, and discharge regulations and requirements (Division B6, Chapter XII). In addition, the construction contractor would be required to prepare and implement a Storm Water Pollution Prevention Plan (SWPPP) designed to reduce potential impacts to surface water quality through the construction of and life of the project. The SWPPP would act as the overall program document designed to provide measures to mitigate potential water quality impacts associated with the implementation and operation of the proposed project. The SWPPP would include:

1. Specific and detailed Best Management Practices (BMPs) designed to reduce construction-related pollutants. Specific and detailed BMPs included in the SWPPP would include practices to minimize the contact of construction materials, equipment, and maintenance supplies (e.g. fuels, lubricants, paints, solvents, adhesives) with stormwater. The SWPPP would specify properly designed centralized storage areas that keep these materials out of the rain.
2. Specific BMPs designed to reduce erosion of exposed soil that may include, but are not limited to: soil stabilization controls, watering for dust control, perimeter silt fences, placement of hay bales, and sediment basins. The potential for erosion is generally increased if grading is performed during the heavy rainy season, as disturbed soil can be exposed to rainfall and storm runoff. If grading must be conducted during the rainy season, the primary BMPs selected shall focus on erosion control (i.e., keeping sediment on the site). End-of-pipe sediment control measures (e.g., basins and traps) shall be used only as secondary measures. Entry and egress from the construction site shall be carefully controlled to minimize off-site tracking of sediment. Vehicle and equipment wash-down facilities would be designed to be accessible and functional both during dry and wet conditions.
3. A monitoring program to be implemented by the construction site supervisor that includes both dry and wet weather inspections.
4. Measures designed to reduce potential water quality degradation of runoff from all portions of the completed development.

Compliance with the terms of the SWPPP and other Municipal Code requirements related to stormwater and water quality would ensure that potential impacts to water quality would be less than significant.

b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)? ***(Less-Than-Significant Impact)***

The proposed project sites would not require the use or extraction of groundwater. Although the project would introduce an incremental increase in impervious surfaces in the form of the overcrossings, stormwater would generally drain into landscaped and other pervious areas on either side of the trail, allowing continued groundwater recharge in the area. Therefore, the project would not substantially deplete groundwater supplies or interfere with groundwater recharge.

c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site? ***(Less-Than-Significant Impact)***

The proposed project sites are located in developed areas and would not substantially alter the existing drainage patterns in a manner that would result in substantial erosion or siltation on- or off-site. Specifically, the surface of the Crow Canyon and Bollinger Canyon overcrossings would have a minimum cross slope of 1 percent for proper drainage. Development of the two overcrossing would not alter the course of a stream or river, such that substantial on- or off-site erosion/siltation or flooding would occur and this impact would be less than significant.

d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site? ***(Less-Than-Significant Impact)***

Refer to Section IX.c. The project would not substantially alter the existing drainage or flooding pattern of the project sites.

e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff? ***(Less-Than-Significant Impact)***

Please refer to Section IX.a IX.c. Compliance with Municipal Code and RWQCB requirements would ensure that potential impacts associated with polluted runoff from the project sites would be reduced to a less-than-significant level. In addition, the drainage pattern of the sites would not be substantially altered and stormwater would generally drain into landscaped and other pervious areas on either side of the pathway; therefore, the proposed project would not exceed the capacity of the stormwater system.

f) Otherwise substantially degrade water quality? ***(Less-Than-Significant Impact)***

Aside from less than significant impacts related to construction activities and post-construction site uses (see Section IX.a), the proposed project would not adversely affect water quality.

g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map? ***(No Impact)***

The proposed project does not include housing. Therefore, the placement of housing in a floodplain would not occur.

h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows? ***(Less-Than-Significant Impact)***

The proposed project sites are not located within 100-year flood hazard areas. In addition, the project does not include placement of structures that would impede or redirect flood flows.

i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding of as a result of the failure of a levee or dam? ***(Less-Than-Significant Impact)***

The project sites are not located in areas susceptible to flooding hazards associated with failure of a levee or dam. Although development of the project could result in a small increase in the number of bicyclists and pedestrians in the area, the increase in the number of people exposed to flooding risks as a result of a levee or dam failure would remain minimal. Therefore, this impact would be less-than-significant.

j) Inundation by seiche, tsunami, or mudflow? ***(No Impact)***

The project sites are not located near any large open bodies of water; therefore, impacts associated with seiches would not occur. Coastal hazards such as tsunamis, extreme high tides, and sea level rise would not adversely affect the project sites. In addition, the project sites would not be affected by mudflow due to the minimal slope at each site. As such, no impact would occur.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
X.	**LAND USE AND PLANNING.** Would the project:				
	a) Physically divide an established community?	☐	☐	☒	☐
	b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	☐	☐	☒	☐
	c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	☐	☐	☐	☒

a) Physically divide an established community? ***(Less-Than-Significant Impact)***

The physical division of an established community typically refers to the construction a physical features (such as an interstate highway or railroad tracks) or removal of a means of access (such as a

local road or bridge) that would impair mobility within an existing community, or between a community and an outlying area. For instance, the construction of an interstate highway through an existing community may constrain travel from one side of the community to another; similarly, such construction may also impair travel to areas outside the community.

The proposed project involves construction of two bicycle and pedestrian overpass crossings within the existing Iron Horse Trail alignment. The new bicycle and pedestrian overcrossings would provide safer and more convenient connections along the Iron Horse Trail and help to create a more cohesive trail network. As such, the proposed project would not result in a physical division of an established community or adversely affect the continuity of land uses in the vicinity. The proposed project would instead enhance accessibility and connectivity in the area and would result in a less-than-significant impact with regard to physically dividing an established community.

b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect? ***(Less-Than-Significant Impact)***

The Crow Canyon and Bollinger Canyon sites are designated as "Roadway" and "Parks" within the City's General Plan. The Crow Canyon site is also designated as "Crow Canyon Planning Subarea" and the "North Camino Ramon Specific Plan Area" in the City's General Plan and Zoning Map. The Crow Canyon site is also within the boundaries of the North Camino Ramon Priority Development Area (PDA) which is part of the Plan Bay Area regional strategy. The Bollinger Canyon site is also located within the City's "Bishop Ranch Planning Subarea" and is adjacent to the City Center Mixed-Use District as identified in the City's General Plan. The Bollinger Canyon site is also within the boundaries of the City Center PDA which is part of the Plan Bay Area regional strategy. Both sites are zoned as Parks and Recreation on the City's Zoning map.

The proposed project would not introduce any uses that are different from what is currently located on the site but would develop a new bicycle and pedestrian bridge over Crow Canyon and Bollinger Canyon roads within existing public rights of way. In addition, the proposed project is consistent with General Plan Policy 6.5-I-18 which proposes to, "increase the accessibility and connectivity to the Iron Horse Trail and the regional/city trail network, including the possibility of bicycle/pedestrian overcrossing(s) described in the San Ramon Valley Iron Horse Trail Corridor Concept Plan." As such, the proposed project is consistent with and supports applicable policies and regulations and would not conflict with any applicable land use plan, policy or regulation of an agency with jurisdiction over the project.

c) Conflict with any applicable habitat conservation plan or natural community conservation plan? ***(No Impact)***

Please refer to Section IV.f. The proposed project would not conflict with any applicable habitat conservation plan or natural community conservation plan.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XI.	**MINERAL RESOURCES.** Would the project:				
a)	Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State?	☐	☐	☐	☒
b)	Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	☐	☐	☐	☒

a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the State? ***(No Impact)***

The City of San Ramon's General Plan does not identify any regionally or locally important mineral resources within the City. In addition, the proposed project is located within an urban area that is unlikely to contain any mineral resources. As such, the proposed project would not have an adverse effect on known mineral resources and no impact would occur.

b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan? ***(No Impact)***

Please refer to Section XI.a. The proposed project would not result in the loss of availability of any known locally important mineral resource recovery site.

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**NOISE.** Would the project result in:				
a)	Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	☐	☒	☐	☐
b)	Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels?	☐	☐	☒	☐

		Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XII.	**NOISE.** Would the project result in:				
c)	A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☐	☒
d)	A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	☐	☐	☒	☐
e)	For a project located within an airport land use plan or, where such a plan has not been adopted, within 2 miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒
f)	For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	☐	☐	☐	☒

A project will normally have a significant effect on the environment related to noise if it would substantially increase the ambient noise levels for adjoining areas or conflict with the adopted environmental plans and goals of the community in which it is located. The applicable noise standards governing the project sites are the criteria in the City General Plan Noise Element and the Noise Ordinance. Noise impacts can be described in three categories. The first is audible impacts that increase noise levels noticeable to humans. Audible increases in noise levels generally refer to a change of 3.0 decibels (dB) or greater since this level has been found to be barely perceptible in exterior environments. The second category, potentially audible, is the change in the noise level between 1.0 and 3.0 dB. This range of noise levels has been found to be noticeable only in laboratory environments. The last category is changes in noise level of less than 1.0 dB, which are inaudible to the human ear. Only audible changes in existing ambient or background noise levels are considered potentially significant. For the purpose of this analysis, the proposed project creates a significant noise impact if the project-related noise increase at an existing sensitive receptor is greater than 3 dB and the resulting noise level is greater than the standards cited below or if the project-related increase in noise is greater than 5 A-weighted decibels (dBA), yet the resulting noise levels are within the applicable land use compatibility standards for the sensitive use.

Certain land uses are considered more sensitive to noise than others. Examples of these include residential areas, educational facilities, hospitals, childcare facilities, and senior housing. The project sites are located in urban areas within the City and are surrounded by a mix of uses, including residential, hotel, commercial, office, and institutional uses. Existing surrounding land uses generally face away from and do not connect to the trail corridor. In general, the trail corridor is screened from surrounding uses by existing fencing or mature landscaping and, in most locations, existing surface parking lots or rear yards associated with nearby uses are immediately adjacent to the trail. The closest sensitive receptors include the multi-family residential uses located approximately 160 feet

northeast of the Crow Canyon project site and a hotel located approximately 50 feet east of the Bollinger Canyon project site.

The primary existing noise sources contributing to ambient noise within the vicinity of the project sites are traffic associated with Crow Canyon Road and Bollinger Canyon Road and other noise from motor vehicles generated by engine vibrations, the interaction between the tires and the road, and vehicle exhaust systems.

a) *Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?* ***(Potentially Significant Unless Mitigation Incorporated)***

Short-Term (Construction) Noise Impacts

Short-term noise impacts would occur during demolition, grading and site preparation activities. Table 7 lists maximum noise levels recommended for noise impact assessments for typical construction equipment, based on a distance of 50 feet between the equipment and a noise receptor. Construction-related short-term noise levels would be higher than existing ambient noise levels currently within the vicinity of the project sites but would no longer occur once construction of the project is completed.

Two types of short-term noise impacts could occur during construction of the proposed project. The first type involves construction crew commutes and the transport of construction equipment and materials to the site for the proposed project, which would incrementally increase noise levels on roads leading to the site. As shown in Table 7, there would be a relatively high single-event noise exposure potential at a maximum level of 87 dBA L_{max} with trucks passing at 50 feet.

The second type of short-term noise impact is related to noise generated during excavation, grading, and construction on the project sites. Construction is performed in discrete steps, or phases, each with its own mix of equipment and, consequently, its own noise characteristics. These various sequential phases would change the character of the noise generated on site. Therefore, the noise levels vary as construction progresses. Despite the variety in the type and size of construction equipment, similarities in the dominant noise sources and patterns of operation allow construction-related noise ranges to be categorized by work phase.

Typical maximum noise levels range up to 91 dBA L_{max} at 50 feet during the noisiest construction phases. The site preparation phase, including excavation and grading of the site, tends to generate the highest noise levels because earthmoving machinery is the noisiest construction equipment. Earth-moving equipment includes excavating machinery such as backfillers, bulldozers, draglines, and front loaders. Earthmoving and compacting equipment includes compactors, scrapers, and graders. Typical operating cycles for these types of construction equipment may involve 1 or 2 minutes of full-power operation followed by 3 or 4 minutes at lower power settings.

Sensitive receptors are located within the vicinity of the project sites. Therefore, the closest off-site sensitive receptors may be subject to short-term construction noise reaching 91 dBA L_{max} when construction is occurring at the project site boundaries. Construction noise is permitted by the Municipal Code when activities occur between the hours of 7:30 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays. Construction is prohibited on federal holidays.

Table 7: Typical Construction Equipment Maximum Noise Levels, Lmax

Type of Equipment	Range of Maximum Sound Levels (dBA at 50 feet)	Suggested Maximum Sound Levels for Analysis (dBA at 50 feet)
Pile Drivers	81 to 96	93
Rock Drills	83 to 99	96
Jackhammers	75 to 85	82
Pneumatic Tools	78 to 88	85
Pumps	74 to 84	80
Scrapers	83 to 91	87
Haul Trucks	83 to 94	88
Cranes	79 to 86	82
Portable Generators	71 to 87	80
Rollers	75 to 82	80
Dozers	77 to 90	85
Tractors	77 to 82	80
Front-End Loaders	77 to 90	86
Hydraulic Backhoe	81 to 90	86
Hydraulic Excavators	81 to 90	86
Graders	79 to 89	86
Air Compressors	76 to 89	86
Trucks	81 to 87	86

Source: Bolt, Beranek & Newman, 1987. *Noise Control for Buildings and Manufacturing Plants*.

As discussed above, construction noise would result in a temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project. Implementation of the following mitigation measure for project construction would reduce potential construction period noise impacts for the indicated sensitive receptors to less-than-significant levels.

> Mitigation Measure NOI-1: The project contractor shall implement the following measures during construction of the project:
>
> - Equip all construction equipment, fixed or mobile, with properly operating and maintained mufflers consistent with manufacturers' standards.
> - Place all stationary construction equipment so that emitted noise is directed away from sensitive receptors nearest the active project sites.
> - Locate equipment staging in areas that would create the greatest possible distance between construction-related noise sources and noise-sensitive receptors nearest the active project sites during all project construction.
> - Ensure that all general construction related activities are restricted to between 7:30 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays except where traffic or safety warrants alternate hours. Construction is prohibited on federal holidays.

Implementation of Mitigation Measure NOI-1 would limit construction activities to the less noise-sensitive periods of the day and would reduce construction impacts to a less-than-significant level.

Operational Noise Impacts

Operation of the trail overcrossing would not result in exposure of persons to or generation of noise levels in excess of standards established in the General Plan or Noise Ordinance, since the project is not expected to generate substantial vehicular traffic or other operational noise. Pedestrians or bicyclists may generate talking and noise intermittently while using the trail; however, this noise level would be similar to existing conditions and would not generate noise levels that would exceed the applicable standards. Therefore, the proposed project would not expose persons to noise levels in excess of local standards.

b) Exposure of persons to or generation of excessive ground borne vibration or ground borne noise levels? ***(Less-Than-Significant Impact)***

Common sources of ground borne vibration and noise include trains and construction activities such as blasting, pile driving and operating heavy earthmoving equipment. Construction of the proposed project would involve site preparation, and construction activities but would not involve the use of construction equipment that would result in substantial ground-borne vibration or ground-borne noise on properties adjacent to the project sites. No pile driving, blasting, or significant grading activities are proposed. Furthermore, operation of the proposed project would not generate substantial ground-borne noise and vibration. Therefore, the project would not result in the exposure of persons to or generation of excessive ground-borne noise and vibration impacts are considered less than significant, and no mitigation is required.

c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project? ***(No Impact)***

The long-term use of the project is for a pedestrian and bicycle trail overcrossing. As discussed in Section XII.a, above, this land use would not generate increased ambient noise levels. No substantial long-term increase in ambient noise levels is expected as a result of project implementation.

d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project? ***(Less-Than-Significant Impact)***

Although there would be temporary high intermittent construction noise at times within and in the vicinity of the project sites, construction of the proposed project would not significantly affect land uses adjacent to the project sites. In addition, construction of the project would comply with the hourly limits specified by the City's Municipal Code, as required by Mitigation Measure NOI-1. Therefore, the project would not result in a substantial temporary or periodic increase in ambient noise levels.

e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels? ***(No Impact)***

The proposed project is not located within 2 miles of a public or public use airport. Aircraft flyover noise is occasionally audible at the project sites, due to the flightpath of the regional airports in the vicinity; however, no portion of the project sites lies within the 65 dBA CNEL noise contours of any

public airport nor does any portion of the project sites fall within 2 miles of any private airfield or heliport. Therefore, the impact of noise levels from aviation sources would be less than significant.

f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels? ***(No Impact)***

Please see Section VIII.e. The project is not located within two miles of a public or public use airport and would not expose future site users to excessive noise levels.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIII. POPULATION AND HOUSING. Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	☐	☐	☐	☒
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	☐	☐	☐	☒

a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)? ***(No Impact)***

The proposed project involves construction of two bicycle and pedestrian overcrossings in the City of San Ramon. There is no new housing proposed or commercial use proposed as part of the proposed project. As such, the project would not induce population growth in the area or result in a significant increase in employment. The proposed project would not result in any impacts related to population growth.

b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere? ***(No Impact)***

The proposed project sites do not contain any housing. Therefore, construction of the proposed project would not involve the removal of any housing. As such, there would be no impact with regard to displacement of housing.

c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere? ***(No Impact)***

Please see response to XII.b, above. The project would not displace any people and would not require the construction of replacement housing. Therefore, no impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XIV. PUBLIC SERVICES.				
a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				
i. Fire protection?	☐	☐	☒	☐
ii. Police protection?	☐	☐	☒	☐
iii. Schools?	☐	☐	☐	☒
iv. Parks?	☐	☐	☒	☐
v. Other public facilities?	☐	☐	☐	☒

a) Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services: Fire protection, police protection, schools, parks, other public facilities? ***(No Impact)***

Fire Protection

The San Ramon Valley Fire Protection District (SRVFD) provides fire protection services to the City of San Ramon and currently has 10 fire stations, an administrative office building, a tactical training site and various support facilities including a services warehouse, communications annex building and several radio towers. The nearest station to the proposed project sites is Station 34 located at 12599 Alcosta Boulevard approximately 0.3 mile from the Bollinger Canyon site and approximately 1 mile from the Crow Canyon site. The SRVFD would continue providing fire protection services to the project sites and vicinity and would not require additional firefighters to serve the proposed

project. The construction of a new or expanded fire station would not be required. As such, the proposed project would have a less-than-significant impact with regard to fire protection services.

Police Protection

The City of San Ramon's Police Department provides police protection services to the proposed project. The department's headquarters are located at 2401 Crow Canyon Road, approximately 1.5 miles from the Crow Canyon site and approximately 2.25 miles from the Bollinger Canyon site. The department currently provides police protection services to the properties surrounding the project site. The proposed project would not involve activities that would result in a substantial increase in the need for police services. Therefore, the proposed project would have a less-than-significant impact with regard to police protection services.

Schools

The proposed project is located within an area served by the San Ramon Valley Unified School District, and does not involve residential development. As such, the proposed project would not cause an increase in residential housing, population or the need for additional new or expanded school services. As such, there would be no impact.

Parks

The proposed project involves the development of new bicycle and pedestrian overcrossings at Crow Canyon Road and Bollinger Canyon Road in the City of San Ramon. Development of the proposed project would provide safer connections along the Iron Horse Trail and between existing recreational facilities and parks in the vicinity of the sites; however, a significant increase in the usage of these facilities is not anticipated. Therefore, the proposed project would not result in deterioration of recreational facilities.

Other Public Facilities

Development of the proposed project is not anticipated to increase demand for other public services, including libraries, community centers, and public health care facilities. As such, the proposed project would result in no impact with regard to other public services.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XV. RECREATION.				
a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	☐	☐	☒	☐
b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	☐	☐	☐	☒

a) Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated? ***(Less-Than-Significant Impact)***

As noted in Section XIV.a, the proposed project would not result in an increase in park usage. The proposed project is intended to provide safer and better connectivity along the existing Iron Horse Trail. Because the project would provide safer and enhanced access to other parks and recreational facilities within the vicinity of the project sites, use of these facilities could incrementally increase. However, the increase in use resulting from development of the proposed project would not cause physical deterioration of existing local and regional trail facilities and the proposed project would be consistent with General Plan policies that support increased trail connections. Therefore, this impact would be less than significant.

b) Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment? ***(No Impact)***

The proposed overcrossings consistent of better and improved connections between existing segments of the Iron Horse Trail, which is a recreational facility. The environmental effects of the project are discussed in this analysis. The proposed project would not otherwise result in physical effects on the environment due to construction of a recreational facility.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVI. TRANSPORTATION/TRAFFIC. Would the project:				
a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit?	☐	☐	☒	☐
b) Conflict with an applicable congestion management program, including, but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways?	☐	☐	☒	☐
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	☐	☐	☐	☒
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	☐	☐	☐	☒
e) Result in inadequate emergency access?	☐	☐	☐	☒
f) Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities?	☐	☐	☐	☒

a) Conflict with an applicable plan, ordinance or policy establishing measures of effectiveness for the performance of the circulation system, taking into account all modes of transportation including mass transit and non-motorized travel and relevant components of the circulation system, including but not limited to intersections, streets, highways and freeways, pedestrian and bicycle paths, and mass transit? ***(Less-Than-Significant Impact)***

The proposed project would construct two overcrossings along the existing Iron Horse Trail alignment. The proposed overcrossings, located at Crow Canyon Road and Bollinger Canyon Road, are intended to improve safety by reducing conflicts between pedestrians, bicyclists, and motorists and providing an environmental that encourages walking and bicycling along the trail; improve motor vehicle circulation by removing at-grade crossing conflicts; reduce traffic delays; reduce unsafe crossing maneuvers by pedestrians and bicyclists; increase trail crossing usage by improving the comfort at both crossings; and improve air quality by reducing stopping and idling at the at-grade trail crossings. The project would be consistent with General Plan and Countywide Bike Master Plan

policies that promote bicycle infrastructure. Additionally, once completed, the proposed project would not result in any new traffic that could exceed the capacity of the street system.

The City's General Plan Implementing Policy 5.1-I-2 requires traffic impact studies for all proposed new development projected to generate 50 or more net new peak hour vehicle trips. Although the proposed project itself would not generate new vehicle trips, construction of the project could result in a temporary increase in traffic volumes during construction activities. Additional trips generated during construction would be associated with employee arrival and departures, construction vehicle movement, and material delivery and removal. Depending on the phase of construction, activity is estimated at approximately 10 daily trips during the grubbing/land clearing phase, approximately 56 daily trips during the grading/excavation phase, approximately 36 daily trips during the drainage/ utilities/sub-grade phase, and approximately 16 daily trips during the paving phase. Less than 50 percent of these trips would occur under peak hour conditions.

Construction is anticipated to take approximately 24 months for each overcrossing. Construction activities would be conducted between the hours of 7:30 a.m. and 7:00 p.m. Monday through Friday and between 9:00 a.m. and 6:00 p.m. on Saturdays and Sundays except when traffic or safety warrant alternate hours. In addition, the City would require the submittal of a transportation demand management plan (TDM plan) for construction workers, prior to the commencement of any construction activities. Temporary lane closures could occur during various periods; however, construction of the proposed project is not anticipated to result in the complete closure of Crow Canyon Road or Bollinger Canyon Road. If needed, temporary detours would be developed.

Additionally, the project would not generate 50 or more peak hour vehicle trips during the construction period, therefore construction traffic on the adjacent roadways would not be significant and the project would not conflict with and applicable plan, ordinance or policy.

b) Conflict with an applicable congestion management program, including but not limited to level of service standards and travel demand measures, or other standards established by the county congestion management agency for designated roads or highways? ***(Less-Than-Significant Impact)***

The proposed Contra Costa Transportation Authority (CCTA) 2017 Countywide Comprehensive Transportation Plan[30] serves as the transportation plan for the project sites and vicinity. The proposed project would construct new overcrossings generally along the existing alignment of the Iron Horse Trail, where it intersects with Crow Canyon Road and Bollinger Canyon Road to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. As described above, implementation of the proposed project would not result in an increase in traffic in the vicinity of the project sites and is intended to improve traffic conditions. The proposed project would generate a temporary increase in trips associated with construction. However, these trips would be minimal and limited to the construction period. Because the project would not add permanent vehicle trips to these facilities, the project would not have a significant impact on the level of service standards and travel demand

[30] Contra Costa Transportation Authority. *Draft Countywide Transportation Plan (CTP) 2017 Update.* Available online at: ccta.net/sources/detail/11/1 (accessed July 5). May 24.

measures set forth for the project region. Therefore, the project would not conflict with an applicable congestion management program for roads or highways.

c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks? ***(No Impact)***

The project is not located in the vicinity of any airfields or airports. Air traffic patterns would not be affected.

d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)? ***(No Impact)***

The proposed project would not increase hazards due to design features. The project would construct two overcrossings along the existing Iron Horse Trail alignment. The proposed overcrossings are intended to improve access and safety for bicyclists and pedestrians along the Iron Horse Trail and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. The proposed project would be designed according to City standards. Therefore, the proposed project would not increase hazards in the area.

e) Result in inadequate emergency access? ***(No Impact)***

Implementation of the proposed project would relieve existing roadway safety hazards and would not adversely affect emergency access. Therefore, the project would have no impact related to emergency access.

f) Conflict with adopted polices, plans, or programs regarding public transit, bicycle, or pedestrian facilities, or otherwise decrease the performance or safety of such facilities? ***(No Impact)***

The proposed project would develop new overcrossings generally along the existing alignment of the Iron Horse Trail, where it intersects with Crow Canyon Road and Bollinger Canyon Road. As discussed above, the proposed project is intended to improve access and safety; improve motor vehicle circulation; and to create better access and a more pedestrian-friendly environment at the two major arterial crossings. Implementation of the proposed project would not change the existing use of the site. The project would not result in changes to public transit facilities. Therefore, the proposed project would not conflict with adopted policies, plans, or programs regarding public transit, bicycle or pedestrian facilities.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVII. TRIBAL CULTURAL RESOURCES. Would the project cause a substantial adverse change in the significance of a tribal cultural resource, defined in Public Resources Code section 21074 as either a site, feature, place, cultural landscape that is geographically defined in terms of the size and scope of the landscape, sacred place, or object with cultural value to a California Native American tribe, and that is:				
a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k), or	☐	☐	☐	☒
b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe.	☐	☐	☐	☒

a) Listed or eligible for listing in the California Register of Historical Resources, or in a local register of historical resources as defined in Public Resources Code section 5020.1(k)? ***(No Impact)***

No tribal resources are known to occur or have been identified at the Crow Canyon site or the Bollinger Canyon site. However, as noted in Section V, Cultural Resources, implementation of Mitigation Measures CULT-2 and CULT-3 would protect previously unrecorded or unknown cultural resources, including Native American artifacts and human remains, should these be encountered during project construction.

In addition, the California Legislature passed Assembly Bill (AB) 52, which provides for consultation between lead agencies and Native American tribal organizations during the CEQA process. Effective July 1, 2015, AB 52 states that prior to the release of an Environmental Impact Report or Negative Declaration/Mitigated Negative Declaration for public review, a lead agency must provide the opportunity to consult with local tribes. On August 29, 2017, the City of San Ramon invited interested Native American tribes that may be culturally or traditionally affiliated with the project sites and vicinity to conduct consultation. The City will consult with any interested tribal representatives pursuant to AB 52, should consultation be requested.

b) A resource determined by the lead agency, in its discretion and supported by substantial evidence, to be significant pursuant to criteria set forth in subdivision (c) of Public Resources Code Section 5024.1. In applying the criteria set forth in subdivision (c) of Public Resource Code Section 5024.1, the lead agency shall consider the significance of the resource to a California Native American tribe? ***(No Impact)***

See Section XVII.a.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIII. UTILITIES AND SERVICE SYSTEMS. Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	☐	☐	☐	☒
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	☐	☐	☒	☐
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	☐	☐	☐	☒
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	☐	☐	☐	☒
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	☐	☐	☒	☐
g) Comply with federal, State, and local statutes and regulations related to solid waste?	☐	☐	☒	☒

a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board? ***(No Impact)***

The proposed project would not increase the demand for wastewater treatment and would therefore not exceed the treatment standards of the Water Board.

b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***(Less-Than-Significant Impact)***

Development of the proposed project would not generate wastewater or require the use of substantial quantities of water. The Central Contra Costa Sanitary District maintains a 12-foot-wide sewer easement within the trail easement on the south side of Crow Canyon Road. The existence of sewer lines within this easement has not been confirmed and would be verified during the design phase. If a sewer line is located within this easement, or other previously unidentified underground utility lines are identified, these may need to be relocated. However, the project would not require the construction of new wastewater or water facilities, or the expansion of existing facilities, such that adverse effects would occur. Any new utility lines or connections that may need to be constructed would occur within the area of temporary disturbance and no new impacts would result beyond those already identified in this analysis.

c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects? ***(Less-Than-Significant Impact)***

Refer to IX.e. The proposed project would not generate a substantial quantity of runoff that would exceed the capacity of stormwater drainage systems that serve the site.

d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed? ***(No Impact)***

The proposed project is not anticipated to require additional water for landscape irrigation or other uses. As such, no new water entitlements would be required to serve the proposed project and no impact would occur.

e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments? ***(No Impact)***

The proposed project would not result in an increase in demand for wastewater treatment.

f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs? ***(Less-Than-Significant Impact)***

Development of the proposed project could result in the generation of relatively small quantities of solid waste associated with the incremental increase in bicycle and pedestrian uses that could occur with increased trail connectivity. Existing landfills would have sufficient capacity to accommodate this potential minor increase in solid waste.

*g) Comply with federal, State, and local statutes and regulations related to solid waste**? (No Impact)***

The proposed project would comply with federal, State, and local statutes and regulations related to solid waste, and no impact would occur.

	Potentially Significant Impact	Potentially Significant Unless Mitigation Incorporated	Less Than Significant Impact	No Impact
XVIV. MANDATORY FINDINGS OF SIGNIFICANCE.				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory?	☐	☒	☐	☐
b) Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)	☐	☐	☒	☐
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	☐	☐	☐	☒

*a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal, or eliminate important examples of the major periods of California history or prehistory? **(Potentially Significant Unless Mitigation Incorporated)***

Development of the proposed project could adversely affect protected wildlife habitats. However, implementation of Mitigation Measures BIO-1 through BIO-6 would ensure that potential impacts to nesting birds and burrowing owls and other sensitive natural communities would be reduced to a less-than-significant level. Implementation of Mitigation Measures CULT-1, CULT-2, and CULT-3 would ensure that potential impacts to cultural resources would also be reduced to a less-than-

significant level. With mitigation, development of the proposed project would not: 1) degrade the quality of the environment; 2) substantially reduce the habitat of a fish or wildlife species; 3) cause a fish or wildlife species population to drop below self-sustaining levels; 4) threaten to eliminate a plant or animal community; 5) reduce the number or restrict the range of a rare or endangered plant or animal; or 6) eliminate important examples of the major periods of California history.

b) *Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects.)* ***(Less-Than-Significant Impact)***

The proposed project's impacts are individually limited and not cumulatively considerable. In addition, most of the project's impacts result from construction-period activities and would be temporary. The project would result in the development of pedestrian and bicycle overcrossings that would provide increased and safer connectivity along the Iron Horse Trail. All environmental impacts that could occur as a result of the proposed project would be reduced to a less-than-significant level through implementation of the mitigation measures recommended in this document

c) *Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?* ***(No Impact)***

The proposed project would not result in any environmental effects that would cause substantial direct or indirect adverse effects to human beings.

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